COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

This manual implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations*. It establishes standards for qualification, mission qualification, continuation, and upgrade training for aircrew members operating the U-28A Trainer and U-28A aircraft. This publication applies to the Regular Air Force and the Air Force Reserve (AFR). This publication does not apply to the Air National Guard (ANG) or to the United States Space Force. This manual requires the collection and or maintenance of information protected by the Privacy Act of 1974 authorized by Title 37 United States Code 301a *Incentive Pay*, Public Law 92-570, *Appropriations Act of 1973*, PL 93-294, *Aviation Career Incentive* 1974, Department of Defense Directive 7730.57, *Aviation Career Incentive Act of 1974 and Required Annual Report, February 5, 1976, with Changes 1 and 2,* and Executive Order 13478, *Amendments to Executive Order 9397 Relating to Federal Agency Use of Social Security Numbers.* The applicable System of Records Notice F011 AF XO A, Aviation Resource Management System (ARMS) is available at: **http://dpclo.defense.gov/Privacy/SORNs.aspx**. Ensure all records created as a result of processes prescribed in this publication are maintained IAW **Air Force Instruction 33-322, Management of Records**, and disposed of IAW 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 (OPR) using the Department of the Air Force (DAF) Form 847, *Recommendation for Change of Publication*; route DAF Forms 847 from the field through the appropriate functional chain of command. This publication may be supplemented at any level, but all supplements must be routed to the OPR of this publication for coordination prior to certification and approval. Major Commands (MAJCOM)/Direct Reporting Units (DRU)/Field Operating Agencies (FOA) are to forward

proposed MAJCOM/DRU/FOA-level supplements to this volume to AF/A3TS, through Air Force Special Operations Command (AFSOC)/Aircrew Training (A3TA), for approval prior to publication in accordance with (IAW) AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*. Copies of MAJCOM/DRU/FOA-level supplements, after having been approved and published, will be provided by the issuing MAJCOM/DRU/FOA to AFSOC/A3TA, and the user MAJCOM/DRU/FOA. **Note:** The terms DRU and FOA as used in this paragraph refer only to those DRUs/FOAs that report directly to HQ United States Air Force (USAF). The authorities to waive wing or unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. Submit requests for waiver through the chain of command to the appropriate Tier waiver approval authority, or alternatively, to the publication OPR for non-tiered compliance items. See **Department of the Air Force Manual (DAFMAN) 90-161**, *Publishing Process and Procedures*, Table A10.1 for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the requestor's commander for non-tiered compliance items. The Paperwork Reduction Act of 1995, as amended in 1996, affects this manual. IAW the Paperwork Reduction Act and DoD policy, reports of information collections that are collected and/or are compiled and transmitted from the general public will be cleared and licensed by Office of Management and Budget prior to collection. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Department of the Air Force.

SUMMARY OF CHANGES

This document has been revised and should be completely reviewed. Major changes include adjustment of required hours for Mission Aircraft Commander (MAC), Instructor Pilot (IP) and Instructor Combat Systems Officer (ICSO) upgrades; changes to waiver authority for the required hours for MAC upgrade; alignment of semi-annual requirements to annual basis; and the deletion of the legacy cockpit instructor certified events (ICE).

Chapter 1

DIRECTIVE GUIDANCE

1.1. General. Training directive guidance and requirements are set forth for each phase of aircrew training. Training is designed to progressively develop the combat readiness of each aircrew member, while maintaining previously acquired proficiency.

1.1.1. Aircrew Training directive guidance. The primary training method for U-28A initial qualification, initial mission qualification, transition qualification, requalification, or upgrade training is attendance at a formal school.

1.1.2. Aircrew Capability. Operational squadrons will maintain mission ready (MR) status on unit assigned aircrew members. **(T-3)**

1.1.2.1. Squadrons will have six months to train, from the time a new core mission event is added and MAJCOM guidance issued, to qualify aircrew in the new event (AFR units have up to 12 months). **(T-2)**

1.1.2.2. Commanders (CC) will not assign additional duties to first assignment "pipeline" (directly out of formal U-28A training) crewmembers (officer and enlisted) until after combat mission ready (CMR) training is complete and should not for their first 6 months in the unit. **(T-2)** This directive guidance allows pipeline students to learn the weapon system without distraction of an additional duty; all other personnel may be assigned additional duties.

1.1.2.3. Squadron commanders (SQ/CC) may carry new crew members as MR for up to six months if an aircrew member arrives at the unit after a PCS or formal school and is not MR in all core mission events.

1.1.2.3.1. This directive guidance does not apply to basic aircraft qualification events.

1.1.2.3.2. If training is not complete in six months, the aircrew member becomes "non-mission ready" (NMR).

1.1.2.3.3. Aircrew will not perform events in which they are not qualified unless under the direct supervision of an instructor. **(T-2)**

1.2. Roles and Responsibilities. AFSOC Commander (CC) is responsible for overall management of Air Force flying training programs supporting Air Force Special Operations Forces (AFSOF) and United States Special Operations Command. AFSOC is designated as the lead command for U-28A Mission Design Series (MDS) aircraft.

1.2.1. AFSOC/A3 will issue updated mission continuation training guidance via Ready Aircrew Program (RAP) Tasking Message (RTM) as necessary to Operations Group (OG)/CC for implementation.

1.2.1.1. The RTM prescribes annual training requirements for continuation training once graduate level formal training is complete. RTM contents shall not be used as a basis for Syllabi of Instruction (SOI) minimum requirements.

1.2.2. AFSOC is responsible for U-28A aircrew initial qualification, transition, requalification, refresher, and instructor upgrade training. AFSOC/A3TA is also responsible

for U-28A continuation training. AFSOC/A3TS is responsible for U-28A Aircrew Training Device (ATD) support.

1.2.2.1. AFSOC/A3TA is the primary source for formal training products. When specific formal courseware is not published, units may use locally-developed training syllabi that have been reviewed and approved by AFSOC/A3TA.

1.2.3. Formal Training Unit (FTU) Responsibilities. See AFSOCI 36-2602, *Formal Aircrew Training Management*.

1.3. Secondary Method Training (SMT). In-unit training using applicable formal school courseware is referred to as SMT in this publication. To accomplish SMT, submit a waiver to AFSOC/A3T. See **AFMAN 11-202, Volume 1,** *Aircrew Training*, as supplemented, for guidance.

1.4. Waivers. Unless otherwise noted, the MAJCOM/A3 is the waiver authority for AFMAN11-2U-28V1 aircrew training requirements. Refer to **Table 1.1** for the processing of waiver requests.

1.4.1. When a training item is directed by another instruction, refer to that instruction to determine the correct waiver authority (e.g. small arms, law of war etc.).

Table 1.1. Processing of Waiver Requests.

Waiver requested by:	Forward request through:	Reply sent to:	Info copy sent to:
AFSOC unit	Group Training to AFSOC/A3T	Group Training	Requesting unit
AFRC unit	Group/OGV to 10 AFOST to AFRC/A3T	Group/OGV	10 AF/OST, HQ AFSOC/A3T, Requesting Unit

1.4.2. OG/CC or Commander Air Force Special Operations Forces (COMAFSOF) are the waiver authority for individual, case-by-case ground and flying training requirements as outlined below.

1.4.2.1. OG/CC or COMAFSOF can extend ground training requirement due dates up to 2 months for designated items in the MAJCOM-specific U-28A RTM ground training table (RTM can be found at AFSOC Aircrew Training SharePoint® page). Items required by other AFMANs will not be waived by the OG unless specifically authorized to do so in the source AFMAN. **(T-2)**

1.4.2.2. OG/CC or COMAFSOF can extend due dates for the duration of an exercise, contingency, or operational mission for events, IAW applicable MAJCOM-specific U-28A RTM, on an individual basis only if the following conditions apply:

1.4.2.2.1. An aircrew member goes overdue while away from home station.

1.4.2.2.2. The training is not available at the deployed location.

1.4.2.3. OG/CC or COMAFSOF can waive flying training requirements (MAJCOM-specific U-28A RTM Basic Aircraft Qualification (BAQ) and MR tables except as otherwise noted) on an individual basis only. Wings/groups must keep an accurate record of waivers granted. **(T-2)**

1.4.2.4. OG/CC or COMAFSOF must notify MAJCOM training office of any OG extensions. **(T-2)**

1.5. Senior Officer Flying. AFMAN 11-202 Volume 1, *Aircrew Training*, as supplemented, identifies senior officer qualification training requirements. See formal course syllabus for additional guidance.

1.6. Career Enlisted Aviator. Not applicable to U-28A.

1.7. Transfer of Aircrews.

1.7.1. For intra-command transfer of aircrew members, the gaining organization will honor validated training completed by newly assigned crewmembers prior to the transfer. **(T-2)**

1.7.2. For inter-command transfer, certifications and qualifications should be accepted to the maximum extent practical, as long as training and evaluation standards are equivalent. The operations officer at the gaining unit should review the individual's career training folder and flight evaluation folder to determine which certifications and qualifications will be honored.

1.7.3. Aircrew members qualified in the same MDS are considered qualified in that equipment throughout the force when used for the same mission. **(T-2)**

1.7.4. Instructor training and qualifications may be accepted at the discretion of the gaining unit commander.

1.7.5. Inter-service exchange officers should arrive from the formal school to the duty station qualified in the U-28A with a current physical and current physiological training. Mission qualification training should also have been completed. Exchange officers arriving from the formal school will complete all required training to include CMR that is not transferable from their former unit. **(T-2)**

1.8. Permanent Change of Station (PCS) Screening.

1.8.1. Losing units will screen individual flight and ground training records during unit out-processing. **(T-3)**

1.8.2. Accomplish this screening in sufficient time to correct discrepancies prior to PCS. Losing unit will provide a printed copy of current ground and flying training summaries to individuals prior to PCS. **(T-3)** See **DAFMAN 11-401,** *Aviation Management*, for additional guidance.

1.9. Command Relationships. The memorandum of agreement (MOA) between AFSOC, Air Combat Command (ACC), and the United States Air Force Warfare Center (USAFWC) outlines the inter-command relationships and responsibilities regarding U-28A operations at the 14th Weapons School. This MOA can be found at the AFSOC/A3V SharePoint® page.

1.10. U-28A Aircrew Development. Training timelines are based on performance and are at the discretion of the SQ/CC. Additionally, they should be tailored to match an individual's capabilities, experience level, and maturity.

1.10.1. Upgrade progression should be accomplished within the following framework:

1.10.1.1. Pre-Initial Qualification Training: Every effort will be made to accomplish the three required Air Commando Indoctrination (ACI) courses (Introduction to Special Operations Command, Air Commando Field Skills Course, and Intercultural Competences Basic Course) prior to entry into the Initial Qualification Training (IQT) syllabus. However, if quotas are not available for the required events they may be accomplished at any time prior to arrival at the assigned operational flying squadron or completion of CMR. Water Survival must be completed prior to the first flight in the Hurlburt Field local flying area. **(T-2)** Survival, Evasion, Resistance, Escape (SERE) training should be completed prior to beginning IQT to avoid extended breaks in training after IQT graduation.

1.10.1.2. During the IQT phase, pilots accomplish the U-28A Co-Pilot Initial Qualification course, Tactical/NVG Certifications, and U-28A Pilot Qualification course. If excess training capacity at the FTU exists, Co-Pilots may be certified in prepared-unpaved, and hot refueling operations. Combat Systems Officers (CSO) accomplish the U-28A CSO Qualification training course and may also be certified in hot refueling operations, if excess training capacity exists.

1.10.1.3. Once aircrew arrive at their operational flying squadron they will complete the CMR workbook prior to their first deployment, and commence Continuation Training. **(T-2)** For pilots, once the Basic Aircraft Commander Upgrade Review is complete and the pilot has been selected for upgrade, they may begin the Basic Aircraft Commander (BAC) qualification. Pilots should ensure they receive balanced exposure to the left and right seats to ensure proficiency and currency with flying and nonflying duties in both seat positions. Pilots should work with their leadership to ensure they receive sufficient experience prior to beginning BAC

1.10.1.4. Mission Aircraft Commander upgrade. Following upgrade to BAC, pilots that have completed the Advanced Tactical Readiness (ATR) workbook and have been selected for upgrade will accomplish the Mission Aircraft Commander (MAC) formal training course. **(T-2)**

1.10.1.5. Instructor Upgrade. Instructor Pilot upgrade will be accomplished IAW the Instructor Pilot Upgrade Qualification syllabus. **(T-2)** Pilots must ensure they receive balanced exposure to the left and right seats to ensure proficiency and currency with flying and nonflying duties in both seat positions, and should work with their leadership to ensure they receive sufficient experience prior to beginning the SOI. **(T-2)** CSOs that have been selected for upgrade and have completed the ATR workbook, may begin the ICSO upgrade course.

Chapter 2

QUALIFICATION TRAINING

2.1. Overview. This chapter outlines the minimum requirements for Basic Aircraft Qualification (BAQ) training. Qualification training provides the training necessary to initially qualify crewmembers in a basic crew position and flying duties. Upon completion of qualification training, the crewmember attains BAQ status.

2.2. General Requirements. The primary method of initial qualification and requalification training is the appropriate formal training course listed in the Education Training Course Announcements (ETCA).

2.2.1. If no requalification course exists, conduct requalification using the initial or SOF transition qualification course.

2.2.2. For Flight Surgeon and X-prefix flyers training requirements, refer to AFMAN 11-202V1, as supplemented.

2.3. Training Prerequisites. Course prerequisites are IAW the appropriate formal course syllabus, the ETCA, AFMAN 11-202V1, and this manual. The syllabus/Syllabi of Instruction (SOI) designates the course prerequisite approval authority.

2.4. Ground Training Requirements. Complete ground training requirements IAW AFMAN 11-202V1, the ETCA, and the formal course syllabus. In addition, all crew members must complete ground training requirements IAW **Table 2.1**, prior to the first flight. **(T-1)**

Table 2.1. Basic Aircraft Qualification Ground Training Requirements.

Basic Aircraft Qualification Ground Training Requirements	Reference	Event ID
Crew Resource Management	AFMAN 11-202V1 AFMAN 11-290 *Cockpit/Crew Resource Management Program* (as supplemented)	G060
Aircrew Flight Equipment Familiarization Training	AFI 11-301V1 *Aircrew Flight Equipment (AFE) Program*	LL01
Emergency Egress Training, Non Ejection Seat	AFI 11-301V1 *Aircrew Flight Equipment (AFE) Program*	LL03
Local Area Survival	AFI 16-1301 *Survival, Evasion, Resistance, and Escape (SERE) Program*	SS01
Marshalling Exam	AFMAN 11-218 *Aircraft Operations and Movement on the Ground*	G101

Flight Physical	DAFMAN 48-123 *Medical Examinations and Standards*	ARMS
Physiological Training	AFMAN 11-403 *Aerospace Physiological Training Program*	ARMS
Water Survival Training (Note 2)	AFI 16-1301 *Survival, Evasion, Resistance, and Escape (SERE) Program*	SS32

Notes:

1. See MDS-specific RTM for additional information on requirements.

2. Required prior to first flight over water outside of engine-out gliding range to land.

2.5. Flying Training Requirements. Satisfactorily completing the appropriate ETCA formal course satisfies the requirements of this section.

2.6. Basic Aircraft Qualification Conversion/Transition/Difference Training. Refer to **Chapter 3** for mission difference training requirements.

2.6.1. Conversion Training. Unit conversions follow AFMAN 11-202V1, as supplemented. If a formal school course is unavailable, OG/CCs will submit in unit conversion training requests through the chain of command for MAJCOM/A3 approval. **(T-2)**

2.6.2. Transition Training (TX). TX is a shortened version of initial qualification training that gives aircrew members cross-flowing from another military aircraft credit for acquired aviation proficiency.

2.6.3. Difference Training. This training is conducted when training in a different series aircraft in the same mission design (e.g. U-28A Trainer to U-28A). For aircraft and instrument qualification purposes, the U-28A Trainer and U-28A are considered to be different series of aircraft within the same MDS for BAQ.

2.6.3.1. Primary method for difference training is via completion of a formal school transition course. If a TX is not available, the alternate method is via FTU or in-unit ground and flight training IAW MAJCOM-approved training plan. Upon completion of differences training and certification on the AF Form 4348, *USAF Aircrew Certifications*, the crew member is BAQ in the new aircraft.

2.6.3.2. Difference training will include successful completion of the qualification written open/closed examinations. **(T-2)** Document completion of difference training with instructor certification on the AF Form 4348 for the new aircraft.

2.6.3.3. Aircrew members entered into difference training will complete training within 180 days after the first flight of the training program (12 months for Air Reserve Component). **(T-3)**

2.6.3.4. Aircrew members may maintain previous instructor, evaluator, qualifications/ certifications at the discretion of the SQ/CC.

2.6.3.5. Additionally, accomplish differences training when an aircraft is modified and any required training for that modification can easily be accomplished in-unit per AFSOC/A3TA guidance.

2.7. Senior Officer Course (SOC). See formal course syllabus for qualification status upon graduation and additional guidance. Senior officer training, qualification, and certification should occur within the first 180 days after assuming the assignment.

Chapter 3

MISSION QUALIFICATION TRAINING (MQT)

3.1. Overview. This chapter establishes the minimum training requirements for completing mission qualification, requalification, and differences training. Upon completion of mission qualification training, the crew member will be assigned either Basic Mission Capable (BMC) or MR status. **(T-2)**

3.2. General Requirements. All crew members will complete initial, conversion, or transition qualification prior to mission qualification training and mission certification. **(T-2)** The primary method of mission qualification or requalification is to complete the appropriate formal training course listed in the ETCA. Completing the appropriate formal course satisfies the training requirements of this chapter. BAQ is a prerequisite for MQT.

3.2.1. If no requalification course exists, conduct requalification using the initial or SOF transition mission qualification course.

3.2.2. Units may request waivers to conduct mission qualification via SMT IAW AFMAN 11-202V1, as supplemented, when attendance is not practical or quotas are not available.

3.2.2.1. Approved in-unit mission qualification training must be accomplished IAW applicable formal school courseware and the guidance below: **(T-2)**

3.2.2.1.1. Flying training lessons should be completed sequentially. If mission scheduling or student progress dictates otherwise, in-unit training sequences may be changed by the squadron Director of Operations (DO).

3.2.2.1.2. There should be minimum time lapse as defined by training syllabi between training missions, and every effort should be made to complete MQT requirements within the prescribed time period.

3.2.3. For Flight Surgeon and X-prefix flyers training requirements, refer to AFMAN 11-202V1, as supplemented.

3.3. Training Prerequisites. Course prerequisites are IAW the appropriate formal course syllabus, the ETCA, AFMAN 11-202V1, and this manual. The formal school syllabus designates the course prerequisite waiver approval authority.

3.3.1. Basic qualification and mission qualification training may be accomplished simultaneously on a single MDS. Multiple MDS qualification upgrades will not be accomplished simultaneously. **(T-2)**

3.3.2. If there is not a separate mission requalification course, aircrew members requalifying in the units mission will comply with the initial or SOF transition mission qualification course prerequisites. **(T-2)**

3.3.3. Aircraft Commander. Pilots must meet the requirements of **Table 5.1** in order to be certified as Mission Pilot Aircraft Commanders (MPA). **(T-2)** Until the requirements of **Table 5.1** are met, the pilot will fly as either a Mission Pilot (MP) or Mission Co-Pilot (MC). **(T-2)** Once certified, MPAs may fly as pilot in command in all qualified events.

3.4. Ground Training Requirements. Complete all ground training IAW AFMAN 11-202V1 and applicable AFSOC specific U-28A RTMs as part of mission qualification training or prior to certifying individuals as MR. **(T-2)** Completion of training establishes due dates for recurring ground training required in **Chapter 4**. Credit any training accomplished at a formal school. Qualified MR crewmembers transferred from other units require only unit-specific MR training events and events which are due/overdue.

3.4.1. Academic Training. Complete all academic and ground training delineated in crew position specific SOIs.

3.4.2. Written Examination. Crew members must complete a written examination IAW AFMAN 11-2U-28AV2. **(T-2)** The formal school will not forward their examinations as part of the courseware for in-unit qualifications. **(T-2)**

3.5. Flying Training Requirements. Satisfactorily completing the appropriate formal course satisfies the requirements of this section. Formal course training will include all core mission events applicable to the crew member's aircraft and crew position. **(T-2)**

3.5.1. Crew member requirements may be completed on training or operational missions under the supervision of an instructor in the same aircrew position. Comply with restrictions in AFMAN 11-2U-28V3.

3.6. MQT Difference Training. None.

Chapter 4

CONTINUATION TRAINING

4.1. General Requirements.

4.1.1. Requirements in this chapter and the RTM are the minimum flying and related ground training to maintain currency and training status. The RTM contains all ground training and flying requirements tables and definitions.

4.1.2. Training requirements may be completed on any sortie if the accrediting criteria of this manual and the MAJCOM-specific U-28A RTM are met. Sorties and events that are compatible may be credited on the same flight.

4.1.3. Aircrew members cannot log continuation training requirements in events in which they are unqualified.

4.1.4. Training events accomplished on a successful evaluation or an instructor certification may be credited toward the individual's volume requirements.

4.1.5. Flying training events accomplished during formal training should use the course completion date (successful evaluation date) to establish the due dates for all subsequent currency and requirements. Use actual dates for ground training. For all training events accomplished during formal training to a 3C (or equivalent), but not accomplished during the evaluation, log volume of zero in ARMS, and enter the checkride/certification date.

4.1.6. Aircraft flying requirements may be accomplished in a certified ATD as noted in the RTM BAQ and MR flying requirements tables.

4.2. Flight Training Levels (FTLs). The use of experienced-based FTLs allows the SQ/CC to prioritize training resources.

4.2.1. Aircrew members should meet the minimum criteria established in **Table 4.1**, before assignment to the respective training level. FTL are not tied to flight hours for AFR FTU Instructors. When these minima are met, awarding a training level is at the sole discretion of the SQ/CC. NOTE: The aircrew member's availability to fly should not be a factor in assigning FTLs.

4.2.1.1. FTLs are based on minimum primary aircraft assigned (PAA) time and total flying hours per **Table 4.1** For basic qualification FTL, PAA time will include any variant of the U-28A Trainer, U-28A, or ATD for pilots and the U-28A or ATD for CSOs.

4.2.1.1.1. FTL "A"- Highly experienced BAQ and/or MR aircrew members.

4.2.1.1.2. FTL "B"- Experienced BAQ and/or MR aircrew members.

4.2.1.1.3. FTL "C"- Inexperienced BAQ and MR aircrew members.

Table 4.1. Minimum FTL Hour Requirements. (T-2)

Crew Position	FTL "A"	FTL "B"	FTL "C"
	PAA/Total Hours	PAA/Total Hours	PAA/Total Hours
Pilot	500/2,000	200/1,500	No Minimum
Combat Systems Officer	500/1,500	300/1,000	No Minimum

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4.2.2. Crew members may be assigned different FTLs for basic and mission qualifications and individual events.

4.2.3. Change of FTL. FTLs should be updated in conjunction with the unit Training Review Board (TRB). **(T-3)**

4.3. Proration of Training Requirements. See AFMAN 11-202V1, as supplemented.

4.4. Recurrency and Requalification Training. Training is required whenever an aircrew member does not meet a currency requirement in this manual. An aircrew member will not perform events unsupervised until training has been accomplished. **(T-2)**

4.4.1. Loss of Currency. Failure to accomplish events listed in the U-28A RTM training tables results in a loss of currency for that event. Crew members are noncurrent the day after event currency expires.

4.4.1.1. Loss of currency in any U-28A RTM BAQ table event normally results in loss of basic aircraft currency. These individuals will fly under the supervision of an instructor or flight examiner in the same crew position on all sorties until recurrent. **(T-2)** Refer to the RTM for exceptions and Cross Crew Position Training approved events.

4.4.1.2. BAQ table (in the RTM) event currency requirements may be accomplished in either a U-28A Trainer, U-28A, or ATD (if note applies). If basic currency is lost (failure to complete the requirements of RTM BAQ table), it is lost for both aircraft. Lost basic aircraft qualification currency may be regained in either aircraft or the ATD per RTM BAQ table restrictions.

4.4.1.3. Loss of currency exceeding 6 months. Non-currency in designated BAQ events (RTM BAQ table, note 1 events) in excess of six months results in loss of BAQ. Crewmembers non-current in designated mission events (RTM MR table, note 1 events) in excess of six months results in loss of mission qualification.

4.4.2. Regaining Currency.

4.4.2.1. Specified U-28A RTM BAQ and MR events require an evaluation (unqualified) if loss of currency exceeds 6 months (see AFMAN 11-202V1). Other events require showing proficiency to an instructor in the aircraft or simulator to regain currency.

4.4.2.2. If loss of currency exceeds 24 months for events not requiring an evaluation. A training folder will be opened and additional ground and flight training, as directed by the SQ/CC, will be completed. **(T-2)**

4.4.2.3. Aircrew noncurrent in special mission events which only require an instructor certification may regain currency by showing proficiency in that event to an instructor.

4.4.2.4. Aircrew noncurrent more than 24 months in special mission events requiring an evaluation per RTM will complete all initial training and evaluation requirements for that special mission event. **(T-2)**

4.4.3. Requalification Training. Crewmembers requiring requalification will accomplish training IAW AFMAN 11-202V1, AFSOC supplement, **Chapter 2**, **Chapter 3**, and **Chapter 5** of this manual. **(T-2)**

4.4.3.1. Cross Crew Position Training is defined in AFMAN 11-202V1, AFSOC Supplement. Restricted events are defined in the U-28A RTM.

4.5. Ground Training. Accomplish ground training IAW the MAJCOM-specific U-28A RTM ground training table. Conduct training IAW the referenced publications, notes in RTM ground training table and the guidance below. The governing directive or RTM takes precedence over **Chapter 4** requirements. If AFMAN 11-2U-28AV1 is also listed as a governing directive, the most restrictive guidance should be followed.

4.5.1. Failure to Complete Ground Training Events.   Make-up training should be accomplished at the earliest opportunity. The following apply when crewmembers exceed due dates for events in the U-28A RTM ground training table:

4.5.1.1. Grounding item. The crewmember may not perform flight duties until event is completed.

4.5.1.2. Training status item. Crewmembers must fly with an instructor until current in this event.

4.5.1.3. Basic Mission Capable (BMC) Status. Crewmember may not perform aircrew duties in a deployed environment until current in this training event. Non-current crewmembers may still deploy, with OG/CC approval IAW U-28 RTM Table 4.5.

4.5.1.4. Air Commando Development Status Item. Crewmembers will comply with event definitions and AFSOCI 36-2601.

4.5.2. Ground Training Events.   See current U-28A RTM for Ground Training Event definitions and requirements.

4.5.3. U-28A Simulator Refresher/Emergency Procedure (EP) Course. The periodic refresher and EP courses are designed to improve standardization and to provide maximum training on normal, instrument, and emergency/degraded procedures. The primary purpose for these courses is to accomplish events that are unable to be accomplished or potentially unsafe in the aircraft.   Simulator Refresher and the EP course instruction can be provided by a contractor or military position-specific instructor, using the MAJCOM approved Instructor Guide and courseware.

4.5.3.1. Instructors may credit the U-28A refresher/EP course when they instruct a full U-28A refresher/EP course (Contractors who are also qualified crew members may credit the U-28A refresher/EP course when teaching the course in a civilian capacity).

4.5.3.2. U-28A simulator refresher/EP training is not required for aircrew members who will not be flying the same type or similar aircraft beyond 4 months after their due date.

4.6. Flying Training.

4.6.1. All aircrew members who maintain BAQ, BMC, or MR status must accomplish all applicable training requirements of the U-28A RTM, based on assigned FTL (A, B, or C). **(T-2)** See the U-28A RTM for more detailed currency and volume flying requirements by FTL. BMC and MR aircrew will also comply with the following:

4.6.1.1. MR aircrew members will also accomplish applicable MR requirements from the U-28A RTM according to their mission qualification and FTL. **(T-2)**

4.6.1.2. A crew member must be qualified in all core mission events to be considered MR or Mission Capable. **(T-2)** To determine how non-currency in any core mission event affects overall mission currency, refer to the aircraft's Mission Ready Flying Requirements Table **(U-28A Special Mission Events (SME)/Instructor Certified Events (ICE)** RTM table). Loss of qualification in any core mission event results in loss of overall mission qualification. A core mission event will be considered an instructor certified event when it is not required to be evaluated on the Initial Mission Evaluation. **(T-2)** Squadrons will maintain at least 100 percent of their required manning as MR. **(T-2)** AFSOC unit CC/DO will determine the status/qualification of crew members in excess of 100 percent manning requirement. **(T-2)**

4.6.1.3. BAQ Aircraft Commanders (MPN, and higher qualification) will maintain currency IAW the U-28A RTM in either seat (unless seat-specific). **(T-2)** Co-Pilots will maintain currency IAW the U-28A RTM in the right seat only. **(T-2)**

4.6.1.4. Instructors and flight examiners may not log events performed by other crew members during instruction or evaluations unless specified in **Table 4.2**, in which case may log all but one of their annual requirement.

Table 4.2. Instructed/Evaluated Flying Events Logged by Instructor/Evaluator.

Event	ARMS ID
Secure Comms	CS08
Vehicle Follow	ME02
Route Recce/Friendly Escort	ME04
Helocopter Landing Zone (HLZ) Recce	ME05
Collateral Calls	ME09

4.6.2. Flying Currency Event Definitions. See the U-28A RTM for complete annual volume and currency events and their definitions. Flight Surgeons will log currency IAW AFMAN 11-202V1 requirements. **(T-2)**

4.7. Multiple Qualifications. Refer to AFMAN 11-202 Volume 2, *Aircrew Standardization/Evaluation Program*, MAJCOM supplements, and AFMAN 11-2U-28 Volume 2, *U-28 Aircrew Evaluation Criteria*, for crew positions and evaluation requirements. Refer to AFMAN 11-202V1 concerning approval authority for multiple qualifications. Multiple qualified crew members have one aircraft designated as their primary aircraft. Other aircraft are considered secondary aircraft.

4.7.1. Multiple aircraft qualified crew members may credit basic proficiency and/or mission sorties on any aircraft in which qualification and currency is maintained. Events which can be credited are based on qualification held in each MDS.

4.7.2. Aircrew members who hold multiple qualifications must complete 100 percent of the requirements of the MAJCOM-specific U-28A RTM. **(T-2)**

4.7.3. The basic qualification FTL assigned to an individual should be the highest experience level (fewest requirements) of any aircraft in which they maintain qualification. For example, a crew member qualified as mission FTL A in the U-28A and mission FTL B in the Next Generation Manned ISR aircraft should have an FTL A basic qualification profile.

4.7.4. Multiple qualified crew members who maintain MR or CMR status in more than one AFSOC aircraft must complete the annual MR flying requirements in the MAJCOM-specific U-28A RTM. **(T-2)** Multiple qualified crew members fly at least one Combat Mission Profile quarterly in each aircraft in which they are MR.

4.7.5. When the training table for the secondary aircraft contains core mission events not required in the primary aircraft, crew members will complete required volume and currency for those events in their secondary aircraft. **(T-2)**

4.7.6. If mission flying currency is lost for the primary aircraft, it is lost for all aircraft and must be regained in the designated primary aircraft. **(T-2)** If mission currency is lost in a secondary aircraft, it is lost only for that aircraft.

Chapter 5

UPGRADE/SPECIALIZED TRAINING

5.1. General. This chapter identifies the prerequisites and training requirements for qualified aircrew members upgrading to additional levels of qualification and certification in specialized flight events.

5.1.1. The flying time prerequisites for upgrade are based on the crew member having gained the knowledge and judgment required to effectively accomplish the unit's missions. SQ/CCs will ensure their continuation training programs emphasize these areas. Crew members will have an in-depth knowledge of systems, procedures, and instructions before entering the formal upgrade program.

5.2. Combat Mission Ready (CMR) program. The CMR program is designed to provide the deployment skill requirements for AFSOC aircrew members. Refer to AFSOCI 36-2601 for further details of the CMR program.

5.2.1. New accession and inter-service exchange crew members will not deploy in a flying capacity until they complete the CMR program. **(T-2)**

5.3. Advanced Tactical Readiness (ATR) program. The ATR program is designed to enhance crew member mission/combat proficiency and squadron readiness for aircrew members. Refer to AFSOCI 36-2601 for further details of the ATR program.

5.3.1. Aircrew must complete the CMR program prior to starting the ATR program. The ATR program is a prerequisite for upgrade to aircraft commander for pilots, or upgrade to instructor for CSOs. **(T-2)**

5.3.2. SQ/CCs, with Operations Group Commander's concurrence, may tailor the ATR program for experienced aircrew members (AFSOC and non-AFSOC) cross-flowing into the MDS on a case-by-case basis.

5.3.3. AFSOC/A3T may waive 30 percent of the flying hours required for upgrade to aircraft commander once the crewmember has completed the ATR program.

5.3.3.1. The waiver is on an individual basis only. **(T-2)**

5.3.3.2. A copy of the waiver must be filed within the individual's training record. **(T-2)**

Table 5.1. Aircrew Qualification/Upgrade Prerequisites.

From	To	Course Prerequisites	Tasks and Events Required Before Certification	Notes
UP	FPN	UPT	U-28A Trainer Co-Pilot Initial Qualification Course	
FPN	MPQ	U-28A Differences Certification	U-28A Mission Pilot Qualification Course, Mission Evaluation	

MPQ	MPN	500 Total Flying Hours, 100 U-28A Trainer/U-28A/ATD Hours	Basic Aircraft Commander Upgrade, Spot Check	
MPN	MP	700 Total Flying Hours, 200 U-28A/ATD Hours, ATR	Mission Aircraft Commander Upgrade Mission Evaluation	
MP	IP	1,000 Total Flying Hours, 400 U-28A/ATD Hours	Instructor Pilot Upgrade	1
IP	EP	SQ/CC Recommendation	Evaluator Pilot Upgrade	
UN	MN	UCT	U-28A CSO Qualification Course, Mission Evaluation	
MN	IN	1,000 Total Flying Hours, 400 U-28A/ATD Hours, ATR	Instructor CSO Upgrade	1
IN	EN	SQ/CC Recommendation	Evaluator CSO Upgrade	

Notes:

1. Previously qualified instructors require only 200 U-28A/ATD hours.

5.4. Aircraft Commander Certification. Pilots will not fly as a pilot-in-command until certified IAW AFMAN 11-2U-28V2. **(T-2)**

5.4.1. Following completion of required training, pilots should be certified as an aircraft commander within 120 days unless extenuating circumstances exist.

5.4.1.1. At the discretion of the SQ/CC, pilots who were previously qualified as aircraft commanders or 4 ship flight lead in another major weapon system (MWS) may be entered into upgrade training without meeting the U-28A Trainer/U-28A hours in **Table 5.1**.

5.4.1.2. A MPN may command a U-28A Trainer or U-28A crew performing BAQ events (see BAQ table in MAJCOM-specific U-28A RTM), Special Mission Events, Tactical Departures/Arrivals and NVG Takeoffs/Landings. All flying crew members must be current and qualified in any event performed. **(T-2)**

5.4.1.2.1. MPN qualified pilots will be dual-seat qualified for all BAQ and Instructor Certified (when applicable) flying events. **(T-2)** Pilots may occupy either seat during formal/continuation training in the U-28A Trainer/U-28A.

5.4.2. Mission Aircraft Commander Upgrade. Prerequisite flying time levels for mission aircraft commander qualification in **Table 5.1** are based on pilots gaining the knowledge and judgment required to effectively accomplish the unit's mission while in command of the U-28A. Flying experience should include left seat time prior to entering training. Candidates will

also meet all prerequisites listed in the ETCA and the formal school SOI prior to beginning upgrade. **(T-2)**

5.4.2.1. Once qualified, a mission aircraft commander may command a U-28A crew performing all BAQ, Mission, and Special Mission Events in which they are current/qualified.

5.5. Instructor Upgrade.

5.5.1. Unit commanders will personally review each instructor candidate's qualifications and select instructors based on their background, experience, maturity, and ability to instruct. **(T-2)**

5.5.2. Initial Candidates. All initial instructor upgrade candidates must be MR in their unit's mission for a minimum of 6 months. **(T-2)** Exception: Prior qualified instructors are not required to be MR for 6 months.

5.5.3. Instructor Pilot (IP). The prerequisite flying time levels in **Table 5.1** are based on pilots having gained the knowledge and judgment required to effectively accomplish the unit's mission. Flying experience should include left seat time prior to entering training. Candidates will also meet all prerequisites listed in the ETCA and the formal school syllabus. **(T-2)**. Certification will be annotated on AF Form 4348. **(T-2)**

5.5.3.1. SQ/CCs may waive 10 percent of the hours required for upgrade to Instructor Pilot.

5.5.3.1.1. The waiver can only be on an individual basis. **(T-2)**

5.5.3.1.2. File a copy of the waiver in the individual's training record. **(T-2)** An IPN may instruct a U-28A Trainer or U-28A crew performing BAQ events (see BAQ table in MAJCOM-specific U-28A RTM), Special Mission Events, Tactical Departures/Arrivals and NVG Takeoffs/Landings.

5.5.4. Instructor CSO. ICSO candidates must meet all **Table 5.1** requirements and must complete the ATR Workbook prior to entering the ICSO upgrade course. **(T-2)** Certification will be annotated on AF Form 4348. **(T-2)**

5.5.4.1. SQ/CCs may waive up to 30 percent of the hours required for upgrade to instructor CSO.

5.5.5. **Ground and Flight Training Requirements.** Before being designated an instructor, candidates will demonstrate to a flight examiner their ability to instruct and perform selected maneuvers/tasks IAW crew position specific SOI and AFMAN 11-2U-28V2. In addition, all candidates will adhere to the following:

5.5.5.1. Qualify in the applicable formal school instructor course for their crew position IAW the ETCA. If no formal school instructor course exists, conduct ground and flying training IAW the applicable MAJCOM syllabi/AF Form 4111 *SOF/CSAR Training Record*. **(T-2)** First time instructors must complete the Flight Instructor Preparatory (FIP) course or equivalent. **(T-2)**

5.5.6. Instructor Requalification. Instructor candidates who were previously qualified as instructors in their current AFSOC MDS aircraft may requalify directly to instructor status.

5.5.7. Instructor Transfers. Instructor candidates who were previously qualified as instructors in another AFSOC MDS aircraft may be trained in-unit at the discretion of the unit commander.

5.5.8. Crew Members Previously Qualified as USAF Aircrew Instructors. With OG/CC approval, these crew members may upgrade in-unit without a SMT waiver. OG/CCs should take into consideration the previously qualified instructors' experience with AFSOC roles, missions, and Command and Control (C2).

5.6. Flight Examiner Upgrade. Flight examiners are selected from the most qualified and competent instructors. Before being designated as a flight examiner, candidates should demonstrate satisfactory knowledge of command training and evaluation policies and procedures. In addition, they should demonstrate the ability to administer an evaluation IAW AFMAN 11-2U-28V2. Conduct initial evaluator upgrade training IAW MAJCOM-approved guidance. Annotate certification on an AF Form 4348, AF Form 1381 *USAF Certification of Air Crew Training*, or MAJCOM-approved substitute. **(T-2)**

5.7. Special Mission Qualifications and Instructor Certified Events. Special mission qualification and instructor certified event training may be completed in-unit without a waiver. Follow the requirements of AFMAN 11-202V1 and this publication when done. Units will coordinate all in-unit developed courseware and syllabi with MAJCOM/A3T for approval. **(T-2)**

5.7.1. Special Mission Qualifications. The SQ/CC will select aircrew members qualified in the unit's mission to maintain additional special qualifications. Aircrew members are not required to maintain currency in Special Mission Events to maintain MR status. Instructors are authorized to teach any special mission events in which they are qualified and current unless specifically restricted. Upon completion of training and qualification, maintain currency IAW this publication and applicable RTM.

5.7.2. Instructor Certified Events. **Table 5.2** lists the events which require instructor certification on an AF Form 4348 (or MAJCOM-approved substitute), and the crew positions allowed certification for an event. Instructors are authorized to teach any event in which they are certified and current unless specifically restricted. Complete training IAW this publication and MAJCOM-approved AF Form 4111, approved electronic equivalent, or SOI, if available. Aircrew will maintain currency IAW this publication and applicable RTM. **(T-2)**

5.7.2.1. These events may be taught at the formal school as part of MQT. Formal school instructors will make AF Form 4348 or MAJCOM-approved substitute entries for all **Table 5.2** training completed during mission qualification. **(T-2)**

Table 5.2. Instructor Certified Events (ICE). (T-2)

EVENT	CREW POSITIONS	NOTES
Hot Refueling Operations	All	1
Tactical Certification	P	
NVG Certification	All	2
Simulated Flame Out Landing	P	
FTU Instructor Pilot/CSO	All	
Differences Training	All	
Semi-Prep (Prepared-Unpaved Operations)	P	

Notes:

1. Any current/qualified instructor can certify any aircrew member for this event.

2. NVG certifications apply to all pilots as well as CSOs certified for Hot Gas Operations. Initial NVG certification for pilots is typically accomplished during IQT and must be taught by a qualified instructor that has completed the NVG Advanced Instructor Course offer by AETC.

JAMES C. SLIFE, Lt. Gen, USAF
DCS, Operations

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

DODI 7730.67, *Aviation Incentive Pays and Bonus Program*, 20 October 2016

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DAFMAN 48-123, *Medical Examinations and Standards*, 07 December 2020

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

Adopted Forms

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

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

AF Form 4111, *SOF/CSAR Training Record*

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 1381, *USAF Certification of Air Crew Training*

AF Form 63, *Active Duty Service Commitment Acknowledgement Statement*

AETC Form 73, *Aircrew Training Narratives*

AETC Form 74, *Aircrew Training Sortie Maneuver Grades*

AETC Form 75, *Aircrew Ground Training Summary*

AF Form 623, *Individual Training Record*

DAF Form 847, *Recommendation for Change of Publication*

AF Form 1042, *Medical Recommendations for Flying or Special Operational Duty*,

AF Form 1256, *Certificate of Training*

AF Form 1522, *ARMS Additional Training Accomplishment Report*

AF Form 3933, *MAJCOM Mission Training Request*

Abbreviations and Acronyms

A3TA—Aircrew Training

ACC—Air Combat Command

ACI—Air Commando Indoctrination

AFPD—Air Force Policy Directive

AF/A3—Air Force Deputy Chief of Staff, Operations

AFR—Air Force Reserve

AFSOC—Air Force Special Operations Command

AFSOC/A3T—Operations Training

AFSOF—Air Force Special Operations Forces

ANG—Air National Guard

ARMS—Aviation Resource Management System

ATD—Aircrew Training Device

ATR—Advanced Tactical Readiness

BAC—Basic Aircraft Commander

BAQ—Basic Aircraft Qualification

BMC—Basic Mission Capable

CC—Commander

CMR—Combat Mission Ready

COMAFSOF—Commander Air Force Special Operations Forces

CSO—Combat Systems Officer

DAF—Department of the Air Force

DAFMAN—Department of the Air Force Manual

DO—Director of Operations

DRU—Direct Reporting Unit

EP—Emergency Procedure

ETCA—Education Training Course Announcements

FOA—Field Operating Agency

FTL—Flight Training Level

FTU—Formal Training Unit

HLZ—Helicopter Landing Zone

IAW—In Accordance With

ICE—Instructor Certified Events

ICSO—Instructor Combat Systems Officer

IP—Instructor pilot

IQT—Initial Qualification Training

MAC—Mission Aircraft Commander

MAJCOM—Major Command

MC—Mission Co-Pilot

MDS—Mission Design Series

MP—Mission Pilot

MPA—Mission Pilot Aircraft Commander

MOA—Memorandum of Agreement

MQT—Mission Qualification Training

MR—Mission Ready

MWS—Major Weapon System

NMR—Non-Mission Ready

NVG—Night Vision Goggle

OG/CC—Operations Group Commander

OPR—Office of Primary Responsibility

PAA—Primary Aircraft Assigned

PCS—Permanent Change of Station

RAP—Ready Aircrew Program

RTM—RAP Tasking Message

SERE—Survival, Evasion, Resistance, Escape

SMT—Secondary Method Training

SOI—Syllabi of Instruction

SQ/CC—Squadron Commander

TRB—Training Review Board

TX—Transition Training

UCT—Undergraduate Combat Systems Officer Training

UPT—Undergraduate Pilot Training

USAF—United States Air Force

USAFWC—United States Air Force Warfare Center

Terms

Conversion Training—Training is normally associated with a unit conversion to another MDS. Conversion training requires completion of a formal school initial qualification course. For unit conversions, when formal school courses are not available to handle the throughput, MAJCOMs will develop, and coordinate with the training command, in-unit training plans that maximize use of highly experienced personnel as the initial cadre.

Core Mission Events—These are a basic subset of mission events that are defined in the RTM required for a crew member to accomplish the mission.

Difference Training—Training accomplished when changing between same design aircraft and the amount of training needed for qualification does not warrant attendance at a formal qualification course.

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

Formal School Courseware—Training materials and programs developed for training aircrew members at formal schools. It includes all student study guides, workbooks, computer-based training lessons, instructor guides, and AF Form 4111, *Individual Mission Grade Record*, related to the specific course.

Instructor Certified Events—Training given to an aircrew member that requires an instructor to certify the student's attainment of the required proficiency and knowledge levels as specified in

courseware and, if appropriate, AF Form 4111. Instructor certified events are documented in AF Form 4348.

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

Mission Events—The squadron Doctrinal (DOC) Statement defines required crew capabilities. These capabilities/tactics/events can be categorized as either Core or Special Mission. Mission Events are tasks defined in the RTM that provide individuals with these required capabilities.

Multiple Qualification—A crew member who is qualified in more than one MDS.

Special Mission Events—Some MR/MC crew members will carry additional qualifications in special mission events. Unit CC/DO will determine which crew members will be qualified in special mission events. Unit CC/DO will determine if special mission events have affected C-rating and report variations through Status Of Resources and Training Systems (SORTS). Special mission requirements are also shown in the **U-28A Special Mission Events (SME)/Instructor Certified Events (ICE)** RTM table.

Total Flying Hours—Total time for all aircraft flown in military service to include student time and simulator time. Time accumulated must be in the aircrew member's current rating (i.e., pilot, navigator, etc.).

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

Volume—For the purposes of this manual, volume refers to the number of events an aircrew member must accomplish in a given period of time (i.e., quarterly or semiannually).