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SECRETARY OF THE AIR FORCE**

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Flying Operations

MH-139 AIRCREW TRAINING



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This instruction implements Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*. This manual establishes Air Force standards for training personnel performing aircrew duties in the MH-139A aircraft. This manual applies to all civilian employees and uniformed members of the Regular Air Force, the Air Force Reserve, and those who are contractually obligated to comply with Department of the Air Force publications. This manual does not apply to the United States Space Force and the Air National Guard. This Manual requires the collection and or maintenance of information protected by the Privacy Act of 1974 authorized by Title 10 United States Code, Section 9013, *Secretary of the Air Force*. The applicable SORN F036 AF PC C, Military Personnel Records System is available at: <https://dpcl.d.defense.gov/Privacy/SORNs/>. Ensure all records generated as a result of processes prescribed in this publication are maintained in accordance with Air Force Instruction 33-322, *Records Management and Information Governance Program*, and disposed in accordance with the Air Force Records Disposition Schedule located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the Office of Primary Responsibility using the DAF Form 847, *Recommendation for Change of Publication*; route the forms from the field through the appropriate functional chain of command. This publication may be supplemented at any level. All supplements must be routed to the user major command (MAJCOM) for coordination prior to certification and approval. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See DAFMAN 90-161, *Publishing Processes and Procedures*, for a description of the authorities associated with the tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, in accordance with **paragraph 1.2** for non-tiered compliance items. The

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Chapter 1

GENERAL GUIDANCE

1.1. Overview. This manual provides guidance for managing MH-139 aircrew training. It establishes training policy, guidance and requirements for each phase of aircrew training to progressively develop the combat capabilities of aircrew. For the purpose of this manual only, including intent for tiered waiver authority levels, direct reporting units (such as Air Force District of Washington) should be considered included whenever MAJCOMs are referenced.

1.1.1. This instruction does not authorize deviations from the flight manual, Technical Order (T.O.) 1H-139(M)A-1, *Flight Manual USAF Series MH-139A Helicopter*, or other 11-series manuals. Flight safety should be given prime consideration and take precedence over the requirements and guidance of this publication.

1.1.2. Command Relationship. Headquarters Air Force Global Strike Command (AFGSC) is designated as the lead command for MH-139A helicopters in accordance with (IAW) DAFPD 10-9, *Lead Command/Lead Agent Designation And Responsibilities For United States Air Force Weapon Systems, Non-Weapon Systems, And Activities*. Headquarters Air Education and Training Command (AETC) is designated as training Command and is responsible for the management of MH-139A formal training programs IAW AFMAN 11-202V1, *Aircrew Training*. Air Force Reserve Command (AFRC) is designated as the training provider and executes responsibilities of a formal training unit (FTU). AFGSC/A3, AETC/A3, and AFRC/A3 will supervise an aircrew-training program consistent with the policies and requirements of this instruction.

1.1.3. Throughout this instruction, the term operations group (OG) is synonymous with helicopter group (HG). All references to an OG, including command roles and responsibilities and office symbols, are interchangeable with a HG.

1.1.4. Throughout this instruction references are made to the MAJCOM/A3, MAJCOM training division, and other subordinate organizational offices within the training function. It is understood office titles may differ across MAJCOMs, therefore these references are intended to indicate that office or its equivalent.

1.2. Waivers. The waiver authority for this manual is the MAJCOM/A3 unless otherwise indicated. Report all deviations without an approved MAJCOM waiver to the MAJCOM/A3 within 10 duty days of the occurrence. MAJCOM points of contact will forward a copy of the deviation to Air Force Global Strike Command Training, Test, and Standards/Evaluation (AFGSC/A3TV) for information only. (T-2)

1.3. Roles and Responsibilities.

1.3.1. MAJCOM Directors of Operations (MAJCOM/A3) will determine training requirements for subordinate units. This includes stating which optional training events will be required and making additions to this volume via MAJCOM supplement or Ready Aircrew Program Tasking Memorandum (RTM). Using MAJCOMs with unique certifications will ensure associated currencies are detailed in the MAJCOM supplement to this instruction or in the MAJCOM RTM.

1.3.1.1. The 19th Air Force Director of Operations (19AF/A3).

1.3.1.1.1. Manages the MH-139A aircrew training system (ATS) contract.

1.3.1.1.2. Approves changes in FTU curricula in coordination with the lead command, user commands, and the ATS contractor.

1.3.1.1.3. Fulfills Training Command responsibilities as outlined in AFMAN 11-202V1, *Aircrew Training*.

1.3.1.2. The Air Force Reserve Command (AFRC) Director of Operations (AFRC/A3). AFRC/A3 executes the MH-139 FTU mission, to include providing command and control for the training mission; managing student training in accordance with established, coordinated AETC policies; and providing administrative control and operational direction to AFRC assets assigned to the MH-139 FTU.

1.3.2. Operations Group Commanders (or equivalent) will:

1.3.2.1. Operations group commanders (OG/CC) will specify which Aircrew Position Indicator (API) 6/B positions not assigned to flying squadrons will maintain basic aircraft qualification (BAQ), basic mission capable (BMC), mission ready (MR), or combat mission ready (CMR) status.

1.3.3. The Squadron Commander (SQ/CC) (or equivalent) will:

1.3.3.1. Develop a plan to meet MAJCOM-directed Ready Aircrew Program (RAP) training requirements and procedures. Provide support and management of all squadron training programs as necessary to meet the requirements of this instruction.

1.3.3.2. Execute local mission training (LMT) syllabi for newly assigned aircrew.

1.3.3.3. Ensure aircrew members complete unit-specific ground, mission, and continuation training (CT) programs.

1.3.3.4. Ensure adequate training continuity and supervision of assigned and attached aircrew members. Assign additional training requirements based on individual aircrew member experience and proficiency as necessary.

1.3.3.5. Assign experience levels (EL) to assigned/attached aircrew members based on experience and requisite aircraft proficiency.

1.3.4. The Formal Training Unit will:

1.3.4.1. Be responsible to the training provider for the overall operation, logistics, and administration of MH-139A formal training courses.

1.3.4.2. Conduct and monitor MH-139A formal training to meet all course objectives and standards. This includes monitoring and recommending adjustments to syllabus content and quality, as well as Programmed Flying Training (PFT) quantity to produce aircrew members qualified to perform the MH-139A mission. The annual training review, syllabus review, and PFT conferences are the primary conduits for significant changes.

1.3.4.3. Administer end-of-course critiques and graduate field evaluations. Forward a summary of all critiques and evaluations to the training provider MAJCOM/A3 training branch (or equivalent). Coordinate with the training provider MAJCOM/A3 training branch (or equivalent) to ensure formal school graduates meet squadron requirements.

1.3.4.4. Maintain a class roster of student entries and graduates for each formal course. Maintain a record of graduate certificates issued to include the graduate's name, rank, course name, course number, dates of course entry and completion, and automated personnel data system (PDS) course code.

1.3.4.5. Recommend changes to the course announcement in Education & Training Course Announcements (ETCA) to 19th Air Force Mobility, Personnel Recovery and Special Operations Training Division (19AF/A3M).

1.3.4.6. Notify both the gaining MAJCOM/A3 training branch chief and squadron when student graduation dates are extended 30 days past scheduled graduation date, or if the student will graduate without completing all syllabus training requirements.

1.3.4.7. Forward open training records to the gaining squadron gaining MAJCOM/A3 training branch chief (or equivalent) within one week of departing the FTU.

1.3.5. Squadron Training Office will:

1.3.5.1. Inform squadron operations officer of factors adversely affecting aircrew training and currency requirements.

1.3.5.2. Identify areas requiring training and coordinate training accordingly.

1.3.5.3. Review the training and evaluation records of newly assigned, attached, or upgrading aircrew members to determine their status as BMC, MR, or CMR, and the additional training required to complete or certify the individual in the squadron mission.

1.3.5.4. Administer the training plan. Any flying training that does not support the MAJCOM Mission Essential Task List (METL), operations group METL, squadron METL, the requirements of this instruction, or formal school training, should be eliminated.

1.3.5.5. Conduct quarterly training review boards to monitor training, correct deficiencies, and identify aircrew members for upgrade.

1.3.5.6. Coordinate with scheduling functions to ensure all aircrew members receive applicable training during eligibility periods.

1.3.5.7. Submit all squadron-developed syllabi to the appropriate approval authority for review and approval.

1.3.5.8. Develop local guidance detailing training office management.

1.3.5.9. Initiate, track, review, and close-out aircrew training records IAW [Chapter 6](#).

1.3.5.10. Track continuation training and notify squadron leadership on issues affecting readiness.

1.3.5.11. Maintain training material and equipment for recurring ground training events. Ensure ground training materials, tests, and computer-based training (CBT) materials are current (unless maintained by the wing/group Operations Support Squadron [OSS]).

1.3.5.12. Ensure active duty service commitments (ADSC) are enforced for both training conducted at the FTU and via in-unit training IAW AFMAN 11-202V1, and AFMAN 36-

2100, *Military Utilization and Classification* via AF Form 63, *ADSC Acknowledgement Statement*. This action will occur prior to the individual's entry into the training course.

1.3.5.13. Initiate waiver requests to include FTU course overages, FTU syllabus waivers, and FTU ETCA requirement waivers in accordance with [paragraph 1.5.2.2](#).

1.3.6. Aircrew Instructor responsibilities:

1.3.6.1. Be thoroughly familiar with the courseware and contents of the applicable qualification, upgrade, and/or specialized training being administered.

1.3.6.2. Review the student's training records prior to performing each flight or training session in order to focus training on weak areas, or those topics not covered during previous training sessions.

1.3.6.3. Conduct thorough preflight briefings and post-flight critiques.

1.3.6.4. Ensure all required upgrade training items are completed and documented appropriately.

1.3.6.5. Ensure the student demonstrates the required level of knowledge and proficiency prior to recommending the student for an evaluation or certifying the student.

1.3.6.6. Ensure the safe execution of the duties of the crew position receiving instruction. The instructor immediately assumes those duties if, at any time during the flight, they deem the student's ability to execute those duties as unsafe. The instructor should then explain and demonstrate the proper method of executing those duties. Instructors must be highly knowledgeable in Air Force Tactics, Techniques, and Procedures (AFTTP) and governing regulations to provide immediate instruction to any aircrew position concerning regulatory and non-regulatory guidance.

1.3.6.7. Ensure they are designated for instructor duty when acting in the instructor capacity and are authorized to instruct all levels of qualification, including any event in which they are qualified/certified and current, unless specifically restricted.

1.3.6.8. Instructor pilots (IP) are responsible for the conduct of the flight and safety of the aircraft. Instructors will place special emphasis on the procedures for positive identification of emergency conditions before initiating corrective action.

1.3.7. Individual aircrew member responsibilities:

1.3.7.1. Only participate in ground and flying activities for which qualified, current, and adequately prepared, except during upgrade or recurrency training.

1.3.7.2. Follow ETCA guidance when attending a formal school course. The ETCA website is located at the following link: <https://usaf.dps.mil/teams/app10-etca/sitepages/home.aspx>

1.3.7.3. Be responsible for monitoring their flight currency status and ensuring individual currencies have been satisfied in accordance with the guidelines and requirements of this instruction.

1.4. Aircrew Training. Training programs are designed to progress aircrew from a formal training course where initial qualification training (IQT) and mission qualification training (MQT) are administered, to an operational unit where LFT and LMT are completed and an individual is

assigned as MR or CMR; operational units maintain and develop aircrew with CT, crew position upgrades, and specialized mission training. Aircrew status (BAQ, BMC, MR/CMR) is assigned according to AFMAN 11-202V1 and this publication. Reference AFMAN 11-202V1 for definitions of aircrew status.

1.4.1. IQT provides the training necessary to qualify aircrew members in the MH-139A and award them with BAQ status; it is accomplished without regard to the squadron's mission. See [Chapter 2](#) for additional information.

1.4.2. MQT provides aircrew the necessary training to qualify in a specific crew position for operational missions in the MH-139A. See [Chapter 3](#) for additional information.

1.4.3. LFT provides aircrew the necessary training and familiarization in the local area for operations at the gaining unit (e.g., airspace, traffic patterns). See [Chapter 3](#) for additional information.

1.4.4. LMT provides training for missions performed by the gaining unit. See [Chapter 3](#) for additional information.

1.4.5. CT provides aircrew the training necessary to maintain flying proficiency and consists of foundational aircraft and mission skills common to all MH-139A users (non-RAP), as well as mission-specific skills unique to each MAJCOM's assigned missions (RAP). See [Chapter 4](#) for additional information.

1.4.6. RAP is the CT program designed to focus training on capabilities needed to accomplish a unit's METL. Following completion of IQT, MQT, LFT, and LMT, aircrew maintain a BMC, CMR, or MR status. Each MAJCOM will publish an RTM to establish the CT requirements for CMR, and/or MR aircrew. **(T-2)** Except where specifically noted, by way of the RTM, the MAJCOM/A3 Training and Standards/Evaluation division chief may make changes, additions, or deletions to the required certifications and continuation training specified in this instruction to focus training on capabilities required to accomplish a squadron's tasked missions.

1.4.6.1. Awarding of CMR or MR designation establishes the minimum training required for aircrew to be qualified and proficient in all of the primary missions tasked to their assigned unit and weapon system. The following aircrew will be designated as CMR or MR:

1.4.6.1.1. All designated API-1 or API-A positions, flying SQ/CCs and squadron operations officers (SQ/DO) positions.

1.4.6.1.2. API-6/B positions not assigned to the flying squadron may be designated CMR or MR by the operations group commanders (OG/CC). **(T-3)**

1.4.6.1.3. API-8/D positions are assigned BMC, MR, or CMR in accordance with MAJCOM RTM. **(T-3)** Continuation training requirements for API-8/D positions are documented in the RTM if less restrictive than EL continuation training requirements. **(T-1)**

1.4.6.1.4. CMR or MR aircrew members will maintain currency and qualification in all core missions of the flying unit to which they are assigned or attached. **(T-2)** The primary method of gaining initial CMR or MR status, or transitioning from BMC to CMR or MR, is completion of the LMT syllabus. Flight and ground currencies that affect CMR or MR status and relevant to the unit mission are designated by MAJCOMs

on their respective RTM. Failure to complete CMR or MR training, or maintain CMR or MR currencies, results in regression to non-CMR or non-MR (N-CMR, N-MR) status. Policies concerning aircrew performance of operational missions while N-CMR or N-MR will be included in MAJCOM supplements to this manual or RTMs. (T-2)

1.4.6.2. BMC aircrew maintain basic mission skill set currency relevant to the MH-139A and a basic familiarity with the MAJCOM mission but require additional training prior to operational mission readiness. **Exception:** Regular Air Force aircrew member positions above squadron level are designated BMC or CMR in accordance with their respective MAJCOM RTM. (T-2) The following are requirements to obtain and maintain BMC:

1.4.6.2.1. At a minimum, BMC status requires completion of MQT. BMC aircrew members may train for proficiency and qualification in any mission they are qualified/certified for, at the discretion of the unit commander responsible for the required training assets.

1.4.6.2.2. As a minimum, BMC aircrew members will accomplish all ground training designated as “grounding” in **Attachment 2**, as well as events identified in MAJCOM supplements to this manual or RTM as required for BMC. (T-3) Failure to complete required training results in regression to non-BMC (N-BMC) status. MAJCOMs will include policies concerning aircrew performing operational missions while in BMC status, or while N-BMC, in MAJCOM supplements to this manual or the RTM. (T-2)

1.4.7. Specialized Training. Specialized training is used to certify aircrew members in the special capabilities necessary to carry out assigned missions and METL but are not required by every unit crew member. Units will document specialized training completed on assigned and attached crewmembers IAW AFMAN 11-202V1.

1.5. Aircrew Training Policy.

1.5.1. Aircrew training programs are designed to achieve the highest degree of aircrew readiness consistent with flight safety and resource availability. Training must balance the need for realism against the expected threat, individual capabilities, and safety. (T-3) This instruction provides training guidelines and policies for use with operational procedures specified in applicable flying operations publications.

1.5.2. Formal Training. The primary method of completing formal training courses offered by the FTU is at the FTU. Requests to conduct in-unit training will be processed IAW **para 1.5.3**. Refer to ETCA for course information.

1.5.2.1. The AETC e-Bookstore “AETC Flying Training Special Publications” is the primary source for obtaining current and approved formal course syllabi (<https://trss3.randolph.af.mil/bookstore/home/6omepage.aspx>). When suitable course training products or syllabi are not available, MAJCOM-approved products may be used.

1.5.2.2. Squadrons will utilize AETC Form 6, *Waiver Request*, to request FTU course overages, FTU syllabus waivers, or FTU ETCA requirement waivers. (T-2) Route FTU waiver requests to the unit’s MAJCOM/A3 training branch. MAJCOM/A3 Training branch chiefs will submit the waiver request to 19 AF. All waiver requests must be approved before the aircrew member departs for the FTU or begins in-unit training. (T-2) File a copy

of all approved waivers in the trainee's aircrew training folder. Students will hand-carry a hard copy of any approved waiver to the FTU course. (T-2)

1.5.2.3. Units may request waivers to conduct in-unit training IAW AFMAN 11-202V1. (T-2) An aircrew member who was previously removed from a formal qualification course for substandard performance is ineligible for in-unit training.

1.5.3. In-Unit Training. In-unit training is formal training conducted by an operational flying squadron using FTU syllabi and courseware in lieu of attending a formal course. If the FTU syllabus is executed as written, in-unit training approval authority is the OG/CC bearing the training burden, and notification of each in-unit training approval will be sent to the owning MAJCOM/A3 training branch chief. (T-2) If the requesting unit desires the FTU syllabus to be completed other than prescribed, the waiver authority is the owning MAJCOM/A3 training branch chief with the owning OG/CC endorsing the request. (T-2) If required, MAJCOM/A3 training branch chief may approve an alternate syllabus flow to compensate for the lack of simulators. The owning unit's MAJCOM/A3 training branch chief will coordinate and ensure availability of appropriate courseware. Units will follow owning MAJCOM/A3 guidance for preparing waivers. If no guidance exists, squadrons performing in-unit training should utilize the general waiver format in [paragraph 1.5.2.2](#) and include the following additional information in the request:

1.5.3.1. Justification for in-unit training in lieu of FTU training.

1.5.3.2. FTU quota availability.

1.5.3.3. Summary of an individual's flying experience, specifically addressing minimum entry requirements. Include other mission design series (MDS) specific time as well as instructor and evaluator time, if applicable.

1.5.3.4. Date training will begin and expected completion date.

1.5.3.5. Unit accomplishing the training. If conducted at more than one unit, the portion of training each unit will conduct.

1.5.3.6. Requested exceptions to the FTU syllabus with detailed rationale. Units desiring to fly students during operational or training sorties for which they are already current and qualified, outside of in-unit training syllabus execution, will include this request in the in-unit training request package (e.g., allowing an IP upgrade student to fly as a pilot-in-command (PIC) on routine local missions). Units should address use of ATDs in this paragraph.

1.5.3.7. Complete AETC Form 6, Waiver Request when necessary.

1.5.4. In-Unit Training Procedures.

1.5.4.1. Units are not required to use courseware material and examinations which require resources available only at the FTU; an example is a unique ground training device only available at the FTU.

1.5.4.2. When suitable resources are not available, and alternate methods of training are not addressed in syllabi, squadrons will submit locally developed training materials to their MAJCOM/A3 training division chief for approval.

1.5.5. Inflight Supervision. There are two types of in-flight supervision authorized. Aircrew instructors and safety crewmembers.

1.5.5.1. Aircrew Instructors. Reference [paragraph 5.4](#).

1.5.5.2. Safety Crewmember. A safety crewmember is a "designated supervisor" IAW AFMAN 11-202V1. They are an experienced aircrew member, who is not instructor qualified, but is authorized by the SQ/CC to supervise specific flight and/or simulator events for qualified but non-current aircrew. SQ/CCs will determine what events safety crew members may supervise. To qualify as a safety crewmember, individuals must meet "experienced" requirements of [Table 1.1](#), will be selected by the SQ/CC, and should be identified on the Letter of Certifications (LOX) as a safety crewmember. (T-2)

1.5.5.3. Aircrew that are unqualified, or in any training program (upgrade, certification, corrective action, etc.), must fly under the direct supervision of an instructor in the matching crew position who is current and qualified/certified in the applicable events, unless otherwise directed/approved in a MAJCOM approved syllabus. (T-2)

1.5.5.4. Aircrew that are non-current for any flight and or simulator event requires supervision. Supervision requirements are as follows:

1.5.5.4.1. Aircrew who are less than 30 days overdue may utilize a safety crewmember or instructor, in the same crew position.

1.5.5.4.2. Aircrew who are 30 days or more overdue must utilize an instructor in the same crew position.

1.5.5.4.3. When utilizing a safety crewmember, passengers are not authorized IAW DAFMAN 11-401, Chapter 8.

1.5.5.5. Any instructor-qualified aircrew member may instruct Universally Qualified aircrew (e.g., Flight Surgeons). (T-2)

1.5.5.6. MAJCOMs will determine operational support flyer (OSF) supervision requirements. (T-2)

1.6. Experience Levels.

1.6.1. Experience. Squadrons will use ELs specified in [Table 1.1](#) as minimum experience requirements (T-2). ELs are based on minimum primary hours.

Table 1.1. Experienced Aircrew.

Aircrew	Experience Level Assignment Requirements for "Experienced"
PIC ⁽¹⁾	Instructor Qualified
	OR
	275 MH-139A primary hours
	OR

	100 MH-139A primary hours for PICs who were pilot-in-commands in a previous military aircraft
FE ⁽¹⁾	Instructor Qualified OR 325 MH-139A primary hours OR 100 MH-139A primary hours for SMAs who were instructors in a previous military aircraft
Notes: 1. Primary Flight Hours logged in a simulator may contribute up to 25% of the requirement.	

1.6.1.1. When the minimums in **Table 1.1** are met, awarding an EL is at the discretion of the SQ/CC, or designated representative, for assigned and attached aircrew members. End-of-cycle training requirements will be based on the aircrew member’s assigned EL on the last day of the current training cycle.

1.7. Aircrew Training While DOWN. DOWN aircrew may complete ground training events and log simulator flight-training time if allowed per their DD Form 2992, *Medical Recommendation for Flying or Special Operational Duty*, IAW DAFMAN 11-401. Consult the Flight Surgeon initiating the DD Form 2992 action (prescribed by DAFMAN 48-123, *Medical Examinations and Standards*) to determine if the DOWN status includes ground/simulator training limitations. Instructor aircrew in DOWN status may instruct ground training events, including ground and simulator syllabus events, at the discretion of the unit commander, provided they are not restricted from doing so on their DD Form 2992 and remain qualified.

1.8. Intra-Command and Inter-Command PCS/PCA. Squadrons will develop procedures to ensure flight and training records screening are accomplished during squadron in-processing and out-processing. **(T-3)** This screening should be accomplished in sufficient time to ensure discrepancies are corrected prior to a member’s first flight (inbound) or permanent change of station (PCS) (outbound).

Chapter 2

INITIAL QUALIFICATION, REQUALIFICATION, CONVERSION, AND TRANSITION TRAINING

2.1. Overview. This chapter outlines the requirements and policies for IQT, requalification training, conversion qualification training (CQT), transition training, other training, and policy on maintaining multiple qualifications.

2.2. Crew Positions. There are three crew positions on the MH-139A aircraft: one pilot designated as the PIC, one pilot designated as the co-pilot (CP), and one or more Flight Engineers (FE). See AFMAN 11-2MH-139V3 for applicable guidance to each crew position. Reference [Chapter 5](#) for the requirements to upgrade from a co-pilot to a pilot-in-command.

2.3. Course Prerequisites. Course prerequisites are IAW the appropriate formal course syllabus listed in the ETCA, AFMAN 11-202V1, and this manual. The formal course syllabus designates the course prerequisite approval authority.

2.4. Ground Training Requirements. Complete ground training requirements IAW the appropriate formal course syllabus listed in the ETCA, AFMAN 11-202V1, and this manual. In addition, all crewmembers must complete grounding events as directed by [Table A2.1](#) prior to their first flight. **(T-2)**

2.5. Written Examinations. Reference AFMAN 11-202V2 for written examination requirements.

2.6. Initial Qualification Training. IQT provides the training necessary to qualify aircrew in the MH-139A and award them with BAQ status; it is accomplished without regard to the squadron's mission. IQT consists of a Basic Qualification for all aircrew. An instrument qualification is also required for pilots. **(T-1)**

2.6.1. The primary method of accomplishing IQT for pilots is the formal MH-139A Pilot Initial Qualification Training course. The primary method of accomplishing IQT training for FEs is the formal MH-139A Flight Engineer Initial Qualification Training course.

2.7. Requalification Training. Reference AFMAN 11-202V1 for specific guidance on when an aircrew member becomes unqualified. In general, the length of time an individual is unqualified determines which requalification method to use. The primary method of requalification training is the appropriate formal training course listed in ETCA. **(T-2)** Terms TX-1, TX-2, and TX-3 identify FTU formal requalification courses, from longest to shortest course.

2.7.1. Unqualified up to 39 months (not including the 39th month) at the end of a nonflying assignment, or up to 51 months (not including the 51st month) at the end of any active flying assignment. See AFMAN 11-202V1 for requirements. To clarify, aircrew can be requalified by using the FTU TX-3 formal training syllabus or by a squadron commander directed requalification (CDR) plan. If using a CDR plan, before starting training squadron commanders should generate a memorandum to the aircrew member that, at a minimum, details all ground training required before flight, the number and type of flying sorties, and the number and type of evaluations (including the completion of evaluation prerequisites). Squadron commanders may use any FTU syllabus to inform their CDR plan.

2.7.2. Unqualified 39 or more months at the end of a non-flying assignment, or 51 or more months at the end of any active flying assignment, up to 8 years. See AFMAN 11-202V1 for requirements.

2.7.3. Unqualified in MDS over 8 Years. See AFMAN 11-202V1 for requirements.

2.7.4. All requalification ground/flight requisites in the appropriate syllabus and this instruction, will be completed before the applicable requalification flight evaluations. **(T-2)**

2.7.5. At the discretion of the owning unit commander, previously qualified MH-139A instructors may requalify directly to instructor status.

2.8. Conversion Qualification Training. See AFMAN 11-202V1. The purpose of conversion qualification training (CQT) is to identify currently qualified Air Force rotary wing aircrew and convert them into MH-139A aircrew without regard to a specific unit mission. Aircrew who complete CQT should normally maintain their BMC/MR/CMR aircrew status at their assigned unit. The primary method of accomplishing conversion qualification training is to attend the CQT course at the FTU.

2.8.1. Entry Prerequisites: Aircrew members must have a current Basic Qualification, Instrument Qualification (for pilots), and Mission Qualification in an Air Force helicopter IAW AFMAN 11-202V2. **(T-3)** Other prerequisites may be detailed in the approved syllabus. **EXCEPTIONS:** Aircrew selected to become a squadron commander or director of operations may attend CQT at the discretion of the OG/CC. However, they still must complete LFT and LMT at the flying unit in order to be awarded MR or CMR.

2.8.2. The training command will coordinate with user MAJCOMs and submit conversion qualification training plans/programs to lead-MAJCOM A3T for approval. **(T-2)**

2.9. Difference Training. See AFMAN 11-202V1. Difference Training is not applicable to the MH-139A.

2.10. Transition Training. See AFMAN 11-202V1. The purpose of this training is to qualify aircrew in the MH-139A who have transitioned from another military aircraft. The primary method of accomplishing transition training is to attend IQT at the FTU. Units may request a FTU syllabus waiver (i.e., create a tailored version of IQT) to allow credit for acquired aviation proficiency (reference [paragraph 1.5.2.2](#)) only if the aircrew meet the following requirements:

2.10.1. Current within 4 years before course entry with 500 total flight hours in any United States Armed Forces rotary wing aircraft.

2.10.2. Current within 5 years before course entry with 800 total flight hours in any United States Armed Forces rotary wing aircraft.

2.10.3. Current within 8 years before course entry with 1,000 total flight hours in any United States Armed Forces rotary wing aircraft.

2.10.4. All ground/flight requisites in the appropriate syllabus, and this instruction will be completed before the applicable flight evaluations. **(T-2)** Refer to [paragraph 1.5.3](#) for in-unit training waiver authority.

2.11. Multiple Qualifications. For qualifications on more than one MDS aircraft, reference AFMAN 11-202V1 and MAJCOM guidance.

2.12. Other Training.

2.12.1. Universally Qualified Aircrew. Universally qualified aircrew (e.g. Flight Surgeons) do not require MH-139A-specific training for qualification but require unit-specific training on mission related equipment or employment procedures. All required ground training defined in **Table A2.1** must be completed before the first flight. (T-3)

2.12.2. Supervisory Flyers, Indoctrination Flyers, and General Officer Flyers. See DAFMAN 11-401

2.12.3. Operational Support Flyer. OSFs are those individuals performing operational support duty as defined in DAFMAN 11-401 and DAFMAN 11-402, *Aviation and Parachutist Service*. Syllabi and courseware required for OSF training will be approved by MAJCOM/A3 training division chief. (T-3)

2.12.4. Passengers. PICs or designated representatives brief passengers on flight profiles, emergency procedures, and other applicable items in accordance with AFMAN 11-2MH-139V3 and aircraft technical orders.

2.13. Initial Cadre for Change of Equipment or Capability. When new equipment is installed or capability is developed not requiring a new mission qualification, conduct differences training for the new equipment or capability utilizing an initial cadre of experienced aircrew. If possible, qualified personnel from any unit operating similar equipment/executing similar capability should be the initial cadre and provide training. (T-2) Update any certifications in accordance with AFMAN 11-202V2. Aircrew members will not operate new equipment or execute the new capability until properly trained. (T-2)

Chapter 3

MISSION QUALIFICATION, LOCAL FAMILIARIZATION, AND LOCAL MISSION TRAINING

3.1. Overview. This chapter establishes the minimum training requirements for completing Mission Qualification Training (MQT), Local Familiarization Training (LFT), and Local Mission Training (LMT). MQT concludes with a mission qualification evaluation. LFT and LMT conclude with training sorties and are tracked with an associated training event.

3.2. General Requirements.

3.2.1. The primary method of accomplishing MQT is the appropriate FTU MQT syllabus or the mission qualification portion of a requalification, conversion, or transition syllabus.

3.2.2. The primary method of accomplishing LFT is a unit commander approved syllabus; it is accomplished at the unit of assignment.

3.2.3. The primary method of accomplishing LMT is a MAJCOM approved syllabus; it is accomplished at the unit or MAJCOM of assignment.

3.2.4. Completion of ground training will establish due dates for recurring ground training required in [Attachment 2](#). **(T-2)** Aircrew may credit training accomplished during any formal syllabus to establish due dates for recurring training, provided the training is equivalent to or greater than, the recurring training requirements.

3.2.5. LFT and LMT must be accomplished in order to be assigned MR or CMR status. **(T-2)**

3.3. MQT, LFT, LMT Prerequisites. Course prerequisites are provided in the appropriate syllabus and AFMAN 11-202V1. Refer to [paragraph 1.5.3](#) of this instruction for in-unit training approval authority for MQT.

3.4. Mission Qualification Training. MQT provides aircrew the necessary training to qualify in a specific crew position for operational missions in the MH-139A. Due to the varied nature of MH-139A mission sets, the FTU syllabi for MQT should train to a standard agreed upon by all user MAJCOMs. Unless in-unit training is approved, MQT begins and ends at the FTU, concluding in a mission qualification evaluation. MQT is not intended to train aircrew in unit specific processes, missions, rules of engagement, standard operation procedures, or local area familiarization.

3.4.1. Aircrew in the FTU MQT syllabus will graduate as Mission Copilots (MC). For aircrew in any requalification, conversion, or transition syllabus, see [Chapter 2](#).

3.5. Local Familiarization Training. LFT provides aircrew the necessary training and familiarization in the local area for operations at the gaining unit (e.g., airspace, traffic patterns, flight planning, operating instructions). Additionally, it re-establishes currency for aircrew who were recently assigned to the unit. LFT is composed of both ground and flight training. Track completion of LFT at the unit of assignment with the associated training event in [Attachment 2](#), [Table A2.1](#).

3.5.1. LFT is required for all aircrew members to fly unsupervised after a Permanent Change of Station (PCS). **(T-3) Exception:** Aircrew who become supervisory flyers and remain attached to the same unit they were re-assigned from, and remain qualified, do not have to re-

accomplish LFT. Conversely, supervisory flyers who are re-assigned to their attached unit as normal aircrew also do not have to re-accomplish LFT.

3.5.2. Unit commanders will develop and approve an appropriate syllabus to introduce and familiarize aircrew to operations in the local area. Additionally, the syllabus should ensure the member is sufficiently current and proficient to complete LMT (if they are required to be MR or CMR). The syllabus will identify a Sequence of Training Waiver (SOTW) authority. **(T-3)**

3.5.3. Unit commanders may use LFT, or a portion thereof, to familiarize TDY aircrew with the local area. In any case, unit commanders will ensure TDY aircrew are familiar with the local area and local procedures before any unsupervised flight. **(T-3)**

3.6. Local Mission Training. LMT provides training for missions performed by the gaining unit. LMT is composed of both ground and flight training. Completion is tracked by the associated training event in [Attachment 2, Table A2.1](#).

3.6.1. LMT is required for all aircrew members upon permanent change of station (PCS). **(T-3) EXCEPTION:** When aircrew are PCA'd or PCS'd within the same MAJCOM, or between MAJCOMs but remain flying at the same location and performing the same mission, previous LMT completion dates may be accepted at the flying unit commander's discretion. Consideration should be given to the member's qualifications (e.g., instructor), the length of time since completing LMT previously, and any changes to mission requirements which have impacted the current LMT syllabus.

3.6.2. Pilots who PCS to a new MAJCOM will not be annotated as the PIC on flight authorizations until completion of LMT, provided they are required to complete LMT in order to gain CMR status. **(T-3)**

3.6.3. Units will use a MAJCOM approved syllabus for LMT. **(T-2)** MAJCOMs should ensure the syllabus allows unit commanders the ability to tailor a portion of the training based on an individual's qualifications, experience, and documented performance. The syllabus will identify a SOTW authority. **(T-2)**

3.6.4. An instructor of the same crew position will conduct all LMT instruction unless noted in the syllabus. **(T-2)**

3.6.5. Complete LMT within the syllabus allotted time. **(T-3)** Training which will exceed the syllabus allotted time requires OG/CC approval. **(T-3)** Annotate the approval in the student's training record and ensure it contains the reason for delay, planned actions, and estimated completion date. **(T-3)**

3.7. Mission Requalification Requirements. Follow requalification guidance in [paragraph 2.7](#). **(T-2)**

Chapter 4

CONTINUATION TRAINING & READY AIRCREW PROGRAM

4.1. Overview. This chapter identifies minimum flying and related ground training events to satisfy MH-139A continuation training requirements. The CT program is composed of two components. The first component is the training necessary to maintain basic flying skills for safe operation of the aircraft and foundational mission skills common to all MH-139A aircrew; the minimum training necessary to maintain currency in these common tasks is provided by this publication. The second component is the training necessary to be proficient in the unit's assigned mission; the minimum training necessary to maintain currency in these specific mission tasks is provided by the MAJCOM RTM.

4.1.1. MAJCOM RTMs may set training volumes for any continuation training event.

4.1.1.1. Training volumes are defined as the minimum number of times an event must be accomplished in a certain time interval, in order to maintain the desired level of proficiency in that event (e.g., three basic sorties between the 1st and 30th of the month).

4.1.1.2. Failure to meet training volumes does not result in a loss of currency. MAJCOMs will determine appropriate actions, if any, for failure to meet training volumes.

4.1.2. MAJCOM RTMs may set MAJCOM-specific continuation training events. Event definitions and requirements for MAJCOM-specific events will be posted in MAJCOM supplements or RTMs.

4.1.3. SQ/CCs may set squadron-specific continuation training events. Event definitions and requirements will be posted in squadron supplements or operating instructions.

4.2. Ground Training. There are two main categories of ground training: 1.) Minimum ground training events required before flight, for each crew position, are located in [Attachment 2](#). Some ground events have associated flight events (e.g., instrument qualification evaluation). Table notes define training code status (i.e., grounding, non-grounding, or other restrictions). 2.) Approved syllabi may contain ground training required for the course instruction.

4.2.1. Loss of Currency. Refer to parent regulations associated with each event as shown in [Attachment 2](#). In general, continuation training currency expires at the end of the Zulu day. More specifically, events expressed in days are delinquent on the first day after the allotted time period (e.g., 45 and 60-day requirements are non-current at 0000 Zulu on the 46th and 61st days following the last accomplished event, respectively). Events expressed in months expire on the last day of the month, at the end of the Zulu day. **(T-3)**

4.2.2. Ancillary Training. See AFMAN 11-202V1. MAJCOMs may dictate ancillary training requirements in RTMs or supplements.

4.2.3. Ground Training Requirements. See [Attachment 2](#). Units may credit training accomplished during formal training (FTU or in-unit), LFT, and/or LMT towards requirements for the training cycle in which it was accomplished.

4.3. Flight and Simulator Training. The minimum CT flight events required by all MAJCOMs for BAQ, BMC, and MR or CMR are listed in [Attachments 3](#). Flight surgeons will accomplish specified training items IAW AFMAN 11-202V1, this instruction, and MAJCOM guidance. **(T-3)**

4.3.1. Continuation Training Events. The definitions and maneuvers required to log currency in flight events for the MH-139A are listed in [Attachments 3](#).

4.3.2. Flying Training Cycle. MAJCOM RTMs or supplements may set training cycles.

4.3.3. Crediting Continuation Training Events. Squadron Aviation Resource Management (SARM) will credit events accomplished on training, operational missions, and satisfactory evaluations or certifications toward crewmember continuation training requirements. Flight currency is credited in the following manner:

4.3.3.1. Event credit may be awarded on any sortie when all the required items listed in the event definition are met. Instructors and flight examiners may credit flight events while instructing or evaluating. **EXCEPTION:** Evaluators may not credit flight events when they are performing an objectivity evaluation.

4.3.3.2. If circumstances prevent completion of all required items for a currency on a single sortie, the remaining items may be accomplished on a subsequent sortie and logged, provided the training is completed within 5 duty days. **(T-3)** Required items for a currency that were not completed in the aircraft, can be completed in the simulator and logged for currency provided they are authorized in [Attachment 3](#). Likewise, required items for currency that were not completed in the simulator, may be completed in the aircraft and logged for currency provided they are authorized in [Attachment 3](#).

4.3.3.3. Aircrew in any training syllabus who accomplish events they are qualified or certified for, may credit that event towards continuation training provided they receive a passing grade on the sortie. Events completed on an un-satisfactory evaluation will not be credited toward continuation training, regardless of if the event itself was graded as passing. **(T-3)**

4.3.3.4. Aircrew in any training syllabus who accomplish events they are not yet qualified or certified for but will be at the conclusion of the training syllabus, may retroactively credit events accomplished during training. These events will only be retroactively credited if the aircrew received a passing grade on the sortie and successfully completed the syllabus. In this case, use the date of actual accomplishment. Submit an AF Form 1522, *ARMS Additional Training Accomplishment Report*, to log the events once the appropriate training tables are loaded for the aircrew member. **EXCEPTION:** Do not credit events accomplished prior to the evaluation for IQT or MQT. However, events accomplished during a successful IQT or MQT evaluation may be credited toward the new crew position. **(T-2).**

4.3.4. Simulator CT. Simulators may be used to log CT events when the simulator has been certified in accordance with AFI 10-217, *Management of Air Force Operational Training and Undergraduate Aircrew Training Systems*. Events eligible to be logged in the simulator and logging restrictions are found in [Attachment 3](#).

4.3.4.1. Civilian aircrew training system (ATS) instructors count as crewmembers in their respective positions for MAJCOM required crew compliments.

4.3.4.2. MAJCOM RTMs will address logging simulator events more than once in the same flight duty period.

4.3.5. Loss of Currency. In general, continuation training currency expires at the end of the Zulu day. More specifically, events expressed in days are delinquent on the first day after the allotted time period (e.g., 45 and 60-day requirements are non-current at 0000 Zulu on the 46th and 61st days following the last accomplished event, respectively). Events expressed in months expire on the last day of the month, at the end of the Zulu day. **Exception:** Events are not considered delinquent mid-flight. If they were current at initial takeoff, they remain current until aircraft shut down or crew change. If the member took off on the last Zulu day for an event, and accomplished the event during the flight, they will log the event on the Zulu date of takeoff.

4.3.5.1. Aircrew members delinquent in continuation training requirements will conduct training to regain currency and are subject to event-specific restrictions in [Attachment 3](#). **(T-3)** At a minimum, non-currency status in an event prohibits unsupervised flight in that specific event.

4.3.5.2. Aircrew members who are non-current for night events are permitted to fly matching day events unsupervised provided they are current.

4.3.5.3. Non-Current up to Six Months. Aircrew up to six months non-current in any events must comply with [paragraph 1.5.5](#). **(T-2)** These events may be credited toward annual continuation training requirements. The six-month non-current date is calculated by identifying the day following the date that the event's currency requirement expired, then adding six months. Flight surgeons follow continuation training requirements established in AFMAN 11-202V1 and will fly with any aircrew instructor to regain currency. **(T-2)**

4.3.5.4. Non-Current Greater than Six Months. See AFMAN 11-202V1. Reference [Attachment 3](#). **(T-2)**

4.4. Ready Aircrew Program. RAP is a CT program focused on skill sets required to accomplish a squadron's assigned missions. RAP emphasizes quality of training over quantity of events and is intended to ensure aircrew are fully prepared to execute the unit's missions.

4.4.1. Each MAJCOM will publish an RTM to implement RAP. **(T-2)** The RTM is the document by which MAJCOMs define the minimum events and certifications required for an aircrew member to gain and maintain their assigned training status. The MAJCOM/A3 training division chief is responsible for implementing RAP and publishing the RTM. MAJCOM RTMs will identify required training, clarify training requirements directed in other instructions, identify training cycles, and delineate instructions for recurring training reports. **(T-2)**

4.4.2. The RTM may contain updated mission or event requirements not yet incorporated in this publication. However, it may not be less restrictive without an approved waiver. **(T-2)**

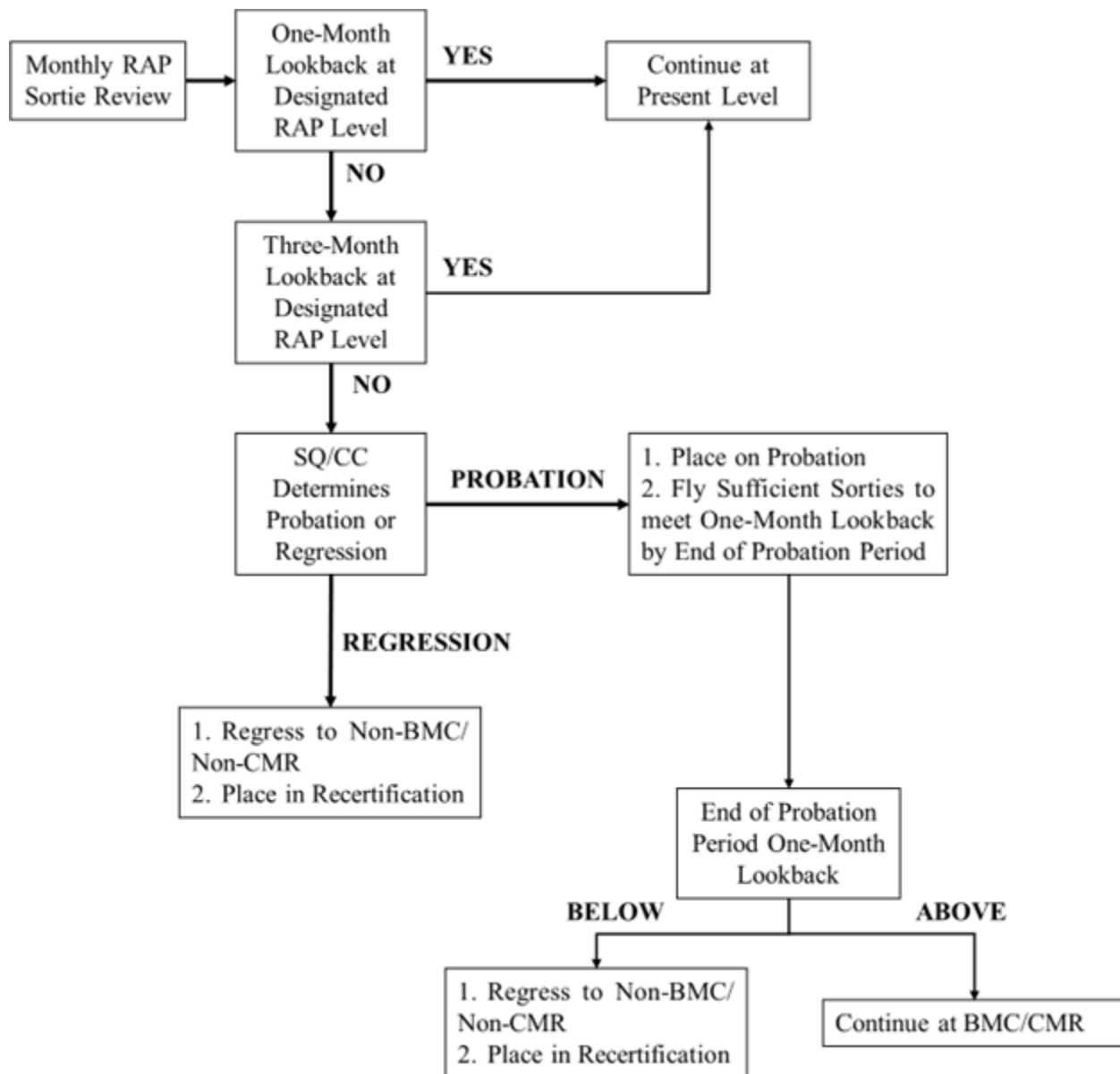
4.4.3. RAP Regression. Aircrew may be regressed to N-BMC, N-MR, or N-CMR for one or more of the reasons listed in paragraphs [4.4.3.1](#) through [4.4.3.3](#). While N-BMC/N-MR/N-CMR, the SQ/CC will determine the missions aircrew may perform unless otherwise directed in MAJCOM produced RTMs. **(T-3)** **Exception:** The 19th Air Force Director of Operations determines regression policy and guidance for FTU aircrew.

4.4.3.1. Loss of currency in a ground training event affecting BMC/MR/CMR status will result in regression to N-BMC/N-MR/N-CMR status. **(T-3)** Crewmembers will regain currency in the delinquent event prior to regaining mission ready status. **(T-3)**

4.4.3.2. Loss of currency in a flying continuation training event affecting BMC/MR/CMR status will result in regression to N-BMC/N-MR/N-CMR status. **(T-2)** Crewmembers will regain currency in the delinquent event prior to regaining mission ready status. **(T-2)**

4.4.3.3. Failure to Meet RAP Lookback. 1-month and 3-month RAP lookback sortie requirements will be defined in the RTM. **(T-3)** Both 1-month and 3-month sortie lookback totals will be calculated on the first duty day of each month for both BMC and CMR aircrew. **(T-3)** Only RAP sorties designated by the RTM may be used to determine lookback.

Figure 4.1. Regression Flow Chart.



4.4.3.3.1. Lookback computations for new aircrew members begin following completion of LMT. New aircrew members mission ready for less than 3 months will

meet 1-month lookback to maintain status until a 3-month lookback is established. **(T-3)** SQ/CCs may apply probation rules listed in MAJCOM RTMs if a new aircrew member fails to meet 1-month lookback while establishing 3-month lookback.

4.4.3.3.2. If a BMC/MR/CMR aircrew member does not meet 1-month RAP lookback requirements, a review will be made of their 3-month RAP lookback requirements. **(T-3)** If the 3-month lookback has been met, aircrew may remain in BMC/CMR status at SQ/CC discretion. If an aircrew member fails to meet the 3-month lookback requirement, SQ/CCs may either place the crewmember in probation status for one month or regress the crewmember to N-BMC/N-MR/N-CMR.

4.4.3.4. RAP Probation. If SQ/CC chooses probation, the aircrew member will reestablish a 1-month lookback at the end of the probation period to remain BMC/MR/CMR. **(T-3)** Failure to establish a 1-month lookback at the end of the probation period will result in regression to N-BMC/N-MR/N-CMR. **(T-3)**

4.4.3.5. Aircrew regressed to N-BMC/N-MR/N-CMR will complete a SQ/CC directed training program in order to regain mission ready status. **(T-3)** The LMT syllabus should be considered the source for a tailored training plan. Missions and events accomplished during the training plan apply toward RAP requirements.

4.4.3.6. For aircrew members who do not meet lookback requirements throughout the training cycle, the SQ/CC may elect to initiate the following actions:

4.4.3.6.1. Remove the aircrew member from active flying status.

4.4.3.6.2. Remove the aircrew member from a CMR manning position.

4.4.3.6.3. Place aircrew member in a commander directed training plan to regain CMR status.

4.5. End of Training Cycle Procedure. This procedure is broken down into 5 steps: 1. Generate a report that details training volumes of all aircrew members over the training cycle, 2. Prorate training volumes based on guidance in [paragraph 4.5.1](#) for those individuals who do not meet minimums on a proration letter, 3. Determine which aircrew have met or not met training volumes, 4. For aircrew who do not meet volume minimums after proration, generate a non-mission ready shortfall letter IAW [paragraph 4.5.2](#). SQ/CCs approve both the proration letter and the non-mission ready shortfall letter. As such, both of these letters may be combined into a single letter signed by the SQ/CC. Unit training officers will ensure the proration letter and non-mission ready shortfall letter are completed and signed by the SQ/CC IAW AFMAN 11-421. **(T-2)** MAJCOMs will provide guidance on staffing the filing the letter(s). Reference AFMAN 11-202V1 and AFMAN 11-421 for guidance on proration of training and end of training cycle (non-mission ready shortfall) letters, respectively.

4.5.1. Proration of Training. At end of the training cycle, the SQ/CC may prorate training requirements (i.e., training volumes) when an aircrew member is not available for flying duties IAW AFMAN 11-202V1 guidance; an all-encompassing list of reasons is not provided. SQ/CCs will use their best judgment before approving any proration.

4.5.1.1. Proration is based on cumulative days of non-availability for flying during the training cycle. Use [Table 4.1](#) to determine the number of months to be prorated based on cumulative calendar days of non-availability. **(T-3)** Prorated numbers resulting in fractions

of less than 0.5 will be rounded to the next lower whole number, but no requirement may be prorated below one. **(T-3)**

4.5.1.2. Newly assigned/converted aircrew members and aircrew members achieving BMC/MR/CMR after the 15th of the month are considered to be in continuation training on the first day of the following month for proration purposes. The prorated share of RAP sorties must be completed during continuation training. **(T-3)** Use **Table 4.1** to determine RAP annual requirements proration. **(T-3)** RAP lookback proration is IAW MAJCOM RTM.

4.5.2. Non-Mission Ready Shortfall Letters. After the SQ/CC has approved prorated training requirements, any remaining aircrew members that still do not meet minimums will be annotated on the non-mission ready shortfall letter. The intent of this letter is to document individuals who did not meet training volumes enacted to ensure proficiency in events. MAJCOMs will determine the appropriate actions for individuals who do not meet prorated training minimums.

4.6. Simulator Certification. Prior to logging any events in a simulator, simulator certification (SIMCERT) is required. The lead-MAJCOM/A3 is the certification authority and will review & sign the certification report for devices assigned to all MAJCOMs. **(T-2)** Refer to AFI 10-217, for command responsibilities, and certification requirements. For all simulators, aircrew members are authorized to log only those events for which the simulator has been certified.

Table 4.1. Conversion Table for Training Proration.

Cumulative Days of Non-Flying	Months of Proration Allowed	Cumulative Days of Non-Flying	Months of Proration Allowed
0 - 15	0	196 - 225	7
16 - 45	1	226 - 255	8
46 - 75	2	256 - 285	9
76 - 105	3	286 - 315	10
106 - 135	4	316 - 345	11
136 - 165	5	Over 346	12
166 - 195	6		

Chapter 5

UPGRADE PROGRAMS

5.1. Overview. Upgrade programs culminate in an evaluation and change to crew position.

5.2. Pilot-in-Command Upgrade Program. This training program assesses a co-pilot's ability to perform PIC duties and responsibilities and concludes in an evaluation and change to their assigned Air Force Specialty Code (AFSC). Once qualified, the pilot may be designated as the PIC on the flight authorization IAW DAFMAN 11-401. Prerequisite minimum flight hours in [Table 5.1](#) are based upon co-pilots gaining the knowledge and judgment required to effectively accomplish assigned missions. **(T-3)** Commanders will ensure continuation training programs emphasize these core principles.

Table 5.1. Pilot-in-Command Upgrade Minimum Flight Hour Requirements.

Minimum Flight-Hours	Co-pilot	Previous Helicopter PIC
MH-139A Primary Flight Hours ^(1,2)	200	50
Notes:		
1. Primary Flight Hours logged in a simulator may contribute up to 25% of the requirement.		
2. Flight hour requirements must be met prior to course entry. On an individual basis only, the OG/CC may waive 10 percent of the hours required for upgrade; if waived, reduced flight hour requirements must still be met prior to course entry.		

5.2.1. Method. The method of upgrade from co-pilot to PIC is through a lead-MAJCOM approved syllabus, coordinated through user-MAJCOMs, which consists of skills and knowledge required for all MH-139A pilots-in-command, regardless of unit specific-mission. The intent is to have a two-part syllabus with a generalized phase and a MAJCOM specific phase, the latter of which would be similar to LMT. Units should not enter co-pilots into the PIC upgrade program who are not proficient with the unit's mission.

5.2.1.1. The PIC upgrade syllabus is normally executed at the unit of assignment, unless otherwise noted.

5.2.1.2. The PIC upgrade syllabus concludes in a SPOT evaluation by a flight examiner.

5.2.1.3. After obtaining PIC qualification, any future certification or qualification program a pilot enters must be conducted and completed satisfactorily to the PIC level. **(T-2)**

5.3. Aircrew Instructor Upgrade Program. A sound and practical aircrew instructor program is a prerequisite for effective training, standardization, and aircraft mishap prevention. First-time instructor candidates will attend the applicable upgrade course conducted at the FTU or obtain in-unit training approval if FTU attendance is unavailable. **(T-3)**

5.3.1. Individuals designated for instructor duty will be trained to instruct all levels of their qualifications and certifications. **(T-2)**

5.3.2. Instructors may only instruct activities in which they are current and qualified/certified. **(T-2) Exception:** Instructors in DOWN status reference [paragraph 1.7](#).

5.3.3. Instructor Upgrade Prerequisites. Comply with **Table 5.2** instructor upgrade minimum flight hour requirements. **(T-3)** The intent of the minimums listed in **Table 5.2** is to ensure a standardized level of experience across the instructor corps, not as the deciding factor on when or if a candidate is selected for upgrade. Squadron commanders will select instructors from aircrew members who are thoroughly qualified and skilled in the duties of their respective crew positions, not just those who meet the minimums. **(T-3)** SQ/CCs will personally review each instructor candidate's qualifications for the following minimum prerequisites, listed in order of precedence: **(T-3)**

5.3.3.1. Judgment. The candidate must possess the judgment necessary to meet unexpected or induced emergencies through the mature realization of their own, their student's, and the aircraft's limitations.

5.3.3.2. Personal Qualities. The candidate must have maturity, patience, tact, understanding, and a desire to instruct others. Instructors must have a personality that inspires and wins the respect of each student.

5.3.3.3. Technical Knowledge. The candidate must be thoroughly familiar with aircraft systems and equipment, normal and emergency operating procedures, and prohibited maneuvers and aircraft performance limitations under all conditions of flight. Additionally, all instructors will be thoroughly familiar with publications applicable to crew position and unit mission.

5.3.3.4. Flying Proficiency. Unless approved to conduct the instructor upgrade in conjunction with a formal course, individuals selected must be current, qualified, and proficient.

5.3.3.5. Flying Experience. Candidates should possess a reasonable background of flying experience in order to have developed the desired standards of knowledge, judgment, and proficiency. Normally, flying hours and flying experience qualities progress together; however, flying hours alone cannot be accepted as criteria for one, or all, of the qualities required.

5.3.3.6. Previous Flight Instructor Experience. Previous MH-139A instructors may requalify directly to instructor status with SQ/CC approval. Instructor candidates who have previously completed a USAF formal flight instructor training program may be upgraded in-unit with OG/CC approval. Other in-unit training approval is not necessary to conduct this training. SQ/CCs may request an FTU course overage for previously qualified instructors at their discretion.

Table 5.2. Aircrew Instructor Upgrade Minimum Flight Hour Requirements.

Flight-Hours	IP Candidate	IF Candidate
MH-139A Primary Flight Hours ^(1,3,4)	275 ⁽²⁾	325
<p>Notes:</p> <p>1. For previous Air Force rotary-wing IPs and IFs, the minimum is 50 MH-139A primary hours.</p> <p>2. Instructor candidates must be qualified PICs, certified flight leads, and have logged at least 75 hours of primary time after PIC upgrade. Exception: Contract pilots need not be certified flight leads if their contract does not mandate formation operations.</p> <p>3. Primary Flight Hours logged in a simulator may contribute up to 25% of the requirement.</p> <p>4. Flight hour requirements must be met prior to course entry. On an individual basis only, the OG/CC may waive 10 percent of the hours required for upgrade; if waived, reduced flight hour requirements must still be met prior to course entry.</p>		

Chapter 6

SPECIAL MISSION TRAINING

6.1. General. This section outlines the prerequisites and training requirements for aircrew members gaining special mission training (certifications). This training includes all certifications associated with specialized equipment, tactics, or events which are unit or MAJCOM specific. MAJCOMs may direct certification training and/or dictate certifications required for CMR via supplement or RTM. Certifications do not require evaluations but may be evaluated as part of any evaluation, provided standards are published in the 11-2MH-139V2, MAJCOM supplement, or RTM. (T-2) **Table 6.1** identifies certification events, applicable crew positions, and whether or not this instruction provides currencies. Refer to **Attachment 3** of this instruction and MAJCOM RTM for corresponding event descriptions.

Table 6.1. List of Certifications.

Certifications with Currencies	Abbreviation	Crew Position
Aerial Gunnery	AG	FE
Aircrew Chemical Biological Radiological Nuclear	ACBRN	All
Alternate Insertion and Extraction	AIE	Pilot
Sling Load	SLNG	All
Day Water	DW	All
NVG Water	NW	All
Fast Rope	FAST	FE
Fire Bucket	FB	All
Functional Check Flight	FCF	Pilot
Helicopter Alpine Flying Techniques	HAFT	All
Hoist	HST	FE
Hot Refueling	HR	All
Minor Maintenance	MMX	FE
Parachute Drop	PARA	All
Rappel	RPL	FE
Rope Ladder	RL	FE
Certifications without Currencies		
Close Air Support	CAS	Pilot
Evaluator	EVL	All

Flight Lead	FL	Pilot
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6.1.1. Certification Training Requirements. Training will be conducted by an instructor in the respective crew position. **(T-2)** Certifications are documented on an AF Form 4348, *USAF Aircrew Certifications*. Additionally, they may be documented on the unit LOX as described in **paragraph 6.2**. Certifications listed in **Table 6.1** will be conducted via MAJCOM-approved Training Plan/syllabus except where noted by RTM. **(T-2)** Using MAJCOMs may adopt lead MAJCOM guidance such as training plans and syllabi as outlined in this manual. Prerequisites for certifications in **Table 6.1** are IAW MAJCOM syllabus.

6.2. Letter of Certifications. Units should maintain a LOX which provides a summary of all assigned/attached aircrew certifications and qualifications. The LOX provides the unit a current assessment of the depth of aircrew training, facilitates unit operations planning, bolsters go/no-go programs, and informs unit readiness reporting. Units may use the LOX to document additional specialized aircrew training items as desired (e.g., Advanced Instructor School, Supervisor of Flying, etc.). In the absence of MAJCOM or local guidance, the LOX should be maintained as follows:

6.2.1. Minimum Items. Assigned and attached aircrew member's rank, name, crew position, qualifications, and certifications.

6.2.2. Updates. The LOX should only be updated after the individual's training and the appropriate qualification/certification documentation are complete.

6.2.3. Signature and Posting. At a minimum, the SQ/CC or designated representative should sign and post the LOX on a monthly basis. Units should post the most current LOX, signed by the SQ/CC or designated representative, at the unit operations desk to aid in mission planning. A digital LOX fulfills this requirement, provided all aircrew and SARM personnel are able to access it.

6.3. Certification Requirements after Decertification. Training may be required when an aircrew member is decertified and requires certification. See AFMAN 11-202V2 for guidance regarding Decertification for Cause and Discretionary Decertification. When certification is desired after decertification, commanders direct recertification requirements. This may take the form of commander-directed additional training or reentry into the approved certification syllabus. When a full syllabus is not executed, commanders should consider using syllabus elements as the building blocks for commander-directed additional training.

6.4. Certification Descriptions. The following section describes individual certifications, including the method of instruction and prerequisites. Training is in accordance with applicable instructions, manuals, and technical orders.

6.4.1. Aerial Gunnery (FE). Certifies FEs on the operation, basic skills, and CRM required to operate an aircraft mounted weapon.

6.4.1.1. Method: Primary method of accomplishment is at the FTU. In-unit training will use a MAJCOM approved syllabus. **(T-2)**

6.4.1.2. Prerequisites: BMC or undergoing initial or requalification training to obtain mission qualification. **(T-2)**

6.4.2. Aircrew Chemical Biological Radiological Nuclear (Certifies crewmembers in the operation of the aircraft while using ACBRN equipment.

6.4.2.1. Method: MAJCOM approved syllabus. **(T-2)**

6.4.2.2. Prerequisites: BAQ. **(T-2)** ACBRN ground training must be complete prior to flight. **(T-2)**

6.4.3. Alternate Insertion and Extraction (Pilot). Certifies pilots to perform alternate insertion and extraction operations.

6.4.3.1. Method: Method: Primary method of accomplishment is at the FTU. In-unit training will use a MAJCOM approved syllabus. **(T-2)**

6.4.3.2. Prerequisites: BMC or undergoing initial or requalification training to obtain mission qualification. **(T-2)**

6.4.4. Sling Load (All). Certifies crewmembers to conduct cargo sling operations.

6.4.4.1. Method: MAJCOM approved syllabus. **(T-2)**

6.4.4.2. Prerequisites: BMC. **(T-2)**

6.4.5. Day Water (All). Certifies crewmembers to perform water deployment and recovery of personnel using a variety of techniques and devices during day conditions.

6.4.5.1. Method: MAJCOM approved syllabus. **(T-2)**

6.4.5.2. Prerequisites: BMC. **(T-2)**

6.4.6. NVG Water (All). Certifies crewmembers to perform water deployment and recovery of personnel using a variety of techniques and devices under NVG conditions.

6.4.6.1. Method: MAJCOM approved syllabus. **(T-2)**

6.4.6.2. Prerequisites: Day water operations certified. **(T-2)**

6.4.7. Fast Rope (FE). Certifies FEs to perform fast rope operations.

6.4.7.1. Method: MAJCOM approved syllabus. **(T-2)**.

6.4.7.2. Prerequisites: BMC or undergoing initial or requalification training to obtain mission qualification. **(T-2)**

6.4.8. Fire Bucket (All). Certifies crewmembers to operate a fire bucket system.

6.4.8.1. Method: MAJCOM approved syllabus. **(T-2)**.

6.4.8.2. Prerequisites: Sling Load certified. **(T-2)**

6.4.9. Functional Check Flight (Pilot). Certifies pilots to perform maintenance flight checks outlined in applicable technical orders.

6.4.9.1. Method: MAJCOM approved syllabus. **(T-2)**

6.4.9.2. Prerequisites: BAQ instructor. **(T-2)**

6.4.10. Helicopter Alpine Flying Techniques (All). Course of instruction that trains crewmember in advanced techniques to fly in and around mountainous terrain with high gross

weights, high density altitudes, low power margins, high winds, and/or difficult weather conditions.

6.4.10.1. Method: MAJCOM approved syllabus. **(T-2)**

6.4.10.2. Prerequisites: BAQ. Pilots must complete syllabus as a PIC to achieve the certification. **(T-2)**

6.4.11. Hoist (FE). Certifies FEs to deploy and/or recover personnel using the hoist.

6.4.11.1. Method: Method: Primary method of accomplishment is at the FTU. In-unit training will use a MAJCOM approved syllabus. **(T-2)**

6.4.11.2. Prerequisites: BMC or undergoing initial or requalification training to obtain mission qualification. **(T-2)**

6.4.12. Hot Refueling (All). Certifies crewmembers to refuel the aircraft with engines running in accordance with aircraft technical orders.

6.4.12.1. Method: Primary method of accomplishment is at the FTU. In-unit training will use a MAJCOM approved syllabus. **(T-2)**

6.4.12.2. Prerequisites: BAQ or undergoing initial or requalification training to obtain basic qualification. **(T-2)**

6.4.13. Minor Maintenance (FE). Certifies FEs to perform certain, specific maintenance items as determined by MAJCOM in accordance with technical orders.

6.4.13.1. Method: MAJCOM approved syllabus. **(T-2)**

6.4.13.2. Prerequisites: BAQ. **(T-2)**

6.4.14. Parachute Drop (All). Certifies crewmembers to deploy personnel using Static Line or Free Fall parachutes.

6.4.14.1. Method: MAJCOM approved syllabus. **(T-2)**

6.4.14.2. Prerequisites: BMC. **(T-2)**

6.4.15. Rappel (FE). Certifies Fes to deploy personnel using rappel.

6.4.15.1. Method: Method: Primary method of accomplishment is at the FTU. In-unit training will use a MAJCOM approved syllabus. **(T-2)**

6.4.15.2. Prerequisites: BMC or undergoing initial or requalification training to obtain mission qualification. **(T-2)**

6.4.16. Close Air Support (Pilot). Certifies crewmembers to execute aerial gunnery in close proximity to friendly ground forces requiring detailed integration of fire and movement of those forces.

6.4.16.1. Method: MAJCOM approved syllabus.

6.4.16.2. Prerequisites: Prerequisites: BMC or undergoing mission requalification training. **(T-2)**

6.4.17. Evaluator (All). Certifies crewmembers to perform flight examiner duties.

6.4.17.1. Method: Reference AFMAN 11-202V2.

6.4.17.2. Prerequisites: BAQ. **(T-2)** Reference AFMAN 11-202V2.

6.4.18. Flight Lead (Pilot). Certifies current and qualified pilots-in-commands to command a formation of two or more aircraft. Note: IPs are authorized to instruct FL from another aircraft in the formation.

6.4.18.1. Method: MAJCOM approved syllabus.

6.4.18.2. Prerequisites: BMC or undergoing mission requalification training. **(T-2)** Candidates will have at least 50 flying hours of primary time since upgrade to PIC prior to entering the FL syllabus. **(T-3)**

Chapter 7

UNIT TRAINING

7.1. General. The FTU conducts formal training/courses and is exempt from procedures within this chapter as this chapter only applies to in-unit training. A formal course (or formal training) is defined as a course of instruction listed in the ETCA. For any other approved syllabi, or formal courses executed in-unit, units will establish and maintain aircrew member training records IAW AFMAN 11-202 volumes, this instruction, DAFMAN 11-401, and appropriate MAJCOM policies. **(T-2)** Squadron automation software (e.g., Patriot Excalibur [PEX], Graduate Training Integration Management System [GTIMS]) is the preferred method to document and execute student training. MAJCOMs should select the method for training record management and provide additional training record management guidance via RTM or supplement to this instruction. In absence of other guidance, units will decide which method to use. **(T-2)**

7.2. Training Record Types. There are three broad methods of maintaining training records: squadron automation software records (e.g., PEX, GTIMS), electronic folder training records (e.g., network directories, SharePoint), and hardcopy training records.

7.3. Training Record Management Requirements. The following are minimum requirements which must be incorporated into any system of management:

7.3.1. Entry Into Training. Initiate a training record for all approved syllabi (e.g., LFT), including, but not limited to, certification training and commander directed training plans. Each syllabus, or training program, must have documentation of entry by the appropriate authority, normally squadron leadership. (e.g., MFR signed by the squadron operations officer or designated representative). **(T-3)**

7.3.2. All references to training events should use the respective designator from either the course flow or prerequisite sheets (e.g., GT-3, R-1). If a formal course syllabus is used, use the lesson designators as listed in the syllabus.

7.3.3. Provide a chronological record of all training events. **(T-3)**

7.3.4. Squadrons are not authorized to change (required performance levels) RPLs on syllabi approved above squadron level unless the requirements are waived in accordance with the syllabus waiver authority.

7.3.5. Any change to the training sequence requires a SOTW IAW the syllabus. Waiver authorities **AND** instructors granting and executing SOTW must consider the effects on RPLs that result from the change. In any case, all training must be complete prior to any evaluation, if applicable. **(T-2)** Training officers or instructors will document the SOTW approval in the training record. **(T-3)**

7.3.6. Training Interruptions. MAJCOM supplements, RTMs, or syllabi will identify level of notification and procedures for students placed on "Hold" (DOWN/TDY/personal problems), or "Termination" (student performance/medical). **(T-2)**

7.3.7. Extra sorties. Extra sorties should receive an overall grade of "NG" (reference [Table 7.1](#)). Document extra sorties IAW [paragraph 7.4](#). Extra sorties fall into four categories: break-in-training (BIT), syllabus support (SS), remedial training (RT), and other sorties.

Syllabi should define any additional requirements or conditions for using extra sorties. However, instructors should make recommendations for student progression.

7.3.7.1. BIT sorties. If a student experiences an extended period without flying (10 flying days or more unless otherwise defined by the syllabus), the squadron operations officer or designated representative may approve BIT sorties to ensure proficiency before beginning the next syllabus sortie. The student should accomplish syllabus events required to regain proficiency. If a BIT sortie is conducted immediately prior to an evaluation, the instructor should include in the narrative a recommendation for an evaluation or another BIT sortie. After the final BIT sortie, a pre-evaluation review must be accomplished again IAW [paragraph 7.4.10](#). Include BIT sortie time in student total training time.

7.3.7.2. SS sorties. If a student is required to support another student's syllabus-directed training requirements, the squadron operations officer or designated representative may approve syllabus support sorties. Do not include the direct support time in the supporting student's training time (Enter 0.0). Include the student's primary, secondary, and total flight time in the narrative. These sorties may never be used to augment a student's training after the student is entered into the commander's review (CR) process.

7.3.7.3. RT sorties. If the student does not perform to standards and needs additional training above and beyond re-accomplishing the syllabus event, the squadron operations officer or designated representative may approve remedial training sorties. Remedial training sorties may be used for the following situations: Any sortie/lesson with a training task graded "D" or an overall grade of "0", failure to meet RPL for a sortie preceding an evaluation, or back-to-back regressions for the same event.

7.3.7.4. Other Sorties. Students may participate in other sorties not associated with the syllabus at squadron commander discretion so long as they are current and qualified for the missions performed (e.g., students who are BAQ may accomplish ferry flights).

7.3.8. Incomplete Sorties. Reference [Table 7.1](#) for situations where a sortie is graded as incomplete. If the incomplete sortie is a prerequisite for a syllabus event, it must be completed prior to starting the subsequent syllabus event. To clear an incomplete sortie, the event will be re-accomplished covering the item(s) not previously graded. All incomplete entries will be fully explained in the narrative. **EXCEPTION:** The sortie may be completed and graded appropriately if, for items not accomplished, the RPLs were previously achieved or can be achieved on a subsequent syllabus event and the RPL will not increase.

7.3.9. Monthly/Quarterly Reviews. Squadron operations officers will ensure monthly and quarterly reviews are completed on open training records. The monthly review is not required during the month in which the quarterly review is accomplished. **(T-3)**

7.3.10. Pre-Evaluation Review. Squadron operations officers will ensure a review of the training record is completed before any evaluation. **(T-3)** Review the applicable phase of training to ensure that all flight and ground training requisites have been accomplished to the appropriate RPL. **(T-3)**

7.3.11. Upon conclusion of training, squadron operations officers will ensure a final review of the training record is completed. **(T-3)** The final review also serves to close out the training record. Each record, or training program, must have documentation of close-out by the appropriate authority, normally squadron leadership. **(T-3)**

7.4. Training Record Narratives and Grading.

7.4.1. All events scheduled will be logged, to include events canceled by external factors (e.g., weather, maintenance). **(T-3)**

7.4.2. Documented flight training time will reflect time spent in-aircraft accomplishing syllabus directed instruction. **(T-3)** Do not include time normally associated with briefing and debriefing training missions. **(T-3)**

7.4.3. If an evaluation is required by a syllabus, it will only be conducted after end-of-phase RPLs are met. **(T-2)**

7.4.4. Instructors will indicate the attained RPL level for each training event IAW the respective syllabus criteria for each event. **(T-3)** Reference **Table 7.2., Required Proficiency Level (RPL) Performance Standards.**

7.4.5. Instructors or evaluators will assign an overall grade for each event (instructional or evaluation). **(T-3)** Reference **Table 7.1** for criteria required for assigning an overall lesson grade. **(T-2)**

7.4.6. Instructors will complete a narrative description for every training sortie, to include sorties canceled by external factors. **(T-3)** The intended audience is the student **AND** the next instructor. At a minimum, the following areas will be completed. **(T-3)** **NOTE:** This section does not apply to evaluations completed Q-1, which only require a grade folder write-up stating: "Profile: See AF Form 8 for details." For Q2 or Q3 evaluations, complete a full write-up in addition to any Stan/Eval actions required.

7.4.6.1. **SORTIE ID.** Enter the appropriate designator as listed in the syllabus or training plan.

7.4.6.2. **PROFILE:** The first sentence should state: Overall Sortie Graded [0,1,2,3,4,NG, I, PA]. The next item should be a description of weather and other environmental training conditions (e.g., illumination levels for an NVG sortie or sea state for a water operations sortie). If sortie was incomplete, state the reason why. The remainder of the section should be a summary of training conducted, to include specific events and the number of iterations when relevant. Include any extenuating circumstances such as delays or aircraft maintenance issues. Instructors should write clearly so the next instructor has no doubt what events were accomplished and where to logically resume the next course of instruction. This is especially important if the sortie is graded less than a 3 or incomplete.

7.4.6.3. **STRENGTHS:** Include a summary of the student's strengths. Reference the specific graded area. Make every effort to identify relevant strengths in order to reinforce desired student performance and inform subsequent instructors of student progression. Most often, Instructors should be able to identify specific student strengths. When no strengths are noted, instructors should strongly consider awarding the student an unsatisfactory grade for the training event.

7.4.6.4. **WEAKNESSES:** Include a summary of the student's weaknesses. Reference the specific graded area. The purpose of this section is to provide clear and actionable areas of improvement on which the student can focus. It also improves the next instructor's ability to understand the proficiency level of the student, and areas where instructional focus will yield the greatest improvements. An honest assessment is critical, and skilled instructors

carefully reflect on the language needed to both accurately communicate and mentally position the student for greatest improvement. Overly harsh language or laundry-lists of errors are usually a mistake. There is almost always some weakness worth noting; however, if no weaknesses are noted, state: None noted. When no weaknesses are noted, instructors should strongly consider awarding the student the highest grade possible. Instructors will thoroughly document any events where the student’s performance was below syllabus RPL.

7.4.6.5. RECOMMENDATIONS: Instructors will provide clearly written, actionable suggestions the student can employ to improve performance. Generalizations (“keep doing what you’re doing”), imprecise suggestions (“chair-fly it some more”) are signs of poor instructional technique and guidance. List items the next instructor should emphasize in order to maximize performance on the student’s next event. Lastly, enter the next recommended step for the student (e.g., continue with training, proceed to evaluation, proficiency advance, etc.).

7.4.6.6. Instructor Review. Instructors will complete and initial the narrative prior to the student’s next event.

7.4.6.7. Next Instructor Review. The next instructor will review and initial the narrative prior to the next event.

7.4.6.8. Student Review. Students will review and initial the narrative prior to the next event. Their initials do not indicate agreement or concurrence with the narrative.

7.5. Training Record Disposition. Training records (hardcopy or electronic) remain active until the student has completed the course of instruction and the training record is closed. Closed records will be maintained in an inactive status. **(T-3)** Guidance for filing and disposition of training records is provided in AFI 33-322 and MAJCOM supplement or RTM. In the absence of other guidance, training records should be maintained for as long as the individual is assigned to the unit. Students may obtain a copy of the training record upon request.

Table 7.1. Overall Lesson Grades.

0	Non-progression
<p>The overall grade will be a “0” if the student,</p> <ol style="list-style-type: none"> 1. Fails to meet the listed RPL for any task AND no training opportunity remains before an evaluation or phase completion. <p>OR</p> <ol style="list-style-type: none"> 2. Fails to meet the listed RPL for any task and the same task was graded below the RPL on the previous sortie. <p>AND/OR</p>	

3. Student demonstrates dangerous tendencies.	
1	Regression
<p>The overall grade will be a “1” if the student fails to meet the listed RPL for any task, and there is still an opportunity for the student to meet the RPL in another sortie/lesson before the evaluation or completion of the phase (i.e., it is not the last sortie in the phase). If the student fails the same task on consecutive sorties, see overall lesson grade “0”.</p> <p>NOTE: Failure to maintain syllabus RPL is considered regression. If the student has sorties/lessons remaining within that phase of training, the student may continue to the next sortie/lesson but must be brought back to RPL through remedial instruction on the next sortie. Document the remedial instruction in the narrative section of the student’s training folder to clear the regression.</p>	
2	Low Satisfactory
<p>The overall grade will be a “2” if the student achieved the minimum RPLs listed for the training sortie/lesson but requires minor improvement.</p>	
3	Satisfactory
<p>The overall grade will be a “3” if the student meets all RPLs for the training sortie/lesson.</p>	
4	Exceptional
<p>The overall grade will be a “4” if the student,</p> <ol style="list-style-type: none"> 1. Exceeds the RPLs in an exceptional manner. <p>OR</p> <ol style="list-style-type: none"> 2. Exceeds the RPLs for at least 10 percent of the total events required to complete a lesson, and no event is graded below a required RPL for the sortie. 	
NG	No Grade
<p>The overall grade will be an “NG” if the student accomplishes,</p> <ol style="list-style-type: none"> 1. Any syllabus event which has no grading RPL assigned (e.g., ground training events). <p>OR</p>	

2. Extra Sorties (X-Sorties), which are used to document additional sorties/lessons beyond syllabus requirements.

I	Incomplete
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The overall grade will be an “I” if the student is not graded on all syllabus events and,

1. The student has not already attained the RPL of the syllabus event and the RPL changes to a higher level on the next training period.

OR

2. The student was graded “I” on the previous training event, and it could not be accomplished during the current training event.

PA	Proficiency Advancement
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The overall grade will be “PA” if,

1. All RPLs for the sortie to be PA have already been met or exceeded.

AND

2. The previous instructor recommends a proficiency advancement.

AND

3. The SQ/CC, delegable to the operations officer, approves the PA recommendation.

NOTE: Students may advance past a single event to the next event, even if this results in syllabus completion or an evaluation. Students cannot be proficiency advanced past an evaluation (i.e., students must complete evaluations).

Minimum events may not be reduced for a lesson/phase with a “PA” grade.

Table 7.2. Required Proficiency Level (RPL) Performance Standards.

Event Grade	Definition
0	Student demonstrates a lack of ability or knowledge.
1	Student able to perform tasks, but only understands topics after being introduced, told, or shown. Can only identify basic facts and state nomenclature/terms, and/or perform basic procedures involved in an activity with significant assistance from an instructor.
2	Student able to perform task and understand topics, but not to the desired levels of speed, accuracy, and safety. Can only state/discuss facts and nomenclature/terms, and/or perform procedures and basic techniques involved in an activity with some assistance from an instructor.
3	Student able to perform tasks and understand topics at the acceptable levels of speed, accuracy, and safety. Can analyze/state/describe facts/principles and nomenclature/terms, and/or perform procedures and techniques involved in an activity with no assistance from an instructor.
4	Student able to perform tasks and understand topics at the highest levels of speed, accuracy, and safety. Can evaluate/explain/describe facts/principles and nomenclature/terms, and/or perform procedures and create new concepts/techniques involved in an activity.
D	Dangerous – Student performance was unsafe ; showed dangerous tendencies. One element marked “Dangerous” will require an overall grade of “0.”
U	Unknown – Performance was not observed ; element was not performed.
I ¹	Introduction or familiarization training was conducted, but the individual was not held responsible for task performance or knowledge.
R ¹	Previously evaluated material was reviewed to ensure a desired level of proficiency was maintained.
Note 1: “I” and “R” grading scales should be kept to a minimum, and are intended for introduction and refresher courses (e.g., LFT, system refresher, etc.).	

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

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

- DAFI 31-117, *Arming and Use of Force*, 28 January 2025
- DAFMAN 11-401, *Aviation Management*, 26 October 2020
- DAFMAN 48-123, *Medical Examination and Standards*, 7 December 2020
- DAFMAN 90-161, *Publishing Processes and Procedures*, 18 October 2023
- DAFPD 10-9, *Lead Command/Lead Agent Designation And Responsibilities For United States Air Force Weapon Systems, Non-Weapon Systems, And Activities*, 25 May 2021
- AFI 10-217, *Management of Air Force Operational Training and Undergraduate Aircrew Training Systems*, 22 December 2023
- AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, 2 May 2022
- AFI 11-253, *Managing Purchases of Aviation Fuel and Ground Services*, 17 May 2021
- AFMAN 11-301 Volume 1, *Aircrew Flight Equipment (AFE)*, 31 May 2023
- AFI 11-412, *Aircrew Management*, 14 January 2019
- AFI 13-207-O, *Preventing and Resisting Aircraft Piracy (Hijacking)*, 4 February 2019
- AFI 16-402, *Aerospace Vehicle Programming, Assignment, Distribution, Accounting, and Termination*, 27 September 2019
- AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*, 3 August 2017
- AFI 36-2654, *Combat Arms Program*, 16 April 2020
- AFI 33-322, *Records Management and Information Governance Program*, 27 July 2021
- DAFI 91-202, *The Department of the Air Force (DAF) Mishap Prevention Program*, 20 March 2020
- AFMAN 11-202 Volume 1, *Aircrew Training*, 27 September 2019
- AFMAN 11-202 Volume 2, *Aircrew Standardization/Evaluation Program*, 30 August 2021
- AFMAN 11-202 Volume 3, *Flight Operations*, 10 January 2022
- AFMAN 11-2MH-139V3, *MH-139 Operations Procedures*, 23 April 2024
- AFMAN 11-210, *Instrument Refresher Program (IRP)*, 21 December 2021
- AFMAN 11-290, *Cockpit/Crew Resource Management and Threat & Error Management Program*, 25 October 2021
- AFMAN 11-402, *Aviation and Parachutist Service*, 24 January 2019
- AFMAN 11-403, *Aerospace Physiological Training Program*, 18 March 2024
- AFMAN 36-2100, *Military Utilization and Classification*, 7 April 2021

DAFMAN 36-2655, *USAF Small Arms and Light Weapons Qualification Program*, 17 April 2020

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

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

AFTTP 3-2.6, *Multi-Service Procedures for the Joint Application of Firepower (JFIRE)*, 28 November 2023

JP 3-09.3, *Close Air Support*, 7 June 2021

T.O. 00-25-172, *Ground Servicing of Aircraft and Static Grounding/Bonding*, 12 July 2023

Adopted Forms

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

DAF Form 847, *Recommendation for Change of Publication*

AF Form 1522, *ARMS Additional Training Accomplishment Report*

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 63, *Active Duty Service Commitment (ADSC) Acknowledgement Statement*

AF Form 4348, *USAF Aircrew Certifications*

AETC Form 6, *Waiver Request*

Abbreviations and Acronyms

AC—Aircraft Commander

ACBRN—Aircrew Chemical, Biological, Radiological, and Nuclear

ACCA—Aircrew Contamination Control Area

ADSC—Active Duty Service Commitment

AETC—Air Education and Training Command

AFE—Aircrew Flight Equipment

AFE0—Aircrew Flight Equipment Officer

AFGSC—Air Force Global Strike Command

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

AFSC—Air Force Specialty Code

AFTTP—Air Force Tactics, Techniques, and Procedures

AIE—Alternate Insertion/Extraction

ALEP—Aircrew Laser Eye Protection

API—Aircrew Position Identifier

ARMS—Aviation Resource Management System

ATD—Aircrew Training Device

ATS—Aircrew Training System

BAQ—Basic Aircraft Qualification

BIT—Break-In-Training

BMC—Basic Mission Capable

CBT—Computer Based Training

CDR—Commander Directed Requalification

CMR—Combat Mission Ready

CPT—Cockpit Procedure Trainer

CR—Commander's Review

CRM/TEM—Cockpit/Crew Resource Management and Threat & Error Management

CT—Continuation Training

DAFMAN—Department of the Air Force Manual

DLA—Defense Logistics Agency

EL—Experience Level

EP—Emergency Procedure

ETCA—Education and Training Course Announcements

FCF—Functional Check Flight

FE—Flight Engineer

FS—Flight Surgeon

FTU—Formal Training Unit

GTIMS—Graduate Training Integration Management System

HCM—Hours per Crewmember

HEED—Helicopter Emergency Egress Device

HG—Helicopter Group

IAW—In Accordance With

IMC—Instrument Meteorological Conditions

IP—Instructor Pilot

IQT—Initial Qualification Training

IRC—Instrument Refresher Course

JP—Joint Publication
LAS—Local Area Survival
LFT—Local Familiarization Training
LMT—Local Mission Training
LOX—Letter of Certifications
MAJCOM—Major Command
MDS—Mission Design Series
METL—Mission Essential Task List
MFR—Memorandum for Record
MQT—Mission Qualification Training
MR—Mission Ready
N-BMC—Non-Basic Mission Capable
N-CMR—Non-Combat Mission Ready
NVG—Night Vision Goggle(s)
OFT—Operational Flight Trainer
OG—Operations Group
OPR—Office of Primary Responsibility
OSF—Operational Support Flyer
OSS—Operations Support Squadron
P—Pilot—PA—Privacy Act/Proficiency Advancement
PCS—Permanent Change of Station
PDS—Personnel Data System
PEX—Patriot Excalibur
PFT—Programmed Flight Training
PTT—Part Task Trainer
RAP—Ready Aircrew Program
RPL—Required Proficiency Level
RTM—Ready Aircrew Program Tasking Memorandum
SERE—Survival, Evasion, Resistance, and Escape
SIMCERT—Simulator Certification
SMA—Special Missions Aviator
SOTW—Sequence of Training Waiver

Stan/Eval—Standardization and Evaluation

SWET—Shallow Water Egress Trainer

TDY—Temporary Duty Assignment

T.O.—Technical Order

TOT—Time-on-Target

TX—Transition Training

UQ—Universal Qualification

WST—Weapon System Trainer

Office Symbols

19 AF/A3M—19th Air Force Mobility, Special Operations, and Personnel Recovery Training Division

AETC/A3—Air Education and Training Command Director of Operations

AFGSC/A3—Air Force Global Strike Command Director of Operations

AF/A3T—Training and Readiness Directorate, Deputy Chief of Staff, Operations

AF/A3S—Special Warfare Directorate, Deputy Chief of Staff, Operations

AFGSC/A3T—Air Force Global Strike Command Training, Test, and Standards/Evaluation Division

AFGSC/A3TO—Air Force Global Strike Command Operations Training Branch

OG/CC—Operations Group Commander

SQ/CC—Squadron Commander

SQ/DO—Squadron Operations Officer

Terms

Academic Training—A course of instruction that includes, but is not limited to, classroom instruction related to aircraft systems and operation, flight characteristics and techniques, performance, and abnormal/normal/emergency procedures. Academic courses are designed to prepare students for simulator or flight training and are normally completed prior to commencing that training.

Aircraft Commander (AC)—An aircrew member who has successfully completed a pilot-in-command upgrade program. PICs may be assigned as aircraft commanders of sortie by a flight authorizing official.

Aircrew Training Device (ATD)—Hands on training aids that include cockpit procedure trainers (CPT), part task trainers (PTT), operational flight trainer (OFT), weapon system trainers (WST), or mission rehearsal trainers (MRT).

Aircrew Training System (ATS)—As defined in AFMAN 11-202V1, *Aircrew Training*. A system wherein a civilian contractor provides academic, simulator, and other designated aircrew training.

Basic Aircraft Qualification (BAQ)—As defined in AFMAN 11-202V1, *Aircrew Training*. An aircrew member who has satisfactorily completed initial qualification training and is qualified to perform duties in the unit aircraft. The member must perform at the minimum frequency necessary to meet the most recent sortie and flight set for that weapon system in this manual.

Basic Mission Capable (BMC)—As defined in AFMAN 11-202V1, *Aircrew Training*. An aircrew member who has satisfactorily completed initial and mission qualification training, is qualified in some aspect of the unit mission, but does not maintain MR/CMR status. The aircrew member must be able to attain full qualification to meet operational taskings within 30 days, or in accordance with this manual.

Certification—As defined in AFMAN 11-202V1, *Aircrew Training*. Procedure used to document competency in a particular task. Not interchangeable with qualification, which requires Form 8/8a documentation.

Combat Mission Ready (CMR)—As defined in AFMAN 11-202V1, *Aircrew Training*. An aircrew member who has satisfactorily completed initial and mission qualification training and maintains qualification and proficiency in the command or unit combat mission.

Continuation Training (CT)—As defined in AFMAN 11-202V1, *Aircrew Training*. The continuation training program provides crewmembers with the volume, frequency, and mix of training necessary to maintain proficiency in the assigned qualification level.

Conversion Training—As defined in AFMAN 11-202V1, *Aircrew Training*. Training conducted in association with a unit converting to a different MDS.

Cockpit/Crew Resource Management and Threat & Error Management (CRM/TEM)—As defined in AFMAN 11-290, *Cockpit/Crew Resource Management and Threat & Error Management Program*. Training that focuses on the effective utilization of all appropriate and available resources as countermeasures to operational threats and human errors to ensure mission success. CRM and TEM are independent, yet also interdependent. CRM emphasizes how flight and crewmembers communicate, manage resources, and make decisions. TEM emphasizes effective management and communications regarding operational threats and human errors.

Currency—As defined in AFMAN 11-202V1, *Aircrew Training*. A measure of how frequently and/or recently a task is completed. Currency requirements should ensure the average aircrew member maintains a minimum level of proficiency in a given event.

Direct Supervision—An aircrew member is considered under direct supervision when flying with an instructor in the same crew position. For pilots, the IP must occupy one of the pilot seats. For other aircrew positions, the instructor must be readily available to assume the primary duties if required.

DOWN—As defined in AFMAN 11-202V1, *Aircrew Training*. Synonymous with Duties Not Including Flying (DNIF). It is when an individual has been found by medical authority either temporary or permanently unfit, as defined in block 12 of the DD Form 2992, *Medical Recommendation for Flying or Special Operational Duty*.

Flight Engineer—The crew position responsible for the following activities: performing aircraft visual inspections and in-flight duties; operating and monitoring engine and aircraft systems controls, panels, indicators, and devices; supervising cargo/passenger loading and offloading activities; determining cargo placement and restraint requirements, as well as directing and checking the placement of restraint equipment; computing aircraft weight and balance, as well as performing functions which include airdrop of personnel and equipment/cargo; inspecting, operating, and securing armament systems and subsystems; operating airborne weapons systems; and employing combat procedures and tactics.

Formal Course—As defined in AFMAN 11-202V1, *Aircrew Training*. A course of instruction listed in the Air Force Education and Training Course Announcement (ETCA).

Formation—Two or more aircraft operating in mutual support of each other.

Functional Check Flight (FCF)—A flight or flights performed to determine whether an aircraft, and/or its various components, are functioning according to predetermined specifications while subjected to the flight environment. FCFs are conducted when it is not feasible to determine safe or required operation (aerodynamic reaction, air loading, signal propagation, etc.) by means of ground or shop tests. Conditions requiring FCFs are specified in the –6 T.O. for each type of aircraft. FCF checks or maneuvers can only be accomplished by current and qualified aircrew members.

Lookback—Lookback is used to assist the commander in determining CMR/Probation/N-CMR status. It is conducted by summing the total number of qualifying RAP sorties performed over a period of time as defined in the MAJCOM RTM. Typical lookback gates are one-month, three-month, and twelve-month. Minimum RAP sortie counts to meet lookback are chosen with goal of ensuring individual crewmembers maintain desired proficiency in MAJCOM tasked missions.

Low-Level Operations—Flight conducted below 500 feet AGL or AWL unless directed lower by published FAA/NACO helicopter routes.

Mission Design Series—The official designation for aerospace vehicles used to represent a specific category for operations, support, and documentation purposes.

Mission Ready (MR)—As defined in AFMAN 11-202V1, *Aircrew Training*. An aircrew member who has satisfactorily completed initial and mission qualification training and maintains qualification and proficiency in the command or unit operational mission.

Non-BMC (N-BMC)—A BMC crew member who has regressed due to failure to complete training or meet currencies required to maintain BMC requirements. N-BMC crew members may participate in missions in which they are current and qualified at the discretion of the SQ/CC.

Non-CMR (N-CMR)—A CMR crew member who has regressed due to failure to complete training or meet currencies required to maintain CMR requirements. N-CMR crew members may participate in missions, including exercise and contingency, in which they are current and qualified at the discretion of the SQ/CC.

Non-MR (N-MR)—A MR crew member who has regressed due to failure to complete training or meet currencies required to maintain MR requirements. N-MR crew members may participate in missions, including exercise and contingency, in which they are current and qualified at the discretion of the SQ/CC.

Operational Mission—Any mission not designated as a unilateral training mission.

Operational Support Flyer (OSF)—An individual whose primary full-time duty does not require flying but may be required by the Air Force to fly on an infrequent or irregular basis in order to perform a specific, essential inflight duty which a regularly assigned primary or mission aircrew member cannot perform. Helicopter OSFs may include, but are not limited to, medical technicians and security force personnel.

Pilot-In-Command (PIC)—As defined in DAFMAN 11-401, the aircrew member designated by competent authority, regardless of rank, as being responsible for, and is the final authority for, the operation of the aircraft.

Proficiency—As defined in AFMAN 11-202V1, *Aircrew Training*. A measure of how well a task is completed. An aircrew member is considered proficient when they can perform tasks at the minimum acceptable levels of speed, accuracy, and safety.

RAP Tasking Memorandum (RTM)—A method used to implement the RAP program.

Ready Aircrew Program (RAP)—A continuation training program designed to focus training on capabilities needed to accomplish a squadron's core-tasked missions. MAJCOMs provide appropriate guidance for the purpose of receiving feedback, which allows the MAJCOM to effectively organize, train, and equip each squadron.

Required Proficiency Level (RPL)—The level at which a student must perform at a particular phase of training using grading standards and definitions for task performance and task knowledge as defined in a syllabus.

Special Missions Aviator (SMA)—A career enlisted aviator air force specialty code (AFSC) for the Flight Engineer crew position. See Flight Engineer.

Special Mission Training—As defined in AFMAN 11-202V1, *Aircrew Training*. Training in any special skills necessary to carry out the unit's assigned missions that are not required by every crewmember. Specialized training is normally accomplished after the crewmember is assigned BMC, MR, or CMR status, and is normally in addition to BMC, MR, or CMR requirements. May be an additional certification or qualification event as determined by this manual.

Syllabus—Formal guidance which details procedures to complete an aircrew training program.

Training Command—As defined in AFMAN 11-202V1, *Aircrew Training*. The MAJCOM assigned responsibility for formal school training for the MH-139A.

Training Cycle—The period of time for which aircrew continuation training requirements are tracked and maintained.

Training Volume—An additional flying requirement that dictates the total number of events/sorties that must be completed within a specified period of time. Volumes are not normally aligned with currency expirations; rather, they are done in addition to them as a means of ensuring proficiency (i.e., a particular volume may dictate 3 sorties in 90 days, even though the currency for that sortie is 90 days).

Universal Qualification—As defined in AFMAN 11-202V2, *Aircrew Standardization and Evaluation Program*

Attachment 2

GROUND TRAINING EVENT DESCRIPTIONS AND REQUIREMENTS

A2.1. Ground Training Requirements. Reference [Table A2.1](#). This attachment provides ground training event descriptions and amplifying information for events identified in this manual. MAJCOM-specific RTMs will specify ground training requirements and identifies events that affects mission status. **(T-2)** Updated guidance from the reference publication supersedes this manual. The designator in parenthesis after each event title lists which crewmember category the event is applicable to. “P” refers to PICs and CPs. “All” indicates all crew positions are eligible. “Method” lists the way in which the training is accomplished. Restrictions, if noted, denote special considerations for members who are non-current for the event.

A2.2. Aerospace Physiological Training (P, FE, UQ). Reference AFMAN 11-403. Periodic requirement established and governed by AFMAN 11-403.

A2.3. ACBRN Fit Check. Reference AFMAN 11-301V1. A comprehensive size and fit check of ACBRN equipment.

A2.4. Aircrew Flight Equipment Familiarization Training (All). Reference AFMAN 11-301V1. A one-time event, per every base assignment, conducted prior to the first flight at home station. The event familiarizes 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. This training can be combined with LL06XG if all objectives are met.

A2.5. Aircrew Flight Equipment Fit Check (All). Reference AFMAN 11-301V1. A comprehensive fit check of all AFE gear worn during flight (e.g., any sized/fitted item to include NVG mounting, aircrew laser eye protection [ALEP], aircrew chemical biological radiological nuclear gear [ACBRN], etc.) will be checked and verified for proper size/fit prior to first flight at every new assignment, with periodic refit requirements. **(T-2)**

A2.6. Aircrew Flight Equipment Training (All). Reference AFMAN 11-301V1. 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.

A2.7. Aircrew Chemical, Biological, Radiological, Nuclear Training (ACBRN) (P, FE). Reference AFMAN 11-301V1. 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.

A2.7.1. Method: Each aircrew will demonstrate procedures during their initial class; subsequent classes require a minimum of 10% of aircrew participants to dress out and demonstrate Aircrew Contamination Control Area (ACCA) mitigation processing procedures. **(T-2)** An aircrew member may be credited with ACBRN (LL04XG) during local attack response exercises, provided all AFE continuation training requirements and objectives are

satisfied (i.e., crewmember donned ACBRN equipment and subsequently processed through ACCA).

A2.8. AIR Card Training (P, FE). Reference AFI 11-253, *Managing Purchases of Aviation Fuel and Ground Services*.

A2.8.1. Method: Complete periodic AIR Card® user training in accordance with Defense Logistics Agency (DLA) Energy policy.

A2.9. Anti-Hijacking (All). Reference AFI 13-207-O. Training on US Air Force policy and guidance on preventing and resisting aircraft piracy (hijacking).

A2.9.1. Method: Training consists of a review of AFI 13-207-O, *Preventing and Resisting Aircraft Piracy (Hijacking)*, applicable FAA guidance, and local procedures. It is a one-time requirement for OSFs unless directed more frequently by the SQ/CC.

A2.10. Crew Resource Management (P, FE, UQ). Reference AFMAN 11-290. Provides crewmembers with performance-enhancing knowledge and skills directly applicable to their roles in the aerospace mission of the Air Force.

A2.10.1. Method: Normally conducted in conjunction with an FTU upgrade, systems refresher, or by a trained CRM facilitator. If accomplished in conjunction with an FTU upgrade or systems refresher, the completion date is the course graduation date. ***Crewmembers who complete formal training in-unit or receive requalification training via a commander directed training program, will receive CRM training from a CRM facilitator within six months of completing their qualification evaluation.*** (T-2) CRM training is almost always contracted training established by MAJCOMs. CRM facilitators are trained to present specific, standardized courseware. Consult with the MAJCOM CRM Program Manager for refresher class dates if not accomplished at the FTU. **Note:** CRM for Instructors reestablishes CRM training dates.

A2.11. Egress Training with ACBRN (P, FE). Reference AFMAN 11-301V1. Evaluates the aircrew's ability to demonstrate proficiency in the use of primary and secondary ground egress procedures while wearing ACBRN. Training will stress the unique changes in procedures to include added difficulties aircrew would and could experience as a result of wearing ACBRN.

A2.11.1. Method: Any AFE officer (AFE0), MH-139A instructor, or AFE instructor can provide this training for any aircrew position.

A2.11.2. Restrictions: If required by MAJCOM, the event will be conducted prior to first flight with ACBRN. (T-1)

A2.12. Emergency Egress Training, Non-Ejection Seat (All). Reference AFMAN 11-301V1. Evaluates aircrew and passenger ability to demonstrate proficiency in emergency egress procedures. Training emphasizes primary and secondary exits and include a discussion of procedures in the event of an unusual landing attitude, fire, injury, or water landing.

A2.12.1. Method: Training occurs at the aircraft and includes instruction on opening all doors/windows and the location/use of fire extinguishers and first-aid kits. Any MH-139A instructor can provide this training for any aircrew position.

A2.13. Functional Check Flight Exam (P). Open book test consisting of questions related to FCF procedures from T.O.s and applicable directives.

A2.13.1. Method: Guidance on development and administration of exams are provided in MAJCOM or local guidance. Minimum passing score is 85%.

A2.13.2. Restrictions: Non-current crewmembers will not participate in FCF operations. **(T-2)**

A2.14. Gun Control Act/Lautenberg Amendment (P, FE). Reference DAFI 31-117.

A2.14.1. Restrictions: Non-current crewmembers may not be issued weapons.

A2.15. Helicopter Emergency Egress Device Preparation (P, FE, UQ). Reference AFI 16-1301. Crewmembers will receive additional training in emergency egress from a helicopter including the use of a Helicopter Emergency Egress Device (HEED) and the Shallow Water Egress Trainer (SWET).

A2.15.1. Method: Training will be conducted by SERE personnel.

A2.15.2. Restrictions: Non-Current crewmembers may not participate in sustained, over water flight beyond autorotational distance from land.

A2.16. Instrument Refresher Course (IRC) (P). Reference AFMAN 11-210. Training designed to ensure pilots possess sufficient knowledge on current directives, procedures, and techniques as well as emerging trends and issues related to instrument flying. Pilots on active flying status must complete IRC every 17 months. **(T-1)**

A2.16.1. Method: Advanced Instrument School graduates will teach IRC IAW AFMAN 11-210. A2.16.2. Non-current pilots are restricted from IFR flight until recurrency is gained. **(T-1)**

A2.17. Minor Maintenance (FE). Training designed to provide Fes proficiency in accomplishing limited field aircraft maintenance actions not already listed in the flight manual when qualified maintenance support is unavailable, and the maintenance is necessary due to field or mission requirements. MAJCOMs will develop syllabi and direct training requirements.

A2.17.1. Method: Training may be accomplished on a helicopter or approved aircrew training device. Instructors will review applicable publications and technical orders with students and, perform hands-on completion of appropriate maintenance actions including completing appropriate forms.

A2.18. Non-Combat Survival Training (P, FE, UQ). Reference AFI 16-1301. Used to instruct survival skills for personnel who under field conditions, while using weapons system specific survival equipment. This training is designed to enforce learning objectives through hands-on experiential training.

A2.18.1. Method: Training will be conducted by SERE personnel. MAJCOMs will tailor training based on individual unit requirements. MAJCOMs will determine the currency requirement in supplemental guidance not to exceed every 10 years. **(T-2)**

A2.19. NVG Training (P, FE). Reference AFMAN 11-202V1. Initial training is completed at the FTU during IQT. Periodic refresher training is completed at the unit, covering NVG mishaps, MH-139A specific issues, and other relevant NVG discussion items.

A2.19.1. Method: Initial training date is established at the FTU during IQT by an NVG Ground Instructor who has attended the AETC NVG Academic Instructor Course. NVG Refresher may be taught by any NVG qualified instructor or as designated by the unit commander.

A2.19.2. Restrictions: Non-current crewmembers may not perform NVG flight. **(T-2)**

A2.20. Pyrotechnics Training (FE). Training conducted on the types of pyrotechnics employed from unit aircraft. Normally accomplished during LFT or LMT.

A2.20.1. Method: Training is conducted by instructors familiar with Air Force Occupational Safety and Health standards, applicable T.O.s, and operational procedures-series publications. Training consists of device characteristics, hazards, operation, aircraft storage and loading procedures, and deployment procedures. Locally developed and approved by unit safety.

A2.20.2. Restrictions: Non-current crewmembers may not deploy pyrotechnics. **(T-2)**

A2.21. Refuel Supervisor (P, FE). Reference T.O. 00-25-172. Training prepares aircrew members to participate in hands-on refueling operations to include hot refueling operations if applicable.

A2.21.1. Method: Method: Unit-specific training instructed by qualified crew members or maintenance personnel; if maintenance personnel are contractors, then requirement must be supported in Performance Work Statement or Statement of Work.

A2.21.2. Restrictions: Non-current crewmembers may not participate in refueling operations. **(T-3)**. Do not perform hot refueling outside of testing until T.O. 00-25-172 incorporates a hot refueling certification for the MH-139.

A2.22. Local Area Survival (P, FE, UQ). Reference AFI 16-1301. Training building on the principles in formal SERE training by familiarizing crewmembers with local standard operating procedures and local environmental aspects preparing aircrew for possible aircraft emergencies near the base of assignment.

A2.22.1. Method: Training will be conducted by SERE personnel. One-time requirement prior to the first flight at every assignment. Personnel who PCS and then return for subsequent assignments will accomplish this training again.

A2.23. Systems Refresher (P, FE). Training designed to provide crewmembers a review of basic aircraft systems and mission systems. Unit commanders may designate Systems Refresher Course Instructors for any aircrew qualified to conduct the syllabus academic and ATD events. Systems refresher training is not required for crewmembers who will not fly the MH-139A beyond 4 months past their established due date (due to separation, PCS to a non-flying position, etc.).

A2.23.1. Method: New aircrew members with no established date will use the date of their successfully completed basic qualification evaluation. Crewmembers who complete instructor upgrade at the FTU (to include the academics-only course) may use the evaluation completion date to reestablish currency.

A2.24. Small Arms Qualification Training (P, FE). Reference AFI 36-2654. Crewmembers maintain weapons qualification to support mission and aircraft security requirements.

A2.24.1. Method: Units will coordinate with host installations to qualify aircrew as appropriate.

A2.24.2. Restrictions: Non-current crewmembers will not be issued a weapon unless an extension is granted IAW AFI 36-2654. **(T-1)**

A2.25. Use of Force Training (P, FE). Reference DAFI 31-117.

A2.25.1. Method: Each unit is responsible for conducting Use of Force training for assigned personnel. Training will be tailored toward missions that crews will likely perform or scenarios they may encounter.

A2.25.2. Restrictions: Non-current crew members will not be issued a weapon. (T-0)

A2.26. Water Survival Training (P, FE, UQ). Reference AFI 16-1301. Personnel will demonstrate proficiency in survival and recovery TTP from a water environment using MH-139A specific survival equipment.

A2.26.1. Restrictions: Non-current crewmembers may not participate in sustained, over water flight beyond autorotational distance from land.

Table A2.1. Ground Training Event Requirements.¹

Event	ID	P	FE	UQ ⁸	○	○	Phase Period	Reference	Waiver Tier
Aerospace Physiological Training	-----	G	G	G			5 Years	AFMAN 11-403	1
ACBRN Fit Check	LL08XG	O	O				PCS	AFMAN 11-301V1	2
AFE Familiarization Training	LL01XG	G	G	G	G ⁽⁶⁾		PCS	AFMAN 11-301V1	2
AFE Fit Check	LL07XG	G	G	G	G ⁽⁶⁾		36 mo/PCS	AFMAN 11-301V1	2
AFE Training	LL06XG	N ⁽⁷⁾	N ⁽⁷⁾	N ⁽⁷⁾	G ⁽⁶⁾		PCS	AFMAN 11-301V1	2
Aircrew CBRN Training	LL04XG	N	N				PCS	AFMAN 11-301V1	2
Air Card Training	GA95XG	N	N				36 mo	AFI 11-253	0
Anti-Hijacking	GA03XG	G	G	N	N		365 days	AFI 13-207-O	1
Basic Qualification Evaluation	AA01XG	G	G				17 mo	AFMAN 11-202V2	2
Crew Resource Management	GA06XG	G	G	G ⁽⁵⁾			24 mo	AFMAN 11-202V1	2
Egress Training with ACBRN	LL05XG	O	O				PCS	AFMAN 11-301V1	2
Emergency Egress Training, Non-Ejection Seat	LL03XG	G	G	G	G		24 mo	AFMAN 11-301V1	2
FCF Exam	ME37XG	O	O				17 mo	This Publication	2
Flight Surgeon Universal Qualification Exam	GS02XG			G			MAJCOM	AFI 11-202V2	1
Gun Control Act/Lautenberg Amendment	G285XG	O	O				12 mo/PCS	DAFI 31-117	0
Helicopter Emergency Egress Device Preparation	SS08XG	O	O	O			36 mo	AFI 16-1301	2
Instrument Qualification Evaluation	AA11XG	G					17 mo	AFMAN 11-202V2	1
Instrument Refresher Course	GS06XG	O					17 mo	AFMAN 11-210	1
Minor Maintenance	GA91XG		O				17 mo	This Publication	3
Mission Qualification Evaluation	AA03XG	O	O				17 mo	AFMAN 11-202V2	1
Non-Combat Survival Training	SS04XG	N	N	N			MAJCOM	AFI 16-1301	2
NVG Training	VV01XG	O	O				24 mo	AFMAN 11-202V1	1
Pyrotechnics Training	GA29XG		O				PCS	AFI 91-202	3
Refuel Supervisor	GS33XG	O	O				MAJCOM	T.O. 00-25-172	3
Local Area Survival	SS01XG	G	G	G			PCS	AFI 16-1301	2
Local Familiarization Training (LFT)	TBD	O	O				PCS	This Publication	3
Local Mission Training (LMT)	TBD	O	O				PCS	This Publication	2
Systems Refresher	TBD	G	G				17 mo	This Publication	2
Small Arms Qualification Training	GA43XG	O	O				Note 2	AFMAN 36-2655	1
Use of Force	GA15XG	O	O				12 mo	DAFI 31-117	0
Water Survival Training	SS05XG	O	O	O			36 mo	AFI 16-1301	2
Underwater Egress Training, (S-V84-A)	SS30XG	G	G	O			Note 3	AFI 16-1301	1
Water Survival Training, Non-Parachuting, (S-V90-A)	SS32XG	G	G	O			Note 3	AFI 16-1301	1

Advanced Skills Training, (S-V97-A)	SS36XG	G	G	O		Note 3, 4	AFI 16-1301	1
Long Term Survival Training, (S-V98-A)	SS37XG	G	G	O		Note 3, 4	AFI 16-1301	2

Notes:
 G = Grounding – Aircrew member may not perform flight duties with the event not completed unless flight duties are required in order to regain currency or qualification in the specific event, and under the supervision of an instructor or evaluator.
 N = Non-grounding – Aircrew may perform flight duties when non-current. MAJCOMs may dictate if event is required for BMC/CMR status.
 O = Other restrictions – Reference event descriptions. Aircrew may perform flight duties non-current in the event provided the mission profile does not include the specific event. MAJCOMs may dictate if event is required for BMC/CMR status.

1. Updated guidance from the reference publication, if more restrictive, supersedes this manual. If guidance is removed from reference publication, or is less restrictive, guidance within this manual takes precedence.
2. Unless otherwise dictated by MAJCOM or the Small Arms Qualification Tables, pilots are considered Arming Group A. Currency for FEs is 12 months.
3. Pilots and FEs will complete SERE training before the first operational assignment following initial flying training. Regular component FSs will accomplish the required SERE training within one year of first operational assignment.
4. Previous completion of S-V80-A fulfills requirements for both S-V97-A and S-V98-A. Members will use S-V80-A completion date to log currency for S-V97-A and S-V98-A.
5. CRM training is a one-time requirement in the primary assigned aircraft.
6. Only required for OSFs using AFE-maintained equipment.
7. Event is Grounding if it is the Initial accomplishment (accomplished during IQT).
8. Universally Qualified. See AFMAN 11-202V2 for more information.

Attachment 3

FLYING TRAINING EVENT DESCRIPTIONS AND REQUIREMENTS

A3.1. General. Reference Tables **A3.1 and A3.2 (T-2)** This attachment provides flying training event descriptions and amplifying information for flight currency events. The designator in parenthesis after each event title lists which crewmember category the event is applicable to. “P” refers to PICs and CPs. “All” indicates all crew positions are eligible. Minimum requirements list all events required to be accomplished, and any crewmember specific requirements. Restrictions, if noted, denote special considerations for members who are non-current for the event. Reference **paragraph 4.3.6** for details on loss of currency.

A3.2. Basic Sortie (All). Sortie designed to ensure crewmembers remain proficient in basic skills associated with flight operations.

A3.2.1. Minimum requirements: Mission planning, performance data, crew and/or passenger briefing, crew coordination, flight clearance, taxi/hover operations, takeoff, approach and landing, fuel management. Pilots must perform a take-off and landing as the pilot flying to receive credit. **Exception:** Crewmembers completing engine running crew changes need only complete the applicable portions of the sortie (e.g., run-up or shut-down, takeoff and landing procedures).

A3.2.2. Restrictions: Non-current crewmembers must regain currency prior to the accomplishment of any other sorties or events other than Simulator Emergency Procedures (EP) sortie. **Exception:** Crewmembers may accomplish concurrently with Contact Sortie.

A3.3. Simulator Emergency Procedures (EP) Sortie (All). Simulator sortie that reinforces checklist procedures, CRM, aircraft systems and limits, and flying skills related to aircraft and systems malfunctions.

A3.3.1. Minimum requirements performed in any sequence: Boldface emergencies, manual electronic engine controller (EEC) operations, one-engine inoperative (OEI) procedures, degraded autopilot (AP) operations, straight-ahead autorotation, turning autorotation (90- or 180-degrees).

A3.3.2. Restrictions: Non-current crewmembers must regain currency prior to the accomplishment of any other sorties or events. Emergency procedure sorties may not be credited toward CT requirements unless a current and qualified instructor, or civilian ATS instructor, is occupying their crew position or running the operator station.

A3.4. Contact Sortie (P). Event that reinforces MH-139A basic skills such as power management, and takeoff and landing procedures.

A3.4.1. Minimum requirements: Normal takeoff (clear area), vertical takeoff, clear area landing, confined area landing. Pilots may perform maneuvers using Category A or Category B procedures. Pilots must perform all minimum requirements as pilot flying to receive credit.

A3.4.2. Desired events: Rolling takeoff/landings, rejected takeoff/balked landing, and degraded AP operations are desired.

A3.4.3. Restrictions: Non-current crewmembers must regain currency prior to the accomplishment of any other sorties or events other than Simulator Emergency Procedures (EP) sortie. **Exception:** Crewmembers may accomplish concurrently with Basic Sortie.

A3.5. Instrument Approach (P). Event that focuses on procedures designed to allow safe landing operations during instrument meteorological conditions (IMC).

A3.5.1. Minimum Requirements: Brief and complete an instrument approach. The crediting pilot must brief and fly the approach from the final approach fix through decision altitude, missed approach point, landing, or ATC coordinated missed approach procedure.

A3.5.2. Desired events: Completion of a full instrument procedure and flight in IMC.

A3.5.3. Restrictions: Non-current crewmembers are restricted from unsupervised, planned IFR flight until currency is regained.

A3.6. Instrument Profile (P). Event designed to reinforce procedures used during IFR flight.

A3.6.1. Minimum Requirements: (1) Holding procedures and tasks, (2) intercepting and tracking courses using navigation systems, (3) approach briefing, (4) instrument approach, (5) landing, climb-out, or missed approach. The crediting pilot must brief and fly the approach from the initial approach fix through the decision altitude, missed approach point, landing, or ATC coordinated missed approach procedure.

A3.6.2. Desired events: Completion of a full instrument procedure and flight in IMC.

A3.6.3. Restrictions: Non-current crewmembers are restricted from unsupervised, planned IFR flight until currency is regained.

A3.7. Uncoupled Approach (P). Event that trains for loss of some autopilot or flight management system (FMS) features. May credit other approach events when meeting specified criteria for those events.

A3.7.1. Minimum requirements: Complete an uncoupled instrument approach in accordance with all applicable regulation. Crediting pilot must setup and fly the approach without the FMS coupled to the autopilots to a decision altitude.

A3.7.2. Desired events: Completion of a full instrument procedure and flight in IMC.

A3.7.3. Restrictions: If IMC is planned or expected, the FMS must be fully configured and available for coupled flight in case of pilot error or emergency. Non-current crewmembers are restricted from unsupervised, planned IFR flight until currency is regained.

A3.8. Category II ILS Approach (P). Event that focuses on automation procedures designed to allow safe landing operations during IMC from a reduced decision altitude. Reference AFMAN 11-202v3 and AFMAN 11-2MH-139V3 for specific guidance. May credit other approach events when meeting specified criteria for those events.

A3.8.1. Minimum requirements: Complete a Category II ILS instrument approach in accordance with all applicable guidance. Crediting pilot must setup and monitor the approach.

A3.8.2. Desired events: Completion of a full instrument procedure and flight in IMC.

A3.8.3. Restrictions: Non-current crewmembers are restricted from Category II operations until currency is regained.

A3.9. Night Vision Goggle (NVG) Sortie (All). Sortie designed to exercise basic skills associated with NVG flight.

A3.9.1. Minimum requirements: Any sortie where crewmembers wear NVGs for situational awareness/orientation while performing duties in a primary crew position. For pilots, one take-off and one landing is required as pilot flying for credit. For FEs, one take-off and one landing is required as primary.

A3.10. Unprepared Area Landing (Day & Night) (All). Event that focuses on techniques and procedures designed to conduct operations at unprepared areas.

A3.10.1. Minimum requirements: Analysis of wind, power, hazards, and approach/departure considerations in the terminal area, approach, landing, and takeoffs at an unprepared area.

A3.10.2. Desired events: Slope landings, pinnacle/ridgeline landings, and AIE operations.

A3.11. Formation (Day & NVG) (All). Event designed to ensure crewmembers exercise skills associated with formation operations.

A3.11.1. Minimum requirements: En route and terminal area formation operations from the lead and wingman roles and rejoins.

A3.11.2. Desired Events: Lost visual contact procedures, tactical formation maneuvering (TFM), air assault procedures, formation gunnery employment

A3.12. Low Level (Day & NVG) (All). Event that ensures crewmembers exercise skills required to safely operate in the low-level environment.

A3.12.1. Minimum requirements: Execute en route, low-level flight with emphasis on altitude management, terrain and obstacle avoidance, and approaches from a low-level altitude.

A3.13. Mission (Day & NVG) Sortie (All). Sortie designed to reinforce planning and execution of the Designed Operational Capability (DOC) mission requirements of their assigned flying unit.

A3.13.1. Minimum requirements: mission planning, tactical flight in a MAJCOM-specific mission profile, threat analysis, tactical approach and landing.

A3.13.2. Desired events: evasive maneuvers, scramble, low-level navigation, formation operations, authentication, time-on-target (TOT), and air assault procedures.

A3.14. Aerial Gunnery (Day & NVG) (FE). Event designed to ensure crewmembers exercise basic skills required to safely operate the assigned weapon.

A3.14.1. Minimum requirements: Preflight, arm, fire standard ammunition load (simulated or live), diagnose malfunctions, and de-arm the weapon in accordance with current checklist procedures.

A3.14.2. Restrictions: Non-current crewmembers are restricted from unsupervised live-fire until currency is regained.

A3.15. Live Aerial Gunnery (FE). Event designed to ensure crewmembers exercise basic skills required to safely operate the assigned weapon during live fire operations in actual flight conditions.

A3.15.1. Minimum requirements: Preflight, arm, fire live standard ammunition load, diagnose malfunctions, de-arm the weapon in accordance with current checklist procedures, and correctly perform range entry and exit procedures.

A3.15.2. Restrictions: Non-current crewmembers are restricted from unsupervised live-fire until currency is regained.

A3.16. Aircrew Chemical Biological Radiological, Nuclear (ACBRN) (Day & NVG) (All). Event designed to reinforce crewmember awareness of limitations and physiological effects while wearing ACBRN during flight operations.

A3.16.1. Prerequisites: Current in ACBRN Training and Egress Training with ACBRN.

A3.16.2. Minimum requirements: MAJCOMs will dictate equipment requirements. Required equipment will be worn for a minimum of 30 minutes while performing inflight duties.

A3.16.3. Restrictions: An ACBRN -certified pilot not wearing ACBRN must be at a set of controls. **Exception:** MAJCOMs may authorize simultaneous, dual-pilot ACBRN training provided both pilots are ACBRN-certified and current.

A3.17. Alternate Insertion/Extraction (AIE) (Day & NVG) (All). Event that utilizes Hoist, fast rope, rappel, and/or rope ladder to deploy and/or recover personnel and equipment in accordance with current AFTTPs.

A3.17.1. Minimum requirements: Complete one full cycle (defined as controlling an actual device until it contacts the surface and is returned to the cabin or released) at an altitude commensurate with power available and length of the device used. **EXCEPTION:** Pilots do not require the use of an actual device to log an event provided the procedures remain the same.

A3.17.2. Desired events: AIE operations with live personnel.

A3.17.3. Restrictions: FEs will only perform AIE operations for the device(s) in which they are certified.

A3.18. Call For Fire (All). Event that employs live or simulated ordnance to suppress simulated threat(s) in response to a 5-line request from an actual or simulated ground team utilizing Joint Publication (JP) 3-09.3, and AFTTP 3-2.6 procedures.

A3.18.1. Minimum requirements: Ground party coordination, threat assessment, correlation, JFIRE attack briefing, weapons employment pattern.

A3.19. Sling Load (All). Event that utilizes the cargo hook and sling devices to move equipment.

A3.19.1. Minimum requirements: Sling load brief (with ground crew as necessary), emergency procedures, equipment pre-flight, functional check, verbal directions, static discharge (as required), hookup, pattern, and release.

A3.20. Day Water (All). Event that refines skills associated with searching, locating, and recovering personnel from a water environment.

A3.20.1. Minimum requirements: Appropriate pattern, approach to hover, and AIE operations. A3.20.2. Desired events: Use of pyrotechnics and sea dye markers, live swimmer insertion/extraction, and open ocean hover operations.

A3.21. Fire Bucket (All). Event that utilizes a large “bucket” suspended from the cargo hook designed to pick-up, carry, and deploy water in support of firefighting operations.

A3.21.1. Minimum requirements: Sling load brief (with ground crew as necessary), emergency procedures, equipment pre-flight, functional check, verbal directions, hookup, pattern, and water release.

A3.22. Functional Check Flight (FCF) (P). Sortie designed to ensure certified crewmembers remain familiar with T.O. 1H-139(M)A-6CF-1, *Acceptance and Functional Check Flight Procedures*, requirements.

A3.22.1. Minimum requirements: Autorotation entry check and completion of any other T.O. 1H-139(M)A-6CF-1 inflight requirements. A full FCF flight profile is not required.

A3.22.2. Restrictions: Non-current FCF crewmembers requires FCF-certified instructor pilot. Minimum crew to log FCF currency training is IAW the minimum crew tables defined in AFMAN 11-2MH-139V3 and applicable supplements.

A3.23. Helicopter Alpine Flying Techniques (HAFT) (All). Event that refines flight skills associated with high gross weight, high density altitude, low power margin, adverse wind conditions, and/or unrestricted and restricted unprepared landing areas in mountainous terrain.

A3.23.1. Minimum Requirements: Approach and landing to an unprepared landing area utilizing HAFT techniques.

A3.23.2. Desired Events: Approach and landing to unprepared landing area in mountainous terrain.

A3.24. Hot Refueling (All). Event that allows aircraft engine running refueling from a fuel truck or fixed fueling system.

A3.24.1. Minimum requirements: Complete proper positioning of the aircraft and/or fuel truck, positioning of safety equipment, connection of grounding, bonding wires, connection of nozzle assembly, and post refueling requirements in accordance with applicable checklists. AFI 11-235, and T.O. 00-25-172 procedures. Actual transfer of fuel is not required to log an event. **Notes:** Do not perform hot refueling outside of testing until T.O. 00-25-172 incorporates a hot refueling certification for the MH-139. Completion satisfies annual certification requirement established by T.O. 00-25-172.

A3.25. Parachute Drop (Static & Freefall) (All). Event that refines skills associated with deployment of static line or freefall parachutists from the MH-139A.

A3.25.1. Minimum Requirements: Jump master briefing, preflight and configure aircraft for jumper deployment, review of emergency procedures. Each pilot must perform both pilot flying and pilot monitoring duties (if applicable).

Table A3.1. Pilot Flight Currencies.

EVENT	ID	EXP LVL CURRENCY					CATEGORY			SIM	NOTES
		DAYS					BAQ	BMC	MR/C MR		
		45	60	90	180	365					
Basic Sortie		I / E					R	R	R	Yes	1, 8, 10
Contact Sortie			I	E			R	R	R	Yes	1, 8, 10

Simulator EP Sortie			I	E			R	R	R	Sim Only	1, 8, 10
Instrument Approach		I	E				R	R	R	Yes	1, 2, 8
Uncoupled Approach					I/E		R	R	R	Yes	1, 2, 7, 8
Category II ILS					I/E		O	O	O	Yes	1, 7, 8
Instrument Profile				I	E		R	R	R	Yes	1, 2, 8
NVG Sortie			I	E			R	R	R	Yes	1, 8
Unprepared Area Landing (Day)				I	E		R	R	R	Yes	1, 8
Unprepared Area Landing (Night)				I / E			R	R	R	Yes	1, 4, 5, 8
Low Level (Day)				I	E			R	R	Yes	3, 8
Low Level (NVG)				I / E				R	R	Yes	3, 4, 5, 8
Formation (Day)				I	E			R	R	No	3
Formation (NVG)				I / E				R	R	No	3, 4, 5
Mission (Day)				I	E			O	R	Yes	3, 8
Mission (NVG)				I / E				O	R	Yes	3, 4, 5, 8
ACBRN (Day)						I / E		O	O	Yes	6, 8, 9
ACBRN (NVG)						I / E		O	O	Yes	4, 5, 8, 9
AIE (Day)				I	E			O	O	No	6, 9
AIE (NVG)				I / E				O	O	No	4, 5, 9
Sling Load					I / E			O	O	No	6, 9
Call For Fire				I	E			O	O	Yes	6, 8
Day Water					I / E			O	O	No	6, 9
Fire Bucket					I / E			O	O	No	6, 9
FCF Sortie					I / E			O	O	Yes	6, 8, 9
Helicopter Alpine Flying Techniques					I / E			O	O	Yes	6, 8, 9
Hot Refueling						I / E		O	O	No	6, 9
Parachute Drop					I / E			O	O	No	6, 9

NOTES:
R = Required O = MAJCOM Option E = Experienced I = Inexperienced

SIM Column: "Yes" indicates this event is creditable in a certified ATD; "No" indicates this event may not be credited in any ATD; "Sim Only" indicates this event will only be accomplished in a certified ATD and will not be accomplished in the aircraft.

1. Loss of currency in excess of 6 months results in loss of Basic Qualification.
2. Loss of currency in excess of 6 months results in loss of Instrument Qualification.
3. Loss of currency in excess of 6 months results in loss of Mission Qualification.
4. Completion credits/updates equivalent day event.
5. Completion dual credits NVG Sortie.
6. Loss of currency does not affect CMR designation unless otherwise designated by MAJCOM RTM or supplement.
7. This event dual credits Instrument Approach.
8. Restrictions on logging frequency for simulator events may be applied by MAJCOM RTMs.
9. Event requires a certification to log.
10. Currency in this event must be regained before accomplishing other events. See sortie descriptions.

Table A3.2. Flight Engineer Flight Currencies.

EVENT	ID	EXP LVL CURRENCY					CATEGORY			SIM	NOTES
		DAYS					BAQ	BMC	MR/C MR		
		45	60	90	180	365					
Basic Sortie	SX01XG	I / E					R	R	R	Yes	1, 6, 8
Contact Sortie			I	E			R	R	R	Yes	1, 6, 8
Simulator EP Sortie			I	E			R	R	R	Sim Only	1, 6, 8
NVG Sortie	SX36AG		I	E			R	R	R	Yes	1,6
Unprepared Area Landing (Day)	AP04AG			I	E		R	R	R	Yes	1,6
Unprepared Area Landing (Night)	AP05AG			I / E			R	R	R	Yes	1, 3, 6

Low Level (Day)	LE01AG			I	E			R	R	Yes	2, 6
Low Level (NVG)	LE02AG			I / E				R	R	Yes	2, 3, 6
Formation (Day)	RA22AG			I	E			R	R	No	2,
Formation (NVG)	RA23AG			I / E				R	R	No	2, 3,
Mission (Day)				I	E			O	R	Yes	4, 6
Mission (NVG)				I / E				O	R	Yes	3, 4, 6
Aerial Gunnery (Day)	GU01AG		I	E				O	O	Yes	4, 6, 7
Aerial Gunnery (NVG)	GU02AG		I	E				O	O	Yes	3, 4, 6, 7
Live Aerial Gunnery (Day/NVG)					I/E			O	O	No	4, 7
ACBRN (Day)						I / E		O	O	Yes	4, 6, 7
ACBRN (NVG)						I / E		O	O	Yes	3, 4, 6, 7
AIE (Day)	ME26AG			I	E			O	O	No	4, 7
AIE (NVG)	ME27AG			I / E				O	O	No	3, 4, 7
Sling Load					I / E			O	O	No	4, 7
Call For Fire				I	E			O	O	Yes	4, 6,
Day Water	ME42AG				I / E			O	O	No	4, 7
Fast Rope					I / E			O	O	No	4, 5, 7
Fire Bucket	ME41AG				I / E			O	O	No	4, 7
Helicopter Alpine Flying Techniques					I / E			O	O	Yes	4, 6, 7
Hoist	ME61AG				I / E			O	O	No	4, 5, 7
Hot Refueling	AR11AG					I / E		O	O	No	4, 7
Parachute Drop	ME43AG				I / E			O	O	No	4, 7
Rappel	ME40AG				I / E			O	O	No	4, 5, 7
Rope Ladder	ME39AG				I / E			O	O	No	4, 5, 7

NOTES:

R = Required O = MAJCOM Option E = Experienced I = Inexperienced

SIM Column: "Yes" indicates this event is creditable in a certified ATD; "No" indicates this event may not be credited in any ATD; "Sim Only" indicates this event will only be accomplished in a certified ATD and will not be accomplished in the aircraft.

1. Loss of currency in excess of 6 months results in loss of Basic Qualification.
2. Loss of currency in excess of 6 months results in loss of Mission Qualification.
3. Completion credits/updates equivalent day event. Completion dual credits NVG Sortie.
4. Loss of currency does not affect CMR designation unless otherwise designated by MAJCOM RTM or supplement.
5. Completion dual credits AIE event matching environmental condition (Day/NVG).
6. Restrictions on logging frequency for simulator events may be applied by MAJCOM RTMs
7. Event requires a certification to log.
8. Currency in this event must be regained before accomplishing other events. See sortie descriptions.