Administrative Change to AFMAN 11-2UH-1NV1, *UH-1N Helicopter Aircrew Training*

OPR: AFGSC/A3TO

This administrative change corrects the task identification code for Day Water to "ME15AG" and note formatting in Table A3.1, Pilot Flight Currencies, and Table A3.2, Flight Engineer Flight Currencies.

1 June 2023

**Table A3.1. Pilot Flight Currencies. (T-2)**

| EVENT | ID | EXP LVL CURRENCY DAYS | | | | | CATEGORY | | | SIM | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 45 | 60 | 90 | 180 | 365 | BAQ | BMC | CMR | | |
| Basic Sortie | SX01XG | I / E | | | | | R | | | LIM | 1 |
| Transition | SX03AG | | I | E | | | R | | | Y | 1 |
| EP Sortie (Day) | SX32AG | | I | E | | | R | | | Y | 1 |
| EP Sortie (Night) | SX33AG | | | I | E | | O | | | M | 4 |
| Instrument Approach | AP31AG | I | E | | | | R | | | Y | 1, 2 |
| Instrument Profile | SX04AG | | | I | E | | R | | | Y | 1, 2 |
| NVG Sortie | SX36AG | | I | E | | | | R | | LIM | 3 |
| Unprepared Site Landing (Day) | AP04AG | | | I | E | | | R | | LIM | 3 |
| Unprepared Site Landing (Night) | AP05AG | | | I / E | | | | R | | LIM | 3, 4, 5 |
| Low Level (Day) | LE01AG | | | I | E | | | R | | LIM | 3, 7 |
| Low Level (NVG) | LE02AG | | | I / E | | | | R | | LIM | 3, 4, 5, 6, 7 |
| Formation (Day) | RA22AG | | | I | E | | | R | | N | 3 |
| Formation (NVG) | RA23AG | | | I / E | | | | R | | N | 3, 4, 5, 6, 7 |
| Tactical (Day) | SR25AG | | | I | E | | | | O | LIM | 6 |
| Tactical (NVG) | SR26AG | | | I / E | | | | | O | LIM | 4, 5, 6 |
| ACDE (Day) | ME45AG | | | | | I / E | | | | Y | 6 |
| ACDE (NVG) | ME46AG | | | | | I / E | | | | Y | 4, 6 |
| AIE (Day) | ME26AG | | | I / E | | | | | | N | 6 |
| AIE (NVG) | ME27AG | | | I / E | | | | | | N | 4, 6 |
| Cargo Sling | ME42AG | | | | I / E | | | | | N | 6 |
| Close Air Support (CAS) | SR18AG | | | I | E | | | | | LIM | 6 |
| Day Water | *ME15AG* | | | | I / E | | | | | N | 6 |
| Fire Bucket | ME41AG | | | | I / E | | | | | N | 6 |
| FCF Sortie | SC01AG | | | | I / E | | | | | LIM | 6 |
| Hot Refueling | AR11AG | | | | | I / E | | | | N | 6 |
| Parachute Drop | ME43AG | | | | I / E | | | | | N | 6 |

*NOTES:*

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

SIM Column: "Y" indicates this event is creditable in a certified ATD; "N" indicates this event may not be credited in any ATD; "LIM" indicates this event is creditable in a certified ATD, but restrictions on logging frequency may be applied in MAJCOM RTMs; "M" indicates accomplishment of this event is mandatory in a certified ATD, and may not be accomplished in the aircraft unless authorized by MAJCOM supplement to this manual.

1. Loss of currency in excess of 6 months results in loss of BAQ.
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 core mission event qualification.
4. Completion credits/updates equivalent day event. See **paragraph 4.4.3.5**. Loss of currency in excess of 6 months results in loss of equivalent day core mission event qualification or certification.
5. Completion dual credits NVG Sortie.
6. Loss of currency does not affect BMC or CMR designation unless otherwise designated by MAJCOM RTM or supplement.
7. This event and remains optional for the 36 RQS and 459 AS; accomplish only if directed by MAJCOM RTM.

**Table A3.2. Flight Engineer Flight Currencies. (T-2)**

| EVENT | ID | EXP LVL CURRENCY DAYS | | | | | CATEGORY | | | SIM | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 45 | 60 | 90 | 180 | 365 | BAQ | BMC | CMR | | |
| Basic Sortie | SX01XG | I / E | | | | | R | | | LIM | 1 |
| EP Sortie (Day) | SX32AG | | I | E | | | R | | | Y | 1 |
| EP Sortie (Night) | SX33AG | | | I | E | | O | | | M | 3 |
| NVG Sortie | SX36AG | | I | E | | | | R | | LIM | 2 |
| Unprepared Site Landing (Day) | AP04AG | | | I | E | | | R | | LIM | 2 |
| Unprepared Site Landing (Night) | AP05AG | | | I / E | | | | R | | LIM | 2, 3 |
| Low Level (Day) | LE01AG | | | I | E | | | R | | LIM | 2, 7 |
| Low Level (NVG) | LE02AG | | | I / E | | | | R | | LIM | 2, 3, 4, 5, 7 |
| Formation (Day) | RA22AG | | | I | E | | | R | | N | 2 |
| Formation (NVG) | RA23AG | | | I / E | | | | R | | N | 2, 3, 4, 5, 7 |
| Tactical (Day) | SR25AG | | | I | E | | | | O | LIM | 5 |
| Tactical (NVG) | SR26AG | | | I / E | | | | | O | LIM | 3, 4, 5 |
| Aerial Gunnery (Day) | GU01AG | | | I / E | | | | | | LIM | 5 |
| Aerial Gunnery (NVG) | GU02AG | | | I / E | | | | | | LIM | 3, 5 |
| ACDE (Day) | ME45AG | | | | | I / E | | | | Y | 5 |
| ACDE (NVG) | ME46AG | | | | | I / E | | | | Y | 3, 5 |
| AIE (Day) | ME26AG | | | I / E | | | | | | N | 5 |
| AIE (NVG) | ME27AG | | | I / E | | | | | | N | 3, 5 |
| Cargo Sling | ME42AG | | | | I / E | | | | | N | 5 |
| Close Air Support (CAS) | SR18AG | | | I | E | | | | | LIM | 5 |
| Day Water | *ME15AG* | | | | I / E | | | | | N | 5 |
| Fast Rope | ME38AG | | | | I / E | | | | | N | 5, 6 |
| Fire Bucket | ME41AG | | | | I / E | | | | | N | 5 |
| FCF Sortie | SC01AG | | | | I / E | | | | | LIM | 5 |
| Hoist | ME61AG | | | | I / E | | | | | N | 5, 6 |
| Hot Refueling | AR11AG | | | | | I / E | | | | N | 5 |
| Parachute Drop (Static/Freefall) | ME43AG | | | | I / E | | | | | N | 5 |
| Rappel | ME40AG | | | | I / E | | | | | N | 5, 6 |
| Rope Ladder | ME39AG | | | | I / E | | | | | N | 5, 6 |

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

SIM Column: "Y" indicates this event is creditable in a certified ATD; "N" indicates this event may not be credited in any ATD; "LIM" indicates this event is creditable in a certified ATD, but restrictions on logging frequency may be applied in MAJCOM RTMs; "M" indicates accomplishment of this event is mandatory in a certified ATD, and may not be accomplished in the aircraft unless authorized by MAJCOM supplement to this manual.

1. Loss of currency in excess of 6 months results in loss of BAQ.
2. Loss of currency in excess of 6 months results in loss of core mission event qualification.
3. Completion credits/updates equivalent day event. See paragraph **4.4.3.5.** Loss of currency in excess of 6 months results in loss of equivalent day core mission event qualification or certification.
4. Completion dual credits NVG Sortie.
5. Loss of currency does not affect BMC or CMR designation unless otherwise designated by MAJCOM RTM or supplement.
6. Completion dual credits AIE event matching environmental condition (Day/NVG). See **paragraph 4.4.3.5**.
7. This event remains optional for the 36 RQS and 459 AS; accomplish only if directed by MAJCOM RTM.

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

This instruction implements Air Force Policy Directive (AFPD) 11-2, *Aircraft Rules and Procedure*s, Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure* and is consistent with AFPD 11-4, *Aviation Service*, Air Force Manual (AFMAN) 11-202V1, *Aircrew Trainin*g, and Department of the Air Force Instruction (DAFMAN) 11-401, *Aviation Management*. This manual establishes Air Force standards for basic qualification, mission qualification, and continuation training for personnel performing aircrew duties in the UH-1N 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. Compliance with this publication is mandatory. 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 (OPR) using the 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; 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, to the publication OPR for non-tiered compliance items. 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. 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 publication has been completely revised and must be thoroughly reviewed. Major changes include; (1) corrected multiple typographical errors, (2) incorporated administrative changes, (3) replaced currency event tables with textual definitions, (4) clarified LMT SOTW authorities in **paragraph 1.4.4.5**, (5) updated flight and ground currency events in **Attachment 2** and **Attachment 3**, (6) added hot refueling currency for pilots and flight engineers, (7) changed minimum requirements for formation sortie in accordance with AFSAS recommendations, (8) added pilot CAS certification, (9) changed requirements for simulator and CRM refresher training to allow for completion during formal instructor upgrade training, (10) added guidance for TH-1H first assignment instructors, (11) deleted caveat allowing unit-specific certifications to be assigned via RTM, (12) added LFT guidance for HHQ evaluators, (13) deleted Mission Commander certification, (14) updated AIE certification to pilot only and renamed AIE device certifications for clarity. (17) clarified SMT approval authority, and (17) added MR verbiage and requirements for non-combat coded units.

**Chapter 1**

**GENERAL GUIDANCE**

**1.1. Overview.** This manual provides guidance for managing UH-1N aircrew training. It establishes training policy, guidance and requirements for each phase of aircrew training to progressively develop the combat capabilities of aircrew.

1.1.1. This instruction does not authorize deviations from the flight manual, Technical Order (T.O.) 1H-1(U)N-1, *Flight Manual USAF Series UH-1N 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 UH-1N helicopters in accordance with (IAW) DAFPD 10-9, *Lead Command Designation and Responsibilities for Weapons Systems*. Headquarters Air Education and Training Command Director of Operations (AETC/A3) is responsible for the oversight of the UH-1N formal training unit (FTU) training programs, including the development and execution of FTU syllabi. Both AFGSC Director of Operations (AFGSC/A3) and AETC/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 training division and other subordinate organizational offices within the training function. It is understood office titles may differ across MAJCOMs, therefor these references are intended to indicate that office or its equivalent.

1.1.5. The waiver authority for this manual is the MAJCOM/A3 unless otherwise indicated. When an operational necessity exists and time does not allow pursuit of a waiver through normal channels, the Operations Group Commander (OG/CC) has one-time waiver authority to this manual. 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 waiver or details of circumstances to Air Force Global Strike Command Training, Test, and Standards/Evaluation Division (AFGSC/A3T) for information only. **(T-2)**

**1.2. Roles and Responsibilities.**

1.2.1. Headquarters (HQ) MAJCOM will:

1.2.1.1. 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). User MAJCOMs with unique certifications will ensure associated currencies are detailed in the MAJCOM supplement to this instruction or in the MAJCOM RTM.

1.2.1.2. Using MAJCOMs may adopt Lead MAJCOM guidance such as training plans and syllabi as outlined in this manual. User MAJCOM training division chiefs will approve MAJCOM unique certification syllabi.

1.2.1.3. Submit MAJCOM supplements to the Deputy Chief of Staff for Operations Special Warfare Directorate (AF/A3S) for approval before publishing and provide a copy to Air Force Global Strike Command Operations Training Branch (AFGSC/A3TO) once approval complete.

1.2.1.4. Review subordinate unit supplemental instructions and training programs annually.

1.2.1.5.  Headquarters Air Force Global Strike Command.

1.2.1.5.1. Develops this instruction consistent with the USAF Aircrew Training Program and unique requirements, according to AFPD 11-2. AFGSC will coordinate guidance published in this instruction with user MAJCOMs and is designated as the lead command for UH-1N helicopters IAW DAFPD 10-9. Convenes conferences and working groups, as necessary to review and improve UH-1N aircrew training procedures.

1.2.1.6.  Headquarters Air Education and Training Command. AETC/A3 is responsible for the oversight of the UH-1N FTU training programs, including the development and execution of the FTU qualification syllabi and programmed flying training (PFT).

1.2.1.6.1.  Manages contracted training for formal UH-1N aircrew training devices and courseware programs.

1.2.1.6.2.  Approves changes in FTU curricula in coordination with the lead command, user commands, and the aircrew training system (ATS) contractor.

1.2.2.  Wing and Group will:

1.2.2.1.  Supplement this instruction as required and forward unit supplements through command channels to MAJCOM/A3 training division or equivalent. **(T-2)**

1.2.2.2.  Develop programs to ensure training objectives are met. Assist subordinate units in management of training programs, ensure programs meet unit needs, and provide necessary staff support. **(T-2)**

1.2.2.3.  Attach Aircrew Position Indicator (API)-6/8/B/D flyers to a flying squadron. **(T-2)**

1.2.2.4.  Except when otherwise mandated, operations group commanders (OG/CC) will specify which API 6/B positions not assigned to flying squadrons will maintain mission ready (MR), basic mission capable (BMC) or combat mission ready (CMR) status. **(T-2)** Review programs and manning positions not later than the beginning of each training cycle as defined in **Chapter 4. (T-2)**

1.2.2.5.  Determine annual formal aircrew training quota requirements, submit quota requests to the MAJCOM/A3 training branch chief, and manage the quotas allocated. **(T-2)**

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

1.2.3.1.  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. **(T-2)**

1.2.3.2.  Execute local mission training (LMT) syllabi for newly assigned aircrew. **(T-2)**

1.2.3.3.  Ensure aircrew members complete unit-specific ground, mission, and continuation training programs. **(T-2)**

1.2.3.4.  Ensure adequate training continuity and supervision of assigned and attached aircrew members. **(T-2)** Assign additional training requirements based on individual aircrew member experience and proficiency as necessary. **(T-2)**

1.2.3.5.  Assign experience levels (EL) to assigned/attached aircrew members based on experience and requisite aircraft proficiency. **(T-2)**

1.2.4.  Formal Training Unit will:

1.2.4.1.  Be responsible for the overall operation, logistics, and administration of UH-1N formal training courses. **(T-2)**

1.2.4.2.  Conduct and monitor UH-1N formal training to meet all course objectives and standards. **(T-2)** This includes monitoring and adjusting syllabus content and quality, as well as PFT quantity to produce aircrew members qualified to perform the UH-1N mission. The annual training review, syllabus review, and PFT conferences are the primary conduits for significant changes.

1.2.4.3.  Administer end-of-course critiques and graduate field evaluations. **(T-2)** Forward a summary of all critiques and evaluations to the respective MAJCOM/A3 training branch chief (or equivalent) for review. Coordinate with MAJCOM/A3 training branch chief (or equivalent) to ensure formal school graduates meet squadron requirements. **(T-2)**

1.2.4.4.  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. **(T-2)**

1.2.4.5.  Prepare, review, and forward all syllabi to all user commands for coordination. **(T-2)** Syllabi will contain a brief summary of revised, deleted, or added material, and a resource impact statement (e.g., flying-hours, manpower, facilities). **(T-2)**

1.2.4.6.  Review Education & Training Course Announcements (ETCA) and determine if changes to the course announcements are required. **(T-2)** If needed, coordinate appropriate changes with 19th Air Force Mobility, Special Operations, and Personnel Recovery Training Division (19 AF/A3M).

1.2.4.7.  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. **(T-2)**

1.2.4.8.  Forward open training records to the squadron completing the flying training and the student's sponsoring MAJCOM/A3 training branch chief (or equivalent) within one week of departing the FTU. **(T-2)**

1.2.5.  Squadron Training Office will:

1.2.5.1.  Inform squadron operations officer of factors adversely affecting aircrew training and currency requirements. **(T-3)**

1.2.5.2.  Identify areas requiring training and coordinate training accordingly. **(T-3)**

1.2.5.3.  Review the training and evaluation records of newly assigned, attached, or upgrading aircrew members to determine their status as BMC or CMR, and the additional training required to complete or certify the individual in the squadron mission. **(T-3)**

1.2.5.4.  Administer the training plan. **(T-2)** 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.

1.2.5.5.  Conduct quarterly training review boards to monitor training, correct deficiencies, and identify aircrew members for upgrade. **(T-3)**

1.2.5.6.  Coordinate with scheduling functions to ensure all aircrew members receive applicable training during eligibility periods. **(T-3)**

1.2.5.7.  Submit all squadron-developed syllabi to the appropriate approval authority for review and approval. **(T-3)**

1.2.5.8.  Develop local guidance detailing training office management. **(T-3)**

1.2.5.9.  Initiate, track, review, and close-out aircrew training records IAW **Chapter 6**. **(T-2)**

1.2.5.10.  Track continuation training and notify squadron leadership on issues affecting readiness. **(T-3)**

1.2.5.11.  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]). **(T-3)**

1.2.5.12.  Ensure active.  Fortunately  duty service commitments (ADSC) are enforced for both training conducted at the FTU and via secondary method of training (SMT) 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. **(T-2)**

1.2.5.13.  Initiate waiver requests to include FTU course overages, FTU syllabus waivers, and FTU ETCA requirement waivers in accordance with **paragraph 1.4.2.2**. **(T-3)**

1.2.6.  Aircrew Instructor responsibilities:

1.2.6.1.  Be thoroughly familiar with the courseware and contents of the applicable qualification, upgrade, and/or specialized training being administered. **(T-3)**

1.2.6.2.  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. **(T-3)**

1.2.6.3.  Conduct thorough preflight briefings and post-flight critiques. **(T-3)**

1.2.6.4. Ensure all required upgrade training items are completed and documented appropriately. **(T-3)**

1.2.6.5. Ensure the student demonstrates the required level of knowledge and proficiency prior to recommending the student for an evaluation or certifying the student. **(T-3)**

1.2.6.6. 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, he/she deems the student's ability to execute those duties as unsafe. **(T-2)** 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 AFIs in order to provide immediate instruction to any aircrew position concerning regulatory and non-regulatory guidance. **(T-2)**

1.2.6.7. 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. **(T-3)**

1.2.7. Instructor pilots (IP) are responsible at all times 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. **(T-3)**

1.2.8. Individual aircrew member responsibilities:

1.2.8.1. Only participate in ground and flying activities for which qualified, current, and adequately prepared, except during upgrade or recurrency training. **(T-3)**

1.2.8.2. Follow ETCA guidance when attending a formal school course. The ETCA website is located at the following link: **https://app10-eis.aetc.af.mil/etca/SitePages/Home.aspx**. **(T-2)**

1.2.8.3. 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.

**1.3. Aircrew Training.** Training programs are designed to progress aircrew from a formal training course via initial and mission qualification training (IQT, MQT), to the operational unit via LMT, and finally to continuation training (CT) (including specialized training) throughout the normal training cycle. **Figure 1.1** depicts the overview of the training program structure:

**Figure 1.1. UH-1N Training Progression Overview.**
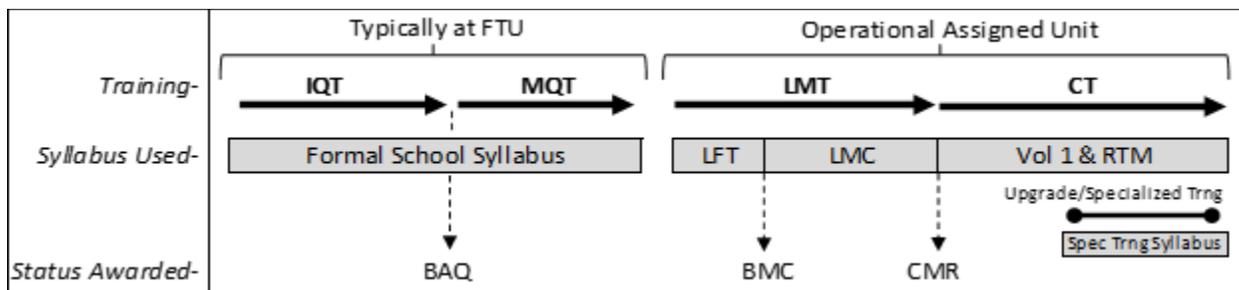


1.3.1. Initial qualification provides aircrew the basic training necessary to initially qualify in flying duties specific to the UH-1N aircraft without regard to unit operational missions. See **Chapter 2**. Upon completion of IQT, the aircrew member attains basic aircraft qualification (BAQ) status. Basic aircraft qualification is a prerequisite for all follow-on training, including

MQT. Basic aircraft qualification is not a long-term qualification status. **Exception**: General officers above the wing level.

1.3.2.  Mission qualification is typically conducted at the FTU and is the training necessary to qualify aircrew in their assigned crew positions in the flying skills necessary to perform operational missions. See **Chapter 3**. Mission qualification training is normally accomplished by completing the mission phase of the applicable AETC UH-1N initial qualification, requalification, or transition syllabus.

1.3.3.  Local mission training is specialized mission training conducted at the operationally assigned unit in order to prepare aircrew members for unit-specific local mission tasks. It provides the minimum unit-specific mission training necessary to be assigned BMC or CMR status. Local mission training consists of two components: Local familiarization training (LFT) and Local mission certification (LMC). See **Chapter 3**.

1.3.4.  Continuation Training provides aircrew the training necessary to maintain flying proficiency and consists of foundational aircraft and mission skills common to all UH-1N users (non-RAP), as well as mission-specific skills unique to each MAJCOM's assigned missions (RAP). See **Chapter 4**.

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

1.3.5.1.  Completion of the LMT syllabus and the resulting CMR 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:

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

1.3.5.1.2.  API-6/B positions not assigned to the flying squadron may be designated CMR by the operations group commanders (OG/CC). **(T-3)** Crewmembers occupying API-8/D positions are assigned BMC or CMR in accordance with MAJCOM RTM. **(T-3)**

1.3.5.1.3.  CMR 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 status, or transitioning from BMC to CMR, is completion of the LMT syllabus. Flight and ground currencies that affect CMR status and relevant to the unit mission are designated by MAJCOMs on their respective RTM. Failure to complete CMR training or maintain CMR currencies results in regression to non-CMR (N-CMR) status. Policies concerning aircrew performance of operational missions while N-CMR will be included in MAJCOM supplements to this manual or RTMs. **(T-2)**

1.3.5.2.  BMC aircrew maintain basic mission skill set currency relevant to the UH-1N and a basic familiarity with the MAJCOM mission but require additional training prior to operational mission readiness. The following aircrew will be designated as BMC:

1.3.5.2.1.  Regular Air Force aircrew member positions above squadron level are designated BMC or CMR in accordance with their respective MAJCOM RTM. **(T-2)**

1.3.5.2.2.  The primary method to obtain BMC is to complete the MQT portion of the formal syllabus, and complete LFT at the assigned operational unit.

1.3.5.2.3.  BMC aircrew members will maintain familiarization with unit core missions. **(T-3)** They may also train for proficiency and qualification in some of those missions at the discretion of the unit commander responsible for the required training assets.

1.3.5.2.4.  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. Policies concerning aircrew performing operational missions while in BMC status, or while N-BMC, will be included in MAJCOM supplements to this manual or the RTM. **(T-2)**

1.3.5.2.5.  MAJCOMs will outline ground and flight training requirements for MR aircrew members in a supplement or RTM.

1.3.6.  Specialized Training. Specialized training is used to qualify or 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 on a unit Letter of Certifications (Letter of Xs) IAW **paragraph 5.5.2** **(T-3)** Specialized training is typically accomplished after an aircrew member achieves CMR or BMC status unless otherwise designated in event training tables. See **Chapter 5**.

**1.4.  Aircrew Training Policy.**

1.4.1.  Aircrew training programs are designed to achieve the highest degree of combat 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.

1.4.2.  Formal Training. The primary method of completing formal training is at the FTU.

1.4.2.1.  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/homePage.aspx**). When suitable course training products or syllabi are not available, MAJCOM-approved products may be used.

1.4.2.2.  Squadrons will utilize AETC Form 6, *Waiver Request*, to request FTU course overages, FTU syllabus waivers, FTU ETCA requirement waivers, or FTU senior officer/key staff course (KSC) requests. **(T-2)** Route FTU waiver requests to MAJCOM/A3 training branch. MAJCOM/A3 Training branch chiefs will submit the waiver request IAW 19 AF/A3Z guidance. All waiver requests must be approved before the aircrew member

departs for the FTU or begins training via SMT. **(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)**

1.4.2.3. When formal course attendance is not practical, or quotas are not available, squadrons will submit SMT waiver requests. **(T-2)** An aircrew member who was previously removed from a formal qualification course for substandard performance is ineligible for an SMT waiver. AETC coordination is not required for SMT conducted at the operational unit after completing an "Academics Only" formal course.

1.4.3. Secondary Method Training. SMT is training conducted by an operational flying squadron using FTU syllabi and courseware in lieu of occurring at the FTU. If the AETC syllabus is executed as written, SMT approval authority is the OG/CC bearing the training burden, and notification of each approved waiver will be sent to the owning MAJCOM/A3 training branch chief. **(T-2)** Any changes to formal course requirements due to local conditions or limitations must be identified in the request. **(T-3)** Waiver authority to change the syllabus prerequisites or formal requirements, including sequence of training conducted via SMT is the owning MAJCOM/A3 training branch chief with the owning OG/CC endorsing the request. **(T-2)** All squadrons performing SMT will utilize the general waiver format in **paragraph 1.4.2.2** and include the following additional information in the request: **(T-3)**

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

1.4.3.2.  FTU quota availability.

1.4.3.3.  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.

1.4.3.4.  Date training will begin and expected completion date.

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

1.4.3.6.  Requested exceptions to the FTU syllabus when necessary. Include rationale and mitigation. Units desiring to allow students to fly operational or training sorties for which they are already current and qualified outside of SMT syllabus execution will include this request in the SMT package (e.g., allowing an IP upgrade student to fly as an Aircraft Commander on routine local missions). **(T-3)**

1.4.3.7.  AETC Form 6, when necessary.

1.4.4.  In-unit Training Procedures.

1.4.4.1.  Utilize FTU or MAJCOM-approved courseware. Squadrons are not required to use courseware material and examinations requiring resources available only at the FTU or material unique to the FTU flying area. MAJCOM/A3 training branch chief will approve an alternate syllabus flow to compensate for the lack of simulators. **(T-3)**

1.4.4.2.  The MAJCOM/A3 training branch chief will coordinate and ensure availability of appropriate courseware. **(T-3)** Courseware includes, but is not limited to the course syllabus, briefings, CBT modules, student and instructor guides, and training guides. The squadron training office will verify courseware is current. **(T-3)**

1.4.4.3.  When suitable course training products are not available, squadrons will submit locally-developed training materials to their MAJCOM/A3 training division chief for approval. **(T-3)**

1.4.4.4.  Complete all academic, ground, and flight training outlined in courseware with minimum interruption, and in the prescribed sequence. **(T-3)** When FTU courseware is adapted for local use, modification will only be applied if the FTU training is incompatible with local training conditions. **(T-3)**

1.4.4.5.  Ensure successful completion of the ground and flying training requirements prescribed. **(T-3)** Training sequence and prerequisites will follow the syllabus flow chart. **(T-3)** The waiver authority for SMT sequence of training waivers (SOTW) is the OG/CC, delegable not lower than SQ/CC by MAJCOM supplement or RTM. A SOTW is defined as any change in the sequence of scheduled training to better match squadron scheduling, maintenance, operational, and weather needs. **Exception:** The squadron operations officer is the waiver authority for LMT SOTWs. **(T-3)**

1.4.4.6.  Fly the syllabus flying time as closely as possible. **(T-3)** This does not preclude a student from receiving less total syllabus time due to proficiency advancement (PA). Time allotted per sortie in FTU courseware is designed for the average student to achieve the required proficiency level (RPL) for each maneuver during that sortie. Instructors should not extend sortie duration for the sole purpose of advancing students who are falling short of RPLs. Once RPLs are met, instructors may use remaining syllabus time to train additional events.

1.4.4.7.  Complete training via SMT within 150 days of the first training flight. **(T-3)** Training which will exceed 150 days past the first training flight requires OG/CC approval. **(T-3)** The memo obtaining OG/CC approval will contain the individual's name, rank, and reason for delay, planned actions, and estimated completion date. **(T-3)**

1.4.5.  Inflight Supervision.

1.4.5.1.  Aircrew members that are noncurrent, 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 noted in the syllabus. **(T-2)** When the aircrew member requiring direct supervision is a pilot, an IP must be at a set of controls. **(T-2)** Any instructor-qualified aircrew member may instruct flight surgeons (FS).

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

**1.5.  Experience, Aircrew Member Utilization, and Sortie Allocation.**

1.5.1. Experience. MAJCOMs designate and approve experience level (EL) requirements IAW AFI 11-412, *Aircrew Management,* for the purpose of maintaining appropriate squadron experience mix. Each MAJCOM provides AF/A3S their experience requirements. See AFI 11-412 as supplemented, for guidance. Squadrons will use ELs specified in **Table 1.2** as minimum experience requirements for assigning currency tables. **(T-2)**

**Table 1.1.  Experienced Aircrew.**

| Aircrew Position | Experienced Level Assignment Criteria | | |
|---|---|---|---|
| | **Experienced** | | **Inexperienced** |
| Pilot | Instructor Qualified<br>OR<br>Certified Aircraft Commander with:<br>- 900 total rotary-wing hours *AND*<br>- 50 UH-1N primary hours after aircraft commander (AC) certification<br>OR<br>- 450 total UH-1N hours *AND*<br>- 150 total UH-1N hours following AC certification | | Does not meet any experienced criteria |
| Flight Engineer | Instructor Qualified<br>OR<br>- 800 total rotary-wing hours *AND*<br>- 50 UH-1N primary hours<br>OR<br>- 300 total UH-1N hours *AND*<br>- 1 year in the UH-1N following the completion of MQT | | Does not meet any experienced criteria |

1.5.1.1.  Training tables in this instruction and MAJCOM RTMs define flight training requirements at each EL depicted in **Table 1.2**.

1.5.1.2.  When the minimums in **Table 1.2** 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. Assigning an aircrew member to an EL does not preclude the SQ/CC from scheduling an aircrew member for additional flying training. ELs are based on both minimum Primary Assigned Aircraft (PAA) time and total rotary wing time IAW **Table 1.2**.

1.5.2. Aircrew Member Utilization. See AFI 11-412. MAJCOMs designate hours per crewmember (HCM) minimum objectives requirements IAW AFI 11-412 for inexperienced aircrew, however in the absence of MAJCOM guidance units should target a minimum HCM for inexperienced aircrew of 15 hours per month.

1.5.2.1.  All API-1/A aircrew members maintain CMR or MR. **(T-3)**

1.5.2.1.1.  SQ/CCs should avoid giving first operational assignment aircrew members additional duties until CMR/MR status is attained. The intent is to provide new aircrew members an opportunity to study unit-specific missions and tactics and focus on flying skills before being tasked with other squadron duties. **(T-3)**

1.5.2.2.  Supervisory aircrew and staff members (API-6/B) assigned above the squadron level, maintain CMR, BMC, MR, or BAQ status as directed by the OG/CC. **Note:** Wing and group API-6/B continuation training requirements will be documented in the RTM if less restrictive than EL experienced (E) or inexperienced (I) CT requirements. **(T-2)**

1.5.2.3. Formal Training Unit Wings. All API-6/B aircrew members will maintain instructor status (optional for wing and group commander, wing vice commander, group deputy commander, and functional check flight [FCF] aircrew members). **(T-3)** These wings will fly API-1/6 pilots as required by the PFT. **(T-3)**

1.5.2.4. API-8/D (above wing-level) rated personnel flying authorizations will be allocated IAW MAJCOM guidance, and continuation training requirements are documented in the RTM if less restrictive than experience level continuation training requirements. **(T-2)**

1.5.3. Sortie Allocation.

1.5.3.1. Inexperienced API-1/A aircrew members should receive sortie allocation priority over experienced aircrew members. Priorities for sortie allocation are as follows:

1.5.3.1.1. Operational Squadrons. CMR/MR API-1/A, LMT API-1/A, CMR/MR API-6/B, LMT API-6/B, BMC (all API positions), API-5 pilot physicians and flight surgeons.

1.5.3.1.2. Formal Training Unit. Formal syllabus training, permanent party LMT/continuation training/evaluations, instructor upgrades, and authorized staff personnel not performing instructor duties to include non-instructor API-5 pilot physicians and flight surgeons.

1.5.3.2. API-6/8/B/D flyer support will not come at the expense of the squadron's primary mission. If squadrons cannot meet attached flyer requirements, refer to DAFMAN 11-401, *Aviation Management,* as supplemented for relief guidance. Squadrons requiring flying-hour adjustments for attached API-8/D and applicable API- 6/B flyers must request program changes IAW MAJCOM directives. **(T-2)**

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

1.6.1. Change of Aircraft. Initial cadre will be formed to begin aircrew conversion. **(T-2)** Converting squadrons send proposed initial cadre list by name, rank, current aircrew position and MDS, total flying time, and requested aircrew qualification level through appropriate channels to the OG/CC for approval with notification to MAJCOM/A3. Following final approval, each converting squadron will publish the OG/CC approval memorandum for record (MFR) identifying initial cadre instructors and flight examiners by MDS and aircrew qualification level. **(T-2)** A copy of this MFR will be filed in the individual's Flight Evaluation Folder (FEF) IAW 11-202V2, *Aircrew Standardization/Evaluation Program,* initial cadre requirements. **(T-2)**

1.6.2. Change of Equipment or Capability. Squadrons send proposed initial cadre list by name, rank, current aircrew position and MDS, total flying time, and requested aircrew qualification level through appropriate channels to the OG/CC for approval. **(T-3)** A copy of the approval

MFR will be filed in the individual's training folder. **(T-2)** When the change is a capability that will result in a new mission qualification, the MAJCOM Stan/Eval branch will be consulted and coordinated with prior to initial cadre approval, and the resulting approval MFR will be filed in the individual's flight evaluation folder (FEF) IAW AFMAN 11-202V2 initial cadre requirements. **(T-2)**

1.6.3.  Initial cadre will not be designated in an aircrew position higher than that most recently held (i.e., aircraft commander to flight examiner). **(T-3)** Enter appropriate comments in the remarks section of the AF Form 8, *USAF Certification of Aircrew Training*, or AF Form 4348, *USAF Aircrew Certifications* explaining the aircrew member's status as an initial cadre instructor or flight examiner.

1.6.4.  Initial cadre aircrews are not required for minor aircraft modifications when required training for that modification is provided by a contractor and/or the modification does not affect primary flight controls or instrument functionality. Conduct differences training for the new equipment, and log training in the approved syllabus. Update any qualifications/certifications in accordance with AFMAN 11-202V2. Aircrew members will not operate new equipment until properly trained. **(T-3)**

**1.7.  Aircrew Training While DOWN.** DOWN aircrew may complete ground training events and log simulator flight-training time if the member's physical condition allows it. Consult the FS initiating the DD Form 2992, *Medical Recommendation for Flying or Special Operational Duty,* action (prescribed by DAFMAN 48-123, *Medical Examinations and Standards*) to determine if the DOWN status includes ground training limitations.

**1.8.  Intra-Command and Inter-Command Transfer of Aircrew.** Squadrons will develop procedures to ensure flight and training records screening is 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).

1.8.1.  Losing Squadron Procedures. Losing squadrons will ensure aircrew remain qualified in BAQ and BMC events for a period of at least three months following PCS to another UH-1N flying assignment. **(T-3)** In addition, losing squadrons will ensure aircrew members are current in aerospace physiological training, CRM, and simulator refresher for a period of at least six months following PCS. **(T-3)** Coordinate with the gaining SQ/CC for any instances where this requirement cannot be met.

1.8.2.  Intra-Command Transfer. Gaining squadrons may credit MAJCOM-specific training completed for aircrew members PCSing to a new unit within the same MAJCOM who are certified/qualified in that event. Squadrons may transfer LMC certification during Intra-command transfer, however LFT is still required when a PCS has occurred. **(T-3) Exception:** HHQ evaluators do not require LFT provided they PCS within the same MAJCOM. Refer to **paragraph 3.6**, Attachment 2, and MAJCOM RTM for training requirements.

1.8.3.  Inter-Command Transfer. Certifications of aircrew members PCSing to a new unit from a different MAJCOM may be accepted at the discretion of the gaining SQ/CC. The gaining SQ/CC will determine what training, if any, is required for newly assigned personnel. **(T-3)** At a minimum, LFT will be completed before the aircrew member is certified to perform aircrew

duties. **(T-3)** Additionally, LMC does not transfer during Inter-Command Transfers due to the disparate missions performed by each MAJCOM.

1.8.4.  Aviation Resource Management System (ARMS) Tracking Procedures. Each squadron will provide a copy of current ground and flying summaries to individual aircrew prior to PCS or flying temporary duty assignment (TDY). **(T-3)**

1.8.5.  Squadron commanders will review the flying training records of all assigned aircrew on flying status, and categorize them as either experienced or inexperienced. **(T-3)**

**1.9. Publication Administration.** MAJCOMs will coordinate proposed supplements to this instruction through AF/A3S prior to publication. **(T-1)** Waiver authority for supplemental guidance will be as specified in the supplement.

**Chapter 2**

**QUALIFICATION TRAINING**

**2.1. Overview.** This chapter outlines the requirements and policies for IQT, requalification training (RQ), transition training (TX), difference training (DQT), multiple qualifications, and specialty training.

2.1.1. Basic Aircraft Qualification. BAQ training (contact, emergency procedure, and instrument procedure qualifications) provides the training necessary to initially qualify aircrew members in a basic aircrew position and flying duty without regard to the squadron's mission. It is a prerequisite for MQT.

2.1.2. Specialty Aircrew Training. Specialty aircrew training is training necessary for FSs, KSC attendees, indoctrination (INDOC) flyers, and senior officers/supervisory aircrew.

**2.2.  General Requirements.**

2.2.1. The primary method of accomplishing initial BAQ training for pilots is the UH-1N Mission Pilot Initial Qualification course. The primary method of accomplishing BAQ training for Flight Engineers (FEs) is the UH-1N Special Mission Aviator (SMA) initial qualification course.

2.2.2.  The primary method of TX or RQ training is the appropriate formal training TX or RQ course listed in the ETCA. **Note:** FSs and OSFs are universally qualified and do not require UH-1N specific TX or RQ but require unit specific training on mission related equipment or employment procedures.

2.2.3. The gaining MAJCOM/A3 approves in-unit BAQ training for Brigadier General-selectee and higher. For aircrew below the rank of Brigadier General, the gaining OG/CC is the approval authority for in-unit BAQ training (not required for TX-3 training, below the rank of O-6). Duties not directly related to qualification training for in-unit BAQ students should be minimized. The OG/CC will forward an informational copy of the approved waiver to MAJCOM/A3 training division. **(T-2)** Reference **paragraph 1.5.3** for waiver submission guidance.

**2.3. Training Prerequisites.** Course prerequisites are IAW the appropriate formal course syllabus listed in the ETCA, AFMAN 11-202V1, and this manual. The syllabus of instruction (SOI) designates the course prerequisite approval authority. Refer to **paragraph 1.5.3** of this manual for SMT waiver authority.

**2.4. Ground Training Requirements.** Complete ground training requirements IAW AFMAN 11-202V1, the ETCA, and the formal course syllabus. In addition, all crewmembers must complete the ground training events listed in **Table 2.1** prior to their first flight. **(T-2)**

**2.5. Written Examinations.** Reference AFMAN 11-202V2 and AFMAN 11-2UH-1NV2, *UH-1N Aircrew Evaluation Criteria,* for written examination requirements.

**2.6. Requalification Training.** An aircrew member is unqualified upon expiration of his or her qualification evaluation, loss of currency exceeding 6 months, or completion of a qualification evaluation in a different MDS (unless multiple qualification has been approved prior to the

evaluation), whichever occurs first. The length of time an individual is unqualified determines which requalification method to use. **(T-2)**

2.6.1. **TX-3.** Unqualified up to 39 months at the end of a non-flying assignment, or unqualified up to 51 months at the end of an active flying assignment. Complete training in all delinquent items, additional training as directed by the SQ/CC, and a requalification evaluation IAW AFMAN 11-202V2 and AFMAN 11-2UH-1NV2. **(T-2)** In-unit TX-3 requalification training does not require an SMT waiver. Commanders should consider the TX-2 or TX-1 syllabus elements as the building blocks for tailored training programs.

**Table 2.1.  Basic Aircraft Qualification Ground Training Requirements.**

| Event | ARMS ID | Reference |
|---|---|---|
| Aerospace Physiological Training | ------ | AFMAN 11-403, *Aerospace Physiological Training Programs* |
| Flight Physical | ------ | DAFMAN 48-123, *Medical Examinations and Standards* |
| Aircrew Flight Equipment (AFE) Familiarization Training | LL01XG | AFI 11-301V1, *Aircrew Flight Equipment (AFE) Program* |
| Emergency Egress Training, Non- Ejection Seat | LL03XG | AFI 11-301V1, *Aircrew Flight Equipment (AFE) Program* |
| Crew Resource Management (CRM) | GA06XG | AFMAN 11-202V1, *Aircrew Training* |
| Local Area Survival (LAS) | SS01XG | AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program* |

2.6.2. **TX-2** . Unqualified 39 or more months, but less than 8 years at the end of a non-flying assignment, or, unqualified 51 or more months, but less than 8 years at the end of an active flying assignment. The primary method for accomplishing requalification is attendance at the FTU requalification course (TX-2). Complete the appropriate ETCA formal school requalification syllabus for TX-2, and a flight evaluation IAW AFMAN 11-202V2 and AFMAN 11-2UH-1NV2. **(T-2)** When no guidance exists but the aircrew member falls within the TX-2 category, complete the full TX/RQ course. **(T-2)**

2.6.3. **TX-1** . A previously qualified UH-1N aircrew member who is unqualified in the UH-1N over 8 years. Accomplish TX-1 training through attendance at the appropriate FTU requalification course. **(T-2)**

2.6.4. Course Entry Prerequisites. Entry requirements are IAW AFMAN 11-202V1, AETC syllabus of instruction, and the AETC course training standards.

2.6.5. All requalification ground/flight requisites in the appropriate syllabus, this instruction, and AFMAN 11-2UH-1NV2 will be completed before the applicable RQ flight evaluations. **(T-2)** Waiver authority is IAW the syllabus for training accomplished at the FTU. Refer to **paragraph 1.4.3** of this instruction for SMT waiver authority.

2.6.6. At the discretion of the SQ/CC, previously qualified UH-1N instructors may requalify directly to instructor status.

**2.7.  Transition Training.**  TX training qualifies any USAF helicopter aircrew in the UH-1N. The primary method of accomplishing transition training is to attend the transition course at the FTU.

2.7.1.  Course Entry Prerequisites. Entry requirements for transitioning aircrew members are listed below. Those personnel who do not meet the listed entry requirements will accomplish the appropriate IQT course. **(T-2)**

2.7.1.1.  Current within 4 years before course entry with 500 PAA hours in any Department of Defense (DoD) rotary wing aircraft.

2.7.1.2.  Current within 5 years before course entry with 800 PAA hours in any DoD rotary wing aircraft.

2.7.1.3.  Current within 8 years before course entry with 1,000 PAA hours in any DoD rotary wing aircraft.

2.7.2. All TX ground/flight requisites in the appropriate syllabus, this instruction, and AFMAN 11-2UH-1NV2 will be completed before the applicable TX flight evaluations. **(T-2)** Waiver authority is IAW the syllabus for training accomplished at the FTU. Refer to **paragraph 1.4.3** for SMT waiver authority.

**2.8.  Difference Qualification Training.** DQT is used to train H-1 series qualified aircrew members transitioning from one H-1 series aircraft into another H-1 aircraft (e.g., TH-1H to UH-1N).

2.8.1.  DQT Methods. Qualified H-1 aircrew members will obtain DQT between H-1 series aircraft using the BAQ section of the appropriate TX syllabus. **(T-2)** TH-1H first assignment instructor pilots (FAIP) and flight engineers are eligible for DQT.

2.8.2.  Mission Requirements. Upon successful completion of the qualification and instrument flight evaluations, existing mission qualifications transfer between H-1 series aircraft.

2.8.3.  Certifications. Existing certifications (except FCF and flight examiner) transfer between H-1 series aircraft. **(T-2)**

**2.9.  Multiple Qualifications.** For qualifications on multiple MDSs reference AFMAN 11-202V1 and MAJCOM guidance.

**2.10.  Specialty Training:**

2.10.1.  Flight Surgeons. Flight surgeons will comply with AFMAN 11-202V1, AFMAN 11-202V2, AFI 16-1301, DAFMAN 11-401, this instruction, and CT requirements identified via MAJCOM RTM**. (T-3)** All ground training must be completed before the first LMT flight. **(T-3)**

2.10.2. Key Staff Course. The KSC is for approved senior officers/commanders who supervise/oversee flying operations of the UH-1N. If the senior officer is not already BAQ in the UH-1N, then completion of a KSC is required before being authorized to perform pilot duties (including INDOC flight program).

2.10.2.1.  Completion of the UH-1N KSC does not assign a qualification or continuation training requirement; however, it allows senior officers to fly as often as necessary to gain familiarity with UH-1N operations and capabilities. Only rated KSC graduates are allowed access to the flight controls. Rated KSC graduates will fly with an IP at a set of controls,

and will not be designated aircraft commander. **(T-2)** Restrictions governing flight profiles for UH-1N KSC graduates are IAW MAJCOM supplement to AFMAN 11-2UH-1NV3, *UH-1N Helicopter Operations Procedures*.

2.10.2.2.  The primary method of course completion is at the FTU. Schedule the FTU KSC via AETC Form 6. If no FTU quota is available an SMT waiver must be requested from user MAJCOM/A3 via procedures described in **paragraph 1.5.3**. **(T-2)**

2.10.3.  INDOC Flyers. Follow provisions of DAFMAN 11-401. No recurring training is required for INDOC flyers.

2.10.4.  Supervisory Aircrew.

2.10.4.1.  Follow provisions of DAFMAN 11-401.

2.10.4.2.  Supervisory flyers not gaining/maintaining qualification in the UH-1N (typically rated officers at or above the rank of O-6) must complete adequate training on emergency procedures, life support equipment, and aircraft systems as defined by MAJCOM. **(T-2)** Individuals must be physically and, where required, physiologically qualified. **(T-2)** Aircrew not achieving qualification in the UH-1N do not maintain currency.

2.10.4.3.  Group commanders qualified in the UH-1N must complete training requirements necessary to maintain BMC. **(T-2)**

2.10.4.4.  Rated officers of rank Lt Col and below in supervisory flying positions if gaining/maintaining qualification in the UH-1N must meet all initial and recurring training requirements IAW this instruction, MAJCOM supplements and RTM for the squadron to which the individual is assigned or attached. **(T-2)**

2.10.4.5.  Career Enlisted Aviator (CEA). CEAs in supervisory flying positions will either complete the appropriate formal training course and maintain BAQ, BMC, or CMR in a squadron aircraft, or will complete the KSC and fly in observer status. **(T-2)**

2.10.5.  Operational Support and Passenger/Incentive Flyers.

2.10.5.1.  Operational Support Flyer. OSFs are those individuals performing operational support duty and placed on aeronautical orders as defined by DAFMAN 11-401 and DAFMAN 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Aviation Badges*. Examples may include, but are not limited to: medical technicians (MT), tactical response force (TRF), and convoy response force (CRF) personnel. Not all OSF roles require formal training courses to perform duties on the UH-1N. When necessary, specialized syllabi and courseware for OSF training will be approved by MAJCOM/A3 training division chief. **(T-3)**

2.10.5.2.  Passenger and Incentive Flyer. See AFI 11-301V1 for passenger and incentive flyer AFE training instructions.

**Chapter 3**

**QUALIFICATION TRAINING**

**3.1. Overview.** This chapter establishes the minimum training requirements for completing MQT. MQT is that training necessary to qualify an aircrew member in a specific crew position to perform operational missions.

**3.2. General Requirements.** MQT is typically accomplished at the FTU, and requirements are identified in the applicable AETC formal syllabus.

3.2.1. The primary method of accomplishing MQT is to conduct the mission phase of the applicable IQT, TX, or RQ syllabus.

3.2.2. Completion of ground training will establish due dates for recurring ground training required in **Attachment 2**. **(T-2)** Aircrew may credit training accomplished at the FTU to establish due dates for recurring training.

**3.3. MQT Prerequisites.** Course prerequisites guidance is provided in the appropriate AETC formal syllabus and AFMAN 11-202V1 for training accomplished at the FTU. Refer to **paragraph 1.4.3** of this instruction for SMT waiver authority.

**3.4. Local Mission Training.** LMT is composed of two components; LFT and LMC. It provides LFT for unit and local area orientation purposes, and LMC for missions unique to the gaining unit. LMT is required for all aircrew members upon permanent change of station (PCS). **(T-3)**

3.4.1. Local Familiarization Training. The purpose of LFT is to familiarize new aircrew with gaining unit procedures, the local flying environment, and provide the minimum mission familiarization to categorize an aircrew member as BMC. Except when authorized by MAJCOM supplement or RTM, permanently assigned or attached aircrew will not fly unsupervised sorties in the local area until LFT has been completed. **(T-2)**

3.4.2. Local Mission Certification. The purpose of LMC is to provide the minimum training required in order to certify a crewmember new to the unit mission.

3.4.3. Method. LMT is composed of both ground and flight training and is accomplished via MAJCOM-approved syllabi. User MAJCOMs will determine both LFT and LMC requirements. **(T-2)** AETC units will utilize a locally produced and OG/CC-approved LFT syllabi. **(T-3)**

3.4.3.1. The amount of training necessary to complete LMT is dependent upon assigned aircrew status. Crewmembers assigned/maintaining BMC status must accomplish only LFT in order to complete LMT. **(T-2)** Both LFT and LMC must be accomplished in order to be assigned CMR status. **(T-2)** An instructor of the same crew position will conduct all LMT instruction unless noted in the syllabus. **(T-2)**

3.4.3.2. Squadrons may tailor portions of this program based on each individual's qualification, experience, documented performance, and amount of formal training when permitted by MAJCOM syllabus.

3.4.3.3. Restrictions. Complete LMT within the time specified by the MAJCOM, but no later than 150 calendar days after the aircrew member begins training at the gaining unit. Training begins with the first training event associated with LMT completion. Unit-specific

training will begin no later than 45 days after reporting to a new unit following completion of a UH-1N qualification course. **(T-3)** Training is complete when the last event of the applicable syllabus is successfully completed with CMR or BMC certification. Training which will exceed 150 days past the first training event requires OG/CC approval. **(T-3)** The memo obtaining OG/CC approval will contain the individual's name, rank, reason for delay, planned actions, and estimated completion date. **(T-3)**

**3.5. MQT Requalification Requirements.** Follow requalification guidance in **paragraph 2.7 (T-2)** When BAQ training is not required, mission requalification training may be conducted via in-unit training without an SMT waiver request. Follow in-unit training requirements.

3.5.1. The primary method of obtaining requalification for specific MQT events is the use of the mission qualification section of the appropriate RQ formal syllabus. When requalifying an aircrew member on a specific mission event rather than conducting a full MQT requalification, only ground and flight training associated with the unqualified events must be accomplished prior to the evaluation (e.g., crewmembers who have lost Night Vision Goggle [NVG] Formation qualification need only accomplish ground and flight training in the formal syllabus associated with NVG Formation training). **(T-2)**

3.5.2. MAJCOMs conducting MQT NVG requalification training that are unable to provide NVG Formation training and qualification will perform all NVG syllabus events contained in the formal syllabus, with formation syllabus sorties conducted as single-ship. **(T-2)** Remarks clearly depicting checkride conditions conducted as single-ship will be contained in the AF Form 8 IAW AFMAN 11-2UH-1NV2. **(T-2)**

**3.6. Intra-command TDY Aircrew Training.** User MAJCOMs are responsible for providing any intra-command TDY Aircrew Training policy guidance, if required.

**3.7. Inter-command TDY Aircrew Training.** Inter-command TDY training is the performance of flight instruction, certification, or qualification at UH-1N squadrons outside of an aircrew member's assigned command. Approval to conduct this type of training is obtained via interfly approval process IAW AFMAN 11-2UH-1NV3. Document the type of training or syllabus to be accomplished in the interfly approval memorandum.

**Chapter 4**

**CONTINUATION TRAINING**

**4.1. Overview.** This chapter identifies minimum flying and related ground training events to satisfy UH-1N continuation training requirements. The CT program is composed of two components. The first is the training necessary to maintain basic flying skills for safe operation of the aircraft and foundational mission skills common to all UH-1N users. The minimum training necessary to maintain currency in these tasks is provided by this publication. The second component is specific mission-related training required to be proficient in the unit's assigned mission, which is provided by RTMs.

**4.2. Ready Aircrew Program.** RAP is a CT program focused on skill sets needed to accomplish a squadron's core missions. UH-1N RAP emphasizes quality of training over quantity of events, and is intended to ensure aircrew are prepared for tactical employment in anticipated mission conditions.

4.2.1. Each MAJCOM will publish an RTM to implement RAP. **(T-2)** The RTM is the primary document by which MAJCOMs define the minimum events and certifications required for an aircrew member to gain and maintain CMR/MR. 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)**

4.2.2. RAP is executed IAW this instruction and the current MAJCOM RTM. The RTM takes precedence over this instruction and may contain updated mission or event requirements not yet incorporated in this instruction.

**4.3. Ground Training.**

4.3.1. General Information. **Attachment 2** defines recurring ground training requirements which must be current prior to flight if qualified/certified in the event. **(T-2)** Some ground events have associated flight events (e.g., instrument evaluation, mission evaluation, and qualification evaluation). Squadrons will complete training requirements as identified via this instruction, MAJCOM supplements, and RTMs. **(T-3)** Table notes define training code status (i.e., grounding, non-grounding, or other restrictions). SQ/CCs may add additional training to meet unit-specific mission requirements.

4.3.2. Loss of Currency. Refer to parent regulations associated with each event as shown in **Attachment 2**. Unless otherwise noted, ground training events are considered current until the end of the month in which they are due. New end-of-month due dates will be established based off the date the event was completed. **(T-3)**

4.3.3. Ancillary Training. Aircrew will accomplish ancillary training as required by AFMAN 11-202V1, this instruction, MAJCOM guidance, and the SQ/CC. **(T-2)** Although this instruction does not include non-MDS specific ancillary training, this type training will be tracked per SQ/CC guidance. **(T-3)** Where discrepancies exist, the reference directive takes precedence. RTMs may define alternate supervisory requirements for non-flight related ground currency events (e.g., mobility requirements).

4.3.4. Ground Training Requirements. See **Attachment 2**. Units may credit training accomplished at the FTU and LMT towards requirements for the training cycle in which it was accomplished.

**4.4.  Flying Training.**

4.4.1. General Information. The minimum BAQ and BMC CT flight events required by all UH-1N MAJCOMs are listed in **Attachment 3.** Events required for CMR, annual proficiency counters, and unit-specific CT events are specified by user MAJCOM RTMs. SQ/CCs may add additional training to meet specific squadron requirements. Flight surgeons will accomplish specified training items IAW AFMAN 11-202V1, this instruction, and the MAJCOM guidance. **(T-3)**

4.4.2. Flying Training Cycle. MAJCOM supplements or RTMs will define flying training cycle**. (T-2)** The flying training cycle will not exceed one year. **(T-2)**

4.4.3. Crediting Continuation Training Events. Aircrew members qualified/certified may credit continuation training if they perform the required events/sub-events identified in this instruction and MAJCOM RTMs for that item/sortie. Flight currency is credited in the following manner:

4.4.3.1.  Flying training events accomplished during formal training should use the course completion date (successful evaluation date) to establish due dates for all subsequent currency and requirements.

4.4.3.2.  Training 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 (direct supervision required) or evaluating.

4.4.3.3.  If circumstances prevent completion of all profile items or events on a single sortie, the remaining items may be accomplished on a subsequent sortie and logged for currency, provided the training is completed within 5 duty days. **(T-3)**

4.4.3.4.  Aircrew members in an upgrade who are current and qualified in a specific event may credit that event if accomplished in the upgrade towards continuation training. Events completed on a satisfactory evaluation or during certification may be credited toward continuation training. Events completed on an un-satisfactory evaluation will not be credited toward continuation training.

4.4.3.5.  Dual-Crediting Events. Any alternate insertion/extraction (AIE) device (hoist, fast rope, rope ladder, rappel) credits the AIE event matching the flight condition in which it was performed (day or NVG). Night CT events dual credit similar day events (e.g., formation [NVG] credits formation [day] requirements). **(T-3)**

4.4.4.  Simulator use. Simulators may be used to log CT events when the simulator has been certified by the owning MAJCOM. Events eligible to be logged in the simulator and logging restrictions are found in **Attachment 3**.

4.4.4.1.  Civilian aircrew training system (ATS) instructors meet the aircrew complement requirements for upgrade and CT simulator sorties.

4.4.4.2. Emergency procedure (EP) sorties may not be credited toward CT requirements unless an IP or civilian ATS instructor is either at a set of controls or running the instructor operator station. **(T-2)**

4.4.4.3. When logging continuation training in a simulator while non-current for a BAQ or BMC event, a full aircraft/systems run-up and a full aircraft/systems shutdown under the supervision of an instructor must be performed. **(T-3)**

4.4.4.4. Logging multiple counts of the same currency event on the same date is IAW MAJCOM RTM.

4.4.5. Loss of Currency. Continuation training currency expires at the end of the Zulu time period in which the event/volume was not accomplished. Events 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). Aircrew members delinquent in continuation training requirements will conduct training to regain currency as indicated below and are subject to event-specific restrictions in **Attachment 3**. **(T-3)** When no clear guidance exists, regain currency by training as directed by the SQ/CC. **(T-3)**

4.4.5.1. Loss of BAQ Currency. Non-currency status in any required BAQ event prohibits unsupervised flight in all areas. Regain currency by accomplishing the delinquent event under the supervision of an instructor in the same crew position. **(T-2)**

4.4.5.2. Loss of BMC/CMR Currency. Non-currency status in any BMC or CMR event prohibits unsupervised flight for the specific mission event. Regain currency by accomplishing the delinquent event under the supervision of an instructor in the same crew position. **(T-2)**

4.4.5.2.1. Aircrew members who are non-current for BMC or CMR night events are permitted to fly matching BMC/CMR day events without an instructor. Delinquency in any required BMC or CMR night event prohibits unsupervised night flying only in the specific mission event.

4.4.5.3. Non-Current up to Six Months. Aircrew members non-current in any event for up to six months must fly under the supervision of an instructor in the same crew position who is current and qualified/certified in those events. **(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)**

4.4.5.4. Non-Current Greater than Six Months for Qualification Events. Crewmembers non-current in any qualification event greater than six months are considered unqualified in that event. Flight surgeons follow requirements established in AFMAN 11- 202V1. **(T-2)**

4.4.5.5. Non-Current Greater than Six Months for Instructor Certified Events. Crewmembers non-current in any instructor certified event greater than six months must be recertified as proficient in the non-current event IAW **paragraph 5.7.1**. **(T-2)**

4.4.6. RAP Regression. Aircrew may be regressed to N-BMC, non-MR, or N-CMR for one or more of the reasons listed in paragraphs **4.4.6.2** through **4.4.6.5**. **Exception:** AETC/A3 determines regression policy and guidance for FTU aircrew.

4.4.6.1. While N-BMC/non-MR/N-CMR, the SQ/CC will determine which missions' aircrew may perform and supervision required unless otherwise directed in MAJCOM produced RTMs. **(T-3)**

4.4.6.2. Regression for loss of currency.

4.4.6.2.1. Aircrew delinquent for a ground training event affecting BMC/MR/CMR status will be regressed to N-BMC/non-MR/N-CMR. **(T-3)** Crewmembers will accomplish the required ground training IAW governing directives prior to regaining BMC/MR/CMR status. **(T-3)**

4.4.6.2.2. Loss of Flying Training Currency. Loss of currency in a flight training sortie/event affecting BMC/MR/CMR status will result in regression to N-BMC/non-MR/N-CMR. **(T-2)** Crewmembers will regain currency in the delinquent sortie/event prior to being recertified as BMC/MR/CMR. **(T-2)**

4.4.6.3. Regression for 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.**
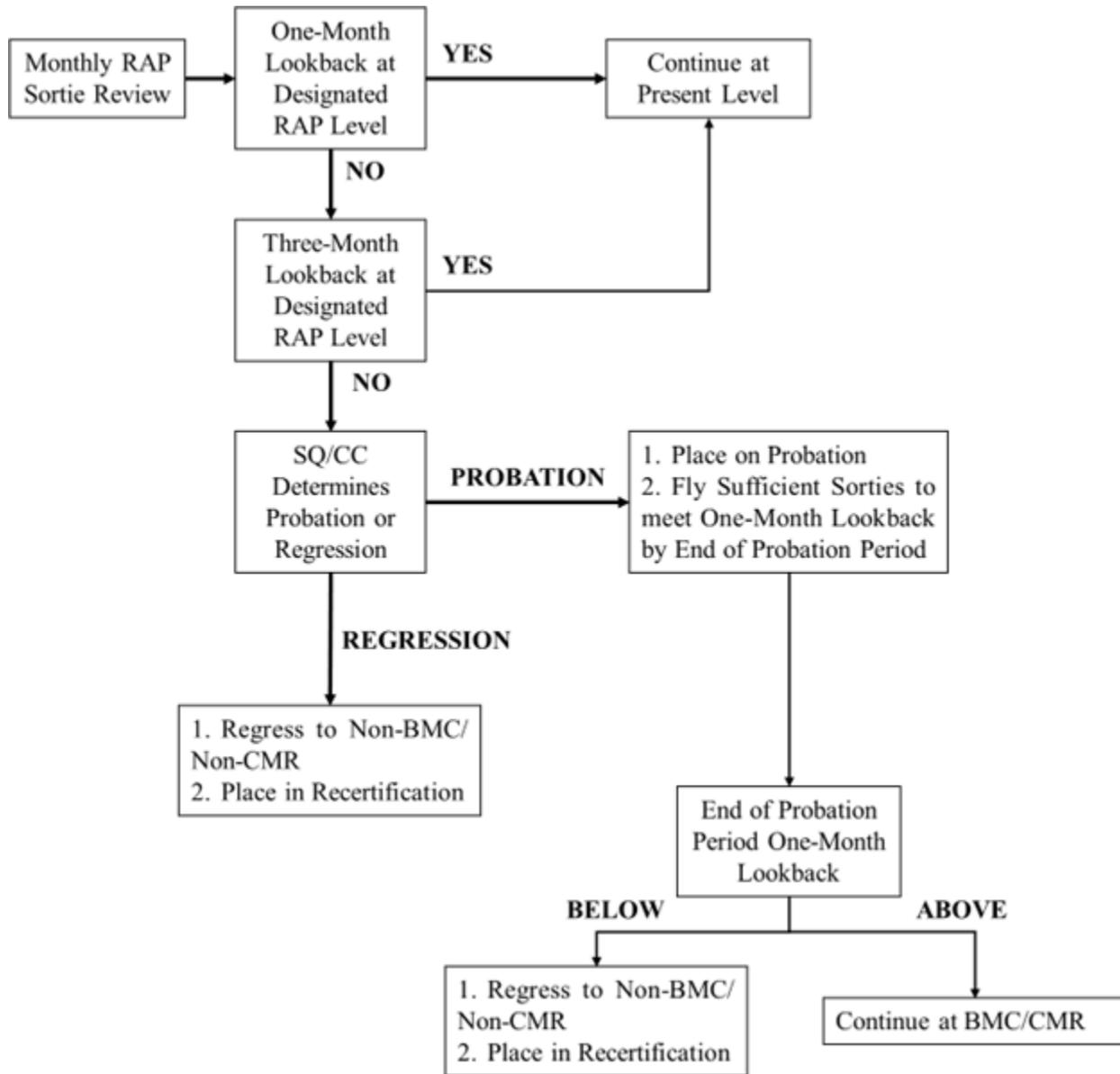


4.4.6.3.1. Lookback computations for new aircrew members begin following completion of LMT. New aircrew members who have been mission certified for less than 3 months will meet 1-month lookback to maintain status until a 3-month lookback is established. **(T-3)** SQ/CCs may apply probation rules listed in MAJCOM RTMs if a new aircrew member fails to meet 1-month lookback while establishing 3-month lookback.

4.4.6.3.2. If a BMC/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-CMR/N-BMC.

4.4.6.4.  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/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-CMR. **(T-3)**

4.4.6.5.  CMR/BMC crewmembers regressed to N-CMR/N-BMC will complete a SQ/CC-approved recertification program. **(T-3)** The unit LMC syllabus should be considered the source for building blocks for tailored recertification training. Missions and events accomplished during the recertification program apply toward monthly and training-cycle RAP requirements.

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

4.4.6.6.1.  Remove the aircrew member from active flying status.

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

4.4.6.6.3.  Place aircrew member in a commander directed training program to regain CMR status.

4.4.7.  Requalification/Recertification Training. Comply with requalification requirements in **paragraph 2.7**, and recertification requirements in paragraph **4.4.5** and **5.5.3**. **(T-2)**

4.4.8.  Multiple Qualification Continuation Training Requirements. Aircrew members authorized by their MAJCOM to maintain qualification in multiple aircraft must perform an equitable distribution of events in each aircraft. **(T-2)** At minimum, they must be current in their primary aircraft and have flown at least one UH-1N instrument approach and EP sortie each quarter. **(T-2)**

4.4.9.  Consolidated Flying Continuation Training Requirements. Annual currency and experience requirements for aircrew flying training events are found in Attachments **3** and **4**. MAJCOMs set proficiency requirements and may establish additional continuation training requirements via MAJCOM RTM.

4.4.10.  Flying Training Event Definitions. The definitions and maneuvers required to log currency in flight events for the UH-1N are listed in Attachments **3** and **4**. Event definitions for MAJCOM-specific events will be posted in MAJCOM supplements or RTMs.

**4.5.  Proration of End-of-Cycle Flying Requirements.**  At end of the training cycle, the SQ/CC may prorate training requirements when DOWN, emergency leave, non-flying TDYs, exercises or combat/contingency deployments preclude training for a portion of the training period. Extended bad weather, which precludes the unit from flying for more than 15 consecutive days, may be considered as non-availability. Follow proration procedures in AFMAN 11-202V1 and guidance discussed below:

4.5.1.  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)**

4.5.2. Newly assigned/converted aircrew members and aircrew members achieving BMC/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. RAP 30 and 90 day lookback proration is IAW MAJCOM RTM.

**4.6.  Simulator Certification.**  Prior to logging any events in a simulator, simulator certification (SIMCERT) is required. MAJCOM/A3s are the certification authority and will review/sign the certification report. **(T-2)** After initial certification a recertification is required every 3 years. 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. (T-2)**

| 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/SPECIALIZED TRAINING**

**5.1. General.** This section outlines the prerequisites and training requirements for aircrew members upgrading to additional levels of qualification and certification in specialized flight events. This training includes all certifications associated with specialized equipment, tactics, or events which are unit specific. Certifications do not require evaluations but may be evaluated as part of a SPOT, no-notice, or recurring evaluation. MAJCOMs direct certification training requirements via supplement or RTM. The OG/CC may waive 10 percent of the total hours and PAA hours required for upgrade in all crew positions, on an individual basis only. File a copy of the experience waiver in the individual's training record. Students will bring waiver letters to the formal school for insertion into their training record. **(T-3)**

**5.2. Aircraft Commander Certification.** This certification assesses the pilot's ability to perform pilot-in-command duties and responsibilities. Once certified, the pilot may be assigned the pilot-in-command code on the flight authorization as outlined in DAFMAN 11-401. Prerequisite flying time levels for aircraft commander certification are based upon pilots gaining the knowledge and judgment required to effectively accomplish the squadron mission. Commanders will ensure continuation training programs emphasize these core principles for their pilots. **(T-3)**

5.2.1. TH-1H FAIPs who have attended DQT may be directly certified to the aircraft commander level at the discretion of the unit commander provided the requirements in **Table 5.1** are met.

**Table 5.1.  Aircraft Commander Certification Flying Time Requirement (T-3).**

| Flight-Hours | MP | Cross Flow (Note 4) |
|---|---|---|
| Total Helicopter Flight Time (Note 3) | 300 | 500 |
| UH-1N Primary Time | 200 | 50 |
| Notes: | | |
| 1.      Total time requirements must be achieved prior to entry into the upgrade. | | |
| 2.      For certification purposes, any H-1 type PAA time counts | | |
| 3.      Total Helicopter Flight Time does not include student time. | | |
| 4.      Cross flow indicates an aircraft commander from another helicopter MDS who has transitioned to the UH-1N. | | |

**5.3. Functional Check Flight Certification Program.** Only experienced pilots IAW **Table 1.2** will be certified as FCF Aircraft Commanders. **(T-3)** Inexperienced pilots may be FCF certified, but must meet experience requirements prior to becoming FCF certified Aircraft Commanders. **(T-3)** Only experienced Flight Engineers will be FCF certified. **(T-3)**

**5.4. Aircrew Instructor Program.** A sound and practical aircrew instructor program is a prerequisite for effective training, standardization, and aircraft mishap prevention. The aircrew instructor program includes individuals required to perform duties as an instructor for any crew position.

5.4.1. Individuals designated for instructor duty will be trained to instruct all levels of their qualifications and certifications. **(T-2)** Instructors may only instruct activities in which they

are current and qualified/certified. After obtaining initial instructor status, any future certification or (re)qualification programs the instructor enters must be conducted and completed satisfactorily at the instructor level. **(T-2)**

5.4.2. Instructor Upgrade Prerequisites. Squadrons will select instructors from aircrew members who are thoroughly qualified and skilled in the duties of their respective crew positions. **(T-3)** First-time instructor candidates will attend the applicable upgrade course conducted at the FTU or obtain an SMT waiver if FTU attendance is unavailable. **(T-3)** SQ/CCs will personally review each instructor candidate's qualifications for the following minimum prerequisites: **(T-3)**

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

5.4.2.2. Personal Qualities. The candidate must have maturity, patience, tact, understanding, and a desire to instruct others. **(T-3)** Instructors must have a personality that inspires and wins the respect of each student. **(T-3)**

5.4.2.3. 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. **(T-3)** Additionally, all instructors will be thoroughly familiar with publications applicable to crew position and unit mission. **(T-3)**

5.4.2.4. Flying Proficiency. Unless approved to conduct the instructor upgrade in conjunction with a formal course, individuals selected must be current, qualified, and proficient. **(T-3)**

5.4.2.5. 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 any one or all of the qualities required.

5.4.2.6. Previous Flight Instructor Experience. Previous H-1 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. No SMT waiver is necessary to conduct this training. SQ/CCs may request an FTU course overage for previously qualified instructors at their discretion. **(T-3)**

**Table 5.2.  Instructor Upgrade Flying Time Requirement. (T-3)**

| Flight-Hours | IP Candidate (Note 4) | IF Candidate (Note 5) |
|---|---|---|
| UH-1N Total as AC (Note 3) | 100 | |
| UH-1N Primary as AC (Note 3) | 50 | |
| UH-1N Total as FE | | 300 & 1-year Flying Experience |

> **Note:**
> 1.      Total time requirements must be achieved prior to qualification.
> 2.      The MAJCOM/A3 may waive the hours requirements for previous DoD component rotary-wing instructors (non-Air Force).
> 3.      Hours are accrued following AC certification.
> 4.      Not required for previous Air Force rotary-wing instructors.
> 5.      Minimum hours requirement for previous Air Force rotary-wing instructors is 75 hours. The "1-year Flying Experience" requirement is waived.

        5.4.2.6.1.  TH-1H FAIPs and first assignment flight engineers are considered previous H-1 instructors for the purposes of this instruction provided the requirements in **Table 5.2** are met.

      5.4.2.7.  Instructor Flying-Hour Requirements. See **Table 5.2**.

**5.5.  Unit-Specific Certifications.**  Specialized training unique to individual squadron missions is conducted and documented via certification. **Table 5.3** identifies a basic list of certification events and applicable crew positions. MAJCOMs may designate additional certifications via supplement. When required for CMR, MAJCOMs will designate which certifications are necessary to maintain CMR via RTM. **(T-2)** Refer to Attachments **3** and **4** of this instruction and MAJCOM RTM for event descriptions.

**Table 5.3.  Unit-Specific Certifications. (T-2)**

| Event Name | Abbreviation | Position |
|---|---|---|
| Aerial Gunnery | AG | FE |
| Aircrew Chemical Defense Ensemble | ACDE | ALL |
| Aircraft Commander | AC | PILOT |
| Alternate Insertion and Extraction | AIE | PILOT |
| Close Air Support | CAS | PILOT |
| Block 1 | BLK1 | ALL |
| Cargo Sling | SLNG | ALL |
| Night Emergency Procedures | NEP | ALL |
| Evaluator | EVL | ALL |
| Fast Rope | FR | FE |
| Fire Bucket | FB | ALL |
| Functional Check Flight (AC) | FCF AC | PILOT |
| Functional Check Flight (P/FE) | FCF (P/FE) | ALL |
| Hoist | HST | FE |

| Hot Refueling | HR | ALL |
|---|---|---|
| Local Mission Certification | LMC | ALL |
| Minor Maintenance | MMX | FE |
| Parachute Drop | PARA | ALL |
| Rappel | RPL | FE |
| Rope Ladder | RL | FE |
| Day Water Operations | DWO | ALL |

5.5.1.  Instructor Certified Event Training Requirements. Training will be conducted by an IP or instructor flight engineer (IF) as appropriate. **(T-2)** Squadrons will certify aircrew members in events IAW the MAJCOM RTM. **(T-2)** Certifications are documented on an AF Form 4348, *USAF Aircrew Certifications* or on a unit certification document signed by an authorized official as designated in MAJCOM supplements to AFMAN 11-202V2.

5.5.1.1.  Method: Certifications listed in **Table 5.3** will be conducted via MAJCOM-approved Training Plan/syllabus except where noted by RTM. **(T-2)**

5.5.1.2.  Prerequisites: Prerequisites for certifications in **Table 5.3** are IAW MAJCOM syllabus

**5.6. Letter of Xs.** Units will maintain a Letter of Xs that provides the SQ/CC a summary document of all assigned/attached aircrew certifications and qualifications. **(T-3)** The Letter of Xs provides the unit a constant assessment of aircrew roster depth, facilitates unit operations planning functions, bolsters go/no-go programs, and informs unit readiness reporting. Units may use the Letter of Xs 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 Letter of Xs should be maintained as follows:

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

5.6.2.  Updates. The Letter of Xs will only be updated after the individual's training is complete and the appropriate qualification/certification documentation has been signed/verified by the approving authority**. (T-3)**

5.6.3.  Signature and Posting. Consideration should be given to posting a hardcopy formatted version of the Letter of Xs, signed by the SQ/CC or designated representative in a central location (such as the operations desk). Posting in this manner provides formatting and accessibility advantages. Electronic methods of Letter of Xs posting are also permissible. At a minimum, the SQ/CC or designated representative will sign and post the Letter of Xs on a monthly basis.

**5.7. Recertification Requirements.** Recertification training is required when an aircrew member has been decertified and requires recertification by the SQ/CC IAW AFMAN 11-202V2.

5.7.1.  Due to loss of currency exceeding 6 months. When recertification is required due to loss of currency exceeding 6 months on an instructor-certified event, 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. In all cases, the non-current crewmember must demonstrate proficiency with an instructor in all delinquent items. **(T-3)**

5.7.2. Decertification for Cause. When recertification is desired after Decertification for Cause, 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.

5.7.3. Failed Flight Evaluation. For loss of certification due to a failed flight evaluation, the SQ/CC may recertify the individual after the flight evaluation is successfully completed.

**Chapter 6**

**UPGRADE/SPECIALIZED TRAINING**

**6.1. General.** Establish and maintain aircrew member training records IAW AFMAN 11-202 volumes, this instruction, DAFMAN 11-401, and appropriate MAJCOM directives. **(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 are authorized to use electronic or hard-copy training folders. The FTU is exempt from procedures within this chapter.

**6.2. Entry Into Upgrade.** Initiate a training folder for all formal training courses in whole or in part, LMT, difference training, specialty training, certification/recertification training, and all corrective action or additional specialized training. Each formal training program must have documentation of entry into upgrade by squadron leadership. **(T-3)** Squadrons may use an MFR signed by the squadron operations officer, or designated representative.

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

6.3.1. Squadron automation software. This is software developed by a third party which integrates training, scheduling, and Stan/Eval functions into one program and database. The integrative nature makes it the preferred method of managing training records. When used, MAJCOMs will provide additional guidance. **(T-2)**

6.3.2. Electronic Grade Folders. In general, electronic grade folders are treated the same as hardcopy training folders. When used, MAJCOMs will provide additional guidance. **(T-2)**

6.3.3. Hardcopy training folders. Units may choose to maintain training folders via hardcopy when desired. Additionally, when the unit manages training via electronic methods but training is expected to occur off-station where computer access is limited, hardcopy folders should be used to document training performed, which can later be transferred to electronic medium. When used, MAJCOMs will provide additional guidance. **(T-2)**

**6.4. Training Record Guidance.** MAJCOMs will select the method for training record management and provide usage additional training record management guidance via supplement to this instruction corresponding to the chosen method. **(T-2)** The following are minimum requirements which must be incorporated into any system of management: **(T-3)**

6.4.1. Provide a chronological record of ground training events. **(T-3)**

6.4.2. All references to training event identifiers should annotate the respective designator from either the course flow or prerequisite sheets (e.g., GT-3/R-1, 11/SYS-9/MSN-10/R-1)

6.4.3. Instructors will annotate an overall grade for each training event IAW the respective syllabus grading criteria. **(T-3)** When using **Table 6.1**, use a grade of "No Grade (NG)" for ground training events which do not require an actual grade to indicate training is complete.

6.4.4. Provide a chronological record of flight training events. When squadrons use FTU courseware, enter the lesson designators as listed in the syllabus. All events scheduled will be logged, to include events canceled by external factors (e.g., weather, maintenance). **(T-3)**

6.4.5. 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)**

6.4.6. Instructors or evaluators will assign an overall grade for each ride (instructional or evaluation). **(T-2)** **Table 6.1** lists overall lesson grades. Flight evaluation results will be annotated IAW AFMAN 11-2UH-1NV2. **(T-2)**

6.4.7. Squadrons are not authorized to change RPLs on syllabi directed by a higher authority (e.g., MAJCOM RTM). **(T-2)**

6.4.8. Students will not be evaluated until the end of phase RPLs are attained. **(T-2)**

6.4.9. Any change to the training sequence requires a SOTW IAW **paragraph 1.4.4.5** This can be granted to better match squadron scheduling, maintenance, operational, and weather needs. Consideration of the effects on RPLs due to out of sequence training as a result of the change must be taken into account. **(T-3)** All training must be accomplished prior to the evaluation for that phase. **(T-3)** Document SOTW approval in the training folder. **(T-3)**

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

6.4.11. Upon conclusion of training, a final review will be accomplished to ensure all training has been completed. This entry also serves to close out the training folder. **(T-3)** See MAJCOM supplements or RTMS for review and closeout authority.

6.4.12. The following major topic areas of the narrative description will be annotated for every training period entry. **(T-3)** 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."

6.4.12.1. SORTIE ID. Enter the appropriate training period designator numbered sequentially (e.g., DT-1, DT-2, R-3, NR-4). **(T-3)**

6.4.12.2. PROFILE / STRENGTHS / WEAKNESSES / RECOMMENDATIONS. Describe the mission scenario/profile to accurately document each event (e.g., NVG, type/number of approaches, sites/LZs, etc.). **(T-3)** Narratives for simulator and flying training events will comply with the following format:

6.4.12.2.1. PROFILE: The first entry after Profile will be: Complete or Incomplete. **(T-3)** This will be followed by the grade earned, or why the sortie was incomplete. **(T-3)** A brief description of weather and other environmental training conditions (e.g., illumination levels for an NVG sortie or sea state for a water operations sortie) should be the next item. The remainder of the section should be a brief summary of training conducted, to include specific events and the number of iterations when relevant. The description should be written so the next instructor has no doubt what events were accomplished and where to logically resume the course of instruction.

6.4.12.2.2. STRENGTHS: Include a brief 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. There should nearly always be strengths worth identifying. When

no strengths are noted, strong consideration should be given to awarding the student an unsatisfactory grade for the training event. **(T-3)**

6.4.12.2.3.  WEAKNESSES: Include a brief summary of the student's weaknesses. **(T-3)** Reference the specific graded area. The purpose of this section is to provide clear, actionable focus areas with which the student can structure their own plans for improvement. It also contributes to the next instructor's ability to understand the proficiency level the student has attained, and areas where additional instructional focus will yield the greatest performance 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 performance 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, strong consideration should be given to awarding the student the highest grade authorized for the training event. Detailed comments will be entered whenever the performance level attained is below the printed RPL. **(T-3)**

6.4.12.2.4.  RECOMMENDATIONS: This section provides 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. This section also provides the next instructor focal areas in which to develop his/her plan of instruction. List items the next instructor should emphasize, or other suggestions which will maximize performance progress on the student's next event. Enter the next recommended step for the student (e.g., continue with training, proceed to evaluation, proficiency advance, etc.).

6.4.12.3.  Student Review. Students will initial each training event's narrative prior to their next training period indicating awareness of training status. **(T-3)** This initial does not indicate agreement or concurrence with the narrative.

6.4.12.4.  Monthly/Quarterly Reviews. The monthly review is not required during the month in which the quarterly review is accomplished. Reviews will be documented IAW MAJCOM guidance. Squadron operations officers will review training folders on a quarterly basis. **(T-3)**

6.4.12.5.  Operations Reviews. This review is required after the recommendation for a flight evaluation and must be conducted prior to the flight 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)** Operations reviews are conducted IAW MAJCOM supplement to this instruction or RTM.

**6.5.  Training Record Disposition.**  Training folders (hardcopy or electronic) remain active until the student has completed the course of instruction and the training folder is closed. Closed folders will be maintained in an inactive status. **(T-3)** Guidance for filing and disposition of training folders is provided in AFI 33-322 and MAJCOM supplement. A copy of the training folder may be obtained by the aircrew member upon request.

**Table 6.1.  Overall Lesson Grades.**

| 0 | Non-progression |
|---|---|
| Student fails to meet the listed RPL for any task, and no training remains in  that job element (the failed item) before an evaluation/phase  completion or fails to meet the listed RPL for any task and the same task was graded below the RPL on the last flight on which it was graded, or demonstrates dangerous tendencies. ||
| **1** | **Regression** |
| Student fails to meet the listed RPL for any task, and training remains in that job element (the failed item) before an evaluation/phase completion.<br><br>Regression: Failure to maintain syllabus RPL is considered regression. If the student has sorties/lessons remaining within that category/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. ||
| **2** | **Low Satisfactory** |
| Student achieved the minimum RPLs listed for the training mission but requires minor improvement. ||
| **3** | **Satisfactory** |
| Student meets all RPLs listed for the training mission. ||
| **4** | **Exceptional** |
| Student exceeds the RPLs in an exceptional manner, or student 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** |
| X-Sorties/Student Non-Progression (SNP). An X-Sortie/lesson (or SNP) is used to document additional sorties/lessons beyond syllabus requirements. Additionally, a "NG" is used in conjunction with any syllabus event which has no grading RPL assigned.<br><br>X-Sorties are used under the following circumstances:<br>-        Any sortie after a break in training as defined by the syllabus.<br>-        Any sortie flown outside of the syllabus in support of operational needs for which the aircrew member is already current and qualified to perform.<br>-        Any sortie/lesson with a training task graded "D" or an overall grade of "0."<br>-        Failure to meet RPL for a recommendation ride.<br>-        Back-to-back regressions for the same maneuver item file (MIF). ||

Procedures:

-        SNP, or any additional sortie/lesson flown will be indicated as an X sortie/lesson denoted by an X(#) suffix after the sortie designation (e.g., NT- 2-X1, NT-2-X2)

Extra Sorties. Non-graded sorties generated under unique circumstances. Extra sorties include break-in- training (BIT) and direct support sorties.

-        BIT. If a student experiences an extended period without flying (greater than 10 duty days), the student's squadron operations officer or designated representative may approve up to two sorties, and the SQ/CC up to two more. Additional sorties require OG/CC approval.

The student will accomplish syllabus course training standards (CTS) required to regain proficiency as of the last completed lesson. If a BIT sortie is required after a recommendation for evaluation, the sortie will be graded and include all recommended criteria according to the syllabus, and another operations review will be accomplished before the flight evaluation. Include BIT sortie time in student total training time.

Direct Support. Direct support sorties are authorized to support operational sorties or another student's syllabus-directed training requirements. When flown under instructor supervision, students may perform direct support aircrew duties in events or missions they have not been trained for, which would otherwise require another qualified aircrew member. When not under direct instructor supervision, students may fly missions (e.g., ferry flights) in which they have already been qualified in (e.g., BAQ). 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.

Remedial Sorties.

-        Document additional ground instruction or device training necessary to correct deficiencies before the X-Sortie/lesson is accomplished.

-        If two X-Sorties are authorized in the PR process, and the student performs satisfactorily in previously identified deficiencies on the first lesson, a second remedial lesson is not required.

-        If a second remedial lesson is required, the overall grade for the first lesson would be "NG" (student remains in training status), and the second lesson will be graded using normal grading procedures.

-        The first of multiple remedial lessons will be graded "0" only if the student's performance compromises safety, and further flights are not recommended.

-        If on the final authorized remedial lesson recommended by the PR process, the student does not advance to the next lesson, the student will be graded "0".

| I | Incomplete |
|---|---|
| The overall grade will be an "I" if the student is not graded on all lesson job elements and any of the following conditions are met: <br><br> - The student has not already attained the RPL of the missed job element(s) and the RPL changes to a higher level on the next training period. <br><br> - The student was graded "I" on the previous training period, and the missed job element(s) could not be accomplished during the current training period. <br><br><br> Procedures: <br><br> - If the incomplete event/sortie is a prerequisite for the subsequent ground/flight period, the incomplete job element(s) must be completed prior to starting the subsequent ground/flight period. <br><br> - To clear an incomplete sortie, the missing job elements will be made up on subsequent ground/flight periods when possible; otherwise, the lesson will be taught/re-flown covering the item(s) not previously graded. <br><br> - The training period remains incomplete until accomplishment of the job element(s) on a subsequent ground/flight period. <br><br> - The event/sortie may be graded complete if the RPL was previously achieved, or if the RPL can be achieved on a subsequent ground trainer/sortie where the RPL has not increased. <br><br> - The missed job element must be accomplished prior to its RPL increase. <br><br> - If "I" is used, it will be followed by the reason: <br><br> • "I-MX" for a maintenance abort or delay. <br><br> • "I-OPS" for an operations abort or delay. <br><br> • "I-WX" for a weather abort or delay. <br><br> • "I-SYM" for a sympathetic abort or delay. <br><br> • "I-IN" for student requirements being incompatible with the sortie being flown. <br><br> • "I-OTH" for other reasons that the instructor will explain in his narrative. <br><br> - All incomplete entries will be fully explained in the narrative. | |
| PA | Proficiency Advancement |
| Students may advance past a single sortie/lesson to the next sortie/lesson, syllabus completion, or evaluation in a training category provided all RPLs are met or exceeded for the advanced (skipped) sortie/lesson. The SQ/CC or operations officer is the PA approval authority. Minimum events may not be reduced for a lesson/phase with a "PA" grade. | |

**Table 6.2.  Task Performance Standards.**

| Event Grade | Definition |
|---|---|

| 0 | Performance indicates a lack of ability or knowledge. |
|---|---|
| 1 | Can do 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 | Can do tasks 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 | Can do 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 | Can do all tasks and understand all 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 – 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 | [See Note] Introduction or familiarization training was conducted, but the individual was not held responsible for task performance or knowledge. |
| R | [See Note] Previously evaluated material was reviewed to ensure a desired level of proficiency was maintained. |
| **Note:**<br>"I" and "R" grading scales should be kept to a minimum, and are intended for LFT, key staff, senior  officer, WST/simulator, and system refresher courses. | |

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Deputy Chief of Staff, Operations

**Attachment 1**

**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION**

*References*

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*Adopted Forms*

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

DAF Form 847, *Recommendation for Change of Publication*

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

**ACDE**—Aircrew Chemical Defense Ensemble

**ADSC**—Active Duty Service Commitment

**AETC**—Air Education and Training Command

**AFE**—Aircrew Flight Equipment

**AFEO**—Aircrew Flight Equipment Officer

**AFGSC**—Air Force Global Strike Command

**AFI**—Air Force Instruction

**AFMAN**—Air Force Manual

**AFPD**—Air Force Policy Directive

**AFSAS**—Air Force Safety Automated System

**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

**CEA**—Career Enlisted Aviator

**CMR**—Combat Mission Ready

**CPT**—Cockpit Procedure Trainer

**CR**—Commander's Review

**CRF**—Convoy Response Force

**CRM**—Cockpit/Crew Resource Management

**CT**—Continuation Training

**CTS**—Course Training Standard

**DAFMAN**—Department of the Air Force Manual

**DLA**—Defense Logistics Agency

**DOD**—Department of Defense

**DQT**—Difference Qualification Training

**EL**—Experience Level

**EP**—Emergency Procedure

**ETCA**—Education and Training Course Announcements

**FAIP**—First Assignment Instructor Pilot

**FCF**—Functional Check Flight

**FE**—Flight Engineer

**FEF**—Flight Evaluation Folder

**FS**—Flight Surgeon

**FTU**—Formal Training Unit

**GP**—Group

**GTIMS**—Graduate Training Integration Management System

**HCM**—Hours per Crewmember

**HEED**—Helicopter Emergency Egress Device

**HG**—Helicopter Group

**HHQ**—Higher Headquarters

**HQ**—Headquarters

**IAW**—In Accordance With

**IF**—Instructor Flight Engineer

**IMC**—Instrument Meteorological Conditions

**INDOC**—Indoctrination

**IP**—Instructor Pilot

**IQ**—Initial Qualification

**IQT**—Initial Qualification Training

**IRC**—Instrument Refresher Course

**JP**—Joint Publication

**KSC**—Key Staff Course

**LAS**—Local Area Survival

**LFT**—Local Familiarization Training

**LMC**—Local Mission Certification

**LMT**—Local Mission Training

**MAJCOM**—Major Command

**MDS**—Mission Design Series

**METL**—Mission Essential Task List

**MFR**—Memorandum for Record

**MIF**—Maneuver Item File

**MQT**—Mission Qualification Training

**MR**—Mission Ready

**MT**—Medical Technician

**MX**—Maintenance

**N-BMC**—Non-Basic Mission Capable

**N-CMR**—Non-Combat Mission Ready

**NCST**—Non-Combat Survival Training

**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

**PA**—Privacy Act/Proficiency Advancement

**PAA**—Primary Assigned Aircraft

**PCS**—Permanent Change of Station

**PDS**—Personnel Data System

**PEX**—Patriot Excalibur

**PFT**—Programmed Flight Training

**PMAI**—Primary Mission Assigned Inventory

**PTAI**—Primary Training Assigned Inventory

**PTT**—Part Task Trainer

**RAP**—Ready Aircrew Program

**RDS**—Records Disposition Schedule

**RPL**—Required Proficiency Level

**RQ**—Requalification Training

**RTM**—Ready Aircrew Program Tasking Memorandum

**SERE**—Survival, Evasion, Resistance, and Escape

**SIMCERT**—Simulator Certification

**SMA**—Special Mission Aviator

**SMT**—Secondary Method of Training

**SNP**—Student Non-Progression

**SOI**—Syllabus of Instruction

**SOTW**—Sequence of Training Waiver

**SOW**—Special Operations Wing

**Stan/Eval**—Standardization and Evaluation

**SWET**—Shallow Water Egress Trainer

**TDY**—Temporary Duty Assignment

**T.O.**—Technical Order

**TOT**—Time-on-Target

**TRF**—Tactical Response Force

**TX**—Transition Training

**WST**—Weapon System Trainer

**WX**—Weather

*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 or 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 WST/simulator/flight training and are normally completed prior to commencing that training.

**Aircraft Commander (AC)**—The aircrew member designated by competent authority as being in command of an aircraft and responsible for its safe operation and accomplishment of the assigned mission. **Note:** For the purposes of this manual, the term pilot in command (PIC) may be used interchangeably with AC.

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

**Aircrew Training System (ATS)**—An integrated qualification, upgrade, and continuation training program for aircrew. Civilian contractors typically conduct most academic and ATD training, with USAF aircrew conducting most flight training.

**Approach Procedure with Vertical Guidance (APV)**—An instrument procedure which utilizes lateral and vertical guidance but which does not meet the regulatory requirements established for precision approach and landing operations.

**Basic Aircraft Qualification (BAQ)**—Status of an aircrew member who has satisfactorily completed training prescribed to maintain the skills necessary to fly the assigned aircraft. The member must perform at the minimum frequency necessary to meet the most recent sortie and flight standards set for the weapons system. BAQ will only be carried by aircrew until the completion of MQT. Except for general officers above the wing level, and any other aircrew members specifically authorized by the MAJCOM/A3, BAQ is not a permanent qualification. BAQ crewmembers are authorized to fly emergency procedures, transition, and instruments to depicted and surveyed airports and helipads.

**Basic Mission Capable (BMC)**—The status of an aircrew member who has satisfactorily completed the FTU MQT, is qualified to perform the basic squadron operational missions, but does not maintain CMR. Aircrew member accomplishes training required to remain familiarized in all primary missions of their weapon system and squadron missions but may only be qualified/certified and proficient in some. At minimum aircrew must complete the MQT portion of the formal qualification syllabus and LFT upon arrival at their assigned unit in order to be consider BMC. These aircrew members may also maintain special capabilities.

**Certification**—The process of certifying an aircrew member in tactical employment and special weapons capabilities, procedures, and rules.

**Combat Mission Ready (CMR)**—The status of an aircrew member who has satisfactorily completed MQT and LMT, is fully qualified to perform the squadron's operational mission(s), and maintains qualification/certification/proficiency in these missions.

**Continuation Training (CT)**—Training to maintain proficiency and improve aircrew capabilities while performing squadron missions and aircrew proficiency sorties not flown in formal syllabi missions, tests, or evaluations. This training is applicable to BAQ, BMC, and CMR aircrew members.

**Crew Resource Management (CRM)**—Training concept that emphasizes team effectiveness by enhancing individual and aircrew performance in communication, situational awareness, effective leadership and management, and crew coordination IAW AFMAN 11-290, *Cockpit/Crew Resource Management and Threat & Error Management Program*.

**Currency**—The minimum frequency required to perform an event or sortie safely.

**Difference Qualification Training (DQT)**—Training provided to qualify members in a different series aircraft in the same mission design.

**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**—Previously known as duty not involving flying (DNIF). It is when an individual has been found by medical authority, either temporarily or permanently medically unfit, as defined in block 12 of the DD Form 2992 or remarks section.

**Event**—The accomplishment of specific training elements, functions, or tasks (i.e., formation, NVG, water operations, remote operations, etc.).

**Flight Lead**—As designated on the flight orders, the individual responsible for the overall conduct of the mission from preflight preparation/briefing to postflight debriefing regardless of actual position within the formation.

**Flight Simulation Training Device**—A Federal Aviation Administration classification of training devices which replicates aircraft flight within its operational environment. These include three-axis full motion simulators, and non-motion simulators.

**Formal Training Unit (FTU) Courseware**—All material administered or distributed by the 58 SOW is considered FTU courseware, and appropriate for aircrew training.

**Formation**—Two or more aircraft under the command of a designated flight lead operating in mutual support with each other. The aircraft commander assumes responsibility for the aircraft's position relative to others flying in the same formation.

**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.

**In-unit MQT**—Mission training taught at each squadron to complete training not provided at the FTU (e.g., NVG formation, aerial gunnery, etc.) or training not required by a PCSing aircrew member's previous MAJCOM. Includes training taught at each squadron to complete upgrades established as part of a larger FTU syllabus (e.g., NVG qualification).

**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 300 feet AGL.

**Local Mission Training (LMT)**—Consists of all the training required for a new aircrew member to become capable of supporting the unit's mission. Typically, LMT consists of all the training required to make a particular aircrew member CMR in that unit's mission.

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

**Mission Qualification Training (MQT)**—Training required to achieve a basic level of competence in the squadron's primary tasked missions. This training is a prerequisite for CMR or BMC status.

**Mission Ready (MR)**—The status of an aircrew member who has satisfactorily completed MQT, is fully qualified to perform the squadron's mission(s), and maintains

qualification/certification/proficiency in these missions at non-combat coded units (e.g., FTU, test, and Operational Support Airlift).

**NVG Sortie**—Any night sortie where crewmembers wear NVGs for situational or orientation awareness while performing duties in the primary crew position.

**Night Time**—The time between the end of evening civil twilight and the beginning of morning civil twilight as published in the *Air Almanac*, converted to local time.

**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.

**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.

**Primary Aerospace Vehicle Authorization (PAA)**—Aircraft authorized for performance of the operational mission. The PAA forms the basis for allocation of operating resources to include manpower, support equipment, and flying-hour funds. The operating command determines the PAA required to meet their assigned missions (See AFI 16-402, *Aerospace Vehicle Programming, Assignment, Distribution, Accounting, and Termination*). PAA includes primary mission aerospace vehicle inventory (PMAI) and primary training aerospace vehicle inventory (PTAI).

**Proficiency**—Demonstrated ability to successfully accomplish tasked event safely and effectively. For purposes of this instruction, proficiency also requires currency in the event, if applicable.

**Profile**—A combination of training events that are flown together to receive credit and are logged under one ARMS identifier.

**Qualification**—Aircrew member has demonstrated the capability to operate the aircraft and/or equipment safely and effectively during all phases of the mission.

**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 the FTU Syllabi.

**Special Mission Aviator (SMA)**—A career enlisted aviator air force specialty code (AFSC) 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.

**Specialized Training**—Training in specialized tactics, weapon systems, or flight responsibilities such as flight lead, instructor, NVG water ops, etc. This training may be conducted during MQT, LMT, or during continuation training as required.

**Student Non-Progression (SNP)/X-Sorties**—An X-Sortie/lesson (or student non-progression) is used to document additional sorties/lessons beyond syllabus requirements in order to provide remedial training to bring student performance up to RPL.

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

**Tactical Mission**—A mission designed to perform the units designed operational capability mission set.

**Techniques**—Procedures that are options to the primary procedure. The reason for employment of techniques should be based on circumstances or situation, not personal preference.

**Total Flying Time**—Total time for all aircraft flown during military service to include student time. Total flying time accumulated for upgrade purposes must be in the aircrew member's current crew position (i.e., pilot or FE).

**Training Cycle**—The period of time for which aircrew continuation training requirements are tracked and maintained. The RTM establishes the aircrew training cycle and reporting requirements.

**Training Status**—A status in which all of an aircrew member's flying training is completed under the supervision of an instructor in the aircrew member's respective crew position.

**Volume**—A method of tracking currency based on the total number of events/sorties completed within a specified period of time.

**Attachment 2**

**GROUND TRAINING DESCRIPTIONS AND REQUIREMENTS**

**A2.1. Ground Training Requirements.** 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. Currency is outlined in **Table A2.1** The crew position in parenthesis after each event title lists who the currency is applicable to.

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

**A2.3. Aircrew Flight Equipment Familiarization Training (All).** Reference AFI 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.

**A2.4. Aircrew Flight Equipment Fit Check (All).** Reference AFI 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 defense ensemble [ACDE], etc.) will be checked and verified for proper size/fit prior to first flight at every new assignment, with periodic refit requirements. **(T-2)**

**A2.5. Aircrew Flight Equipment Training (All).** Reference AFI 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.

**A2.6. Aircrew Chemical, Biological, Radiological, Nuclear Training (ACBRN) (P, FE).** Reference AFI 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.

A2.6.1. 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)**

A2.6.2. 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).

**A2.7. AIR Card Training (P, FE).** Reference AFI 11-253, *Managing Purchases of Aviation Fuel and Ground Services*. Complete periodic AIR Card® user training in accordance with Defense Logistics Agency (DLA) Energy policy.

**A2.8. Anti-Hijacking (All).** Reference AFI 13-207. Training on US Air Force policy and guidance on preventing and resisting aircraft piracy (hijacking). Training consists of a review of AFI 13-207, *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.

**A2.9. Crew Resource Management (P, FE, FS).** 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.

A2.9.1. Method: Normally conducted in conjunction with an FTU upgrade, simulator refresher training, or by a trained CRM facilitator. If accomplished in conjunction with an FTU upgrade or simulator refresher training, the completion date is the course graduation date. *Crewmembers who complete IQT, transition, or requalification in-unit will receive CRM training from a CRM facilitator within six months of completing their qualification evaluation*. **(T-2) Note:** CRM for Instructors satisfies the CRM refresher training requirement.

**A2.10. Egress Training with ACBRN (P, FE).** Reference AFI 11-301V1. Evaluates the aircrew's ability to demonstrate proficiency in the use of primary and secondary ground egress procedures while wearing ACDE. Training will stress the unique changes in procedures to include added difficulties aircrew would and could experience as a result of wearing ACDE. Any AFE officer (AFEO), UH-1N instructor, or AFE instructor can provide this training for any aircrew position. If required by MAJCOM, the event will be conducted prior to first flight with ACBRN. **(T-1)**

**A2.11. Emergency Egress Training, Non-Ejection Seat (All).** Reference AFI 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. 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 UH-1N instructor can provide this training for any aircrew position.

**A2.12. Functional Check Flight Exam (P, FE).** Open book test consisting of questions related to FCF procedures from T.O.s and applicable directives, minimum passing score is 85%. Guidance on development and administration of exams are provided in MAJCOM or local guidance. Non-current crewmembers will not participate in FCF operations. **(T-2)**

**A2.13. Gun Control Act/Lautenberg Amendment (P, FE).** Reference AFI 31-117. Crewmembers may not be issued weapons until current.

**A2.14. Helicopter Emergency Egress Device Preparation (P, FE, FS).** 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). Crewmembers non-current for HEED training may not participate in sustained, over water flight beyond autorotational distance from land.

**A2.15. 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)** Pilot's non-current for IRC are restricted from IFR flight. **(T-1)**

**A2.16. Minor Maintenance (FE).** Training designed to provide FEs proficiency in accomplishing limited field aircraft maintenance actions not already listed in T.O. 1H-1(U)N-1 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.

A2.16.1.  Minimum requirements: (1) review of applicable publications and technical orders, (2) hands-on completion of appropriate maintenance actions, (3) completion of AFTO 781 series forms. Training may be accomplished on a helicopter or approved aircrew training device.

**A2.17.  Non-Combat Survival Training (P, FE, FS).** 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. 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)**

A2.17.1.  Method: Training will be conducted by SERE personnel.

**A2.18.  NVG Training (P, FE).** Reference AFMAN 11-202V1. Periodic training covering NVG mishaps, MDS-specific tactical issues, and other relevant NVG discussion items. Use the date of the first successful NVG flight evaluation as the initial completion date. NVG Refresher may be taught by a NVG qualified instructor as designated by the unit commander. Crewmembers non-current for NVG Training may not perform NVG flight. **(T-2)**

**A2.19. Pyrotechnics Training (FE).** Upon unit in processing crewmembers will conduct training on the types of pyrotechnics employed from unit aircraft. Training consists of device characteristics, hazards, operation, aircraft storage and loading procedures, and deployment procedures. Locally developed and approved by unit safety. Training is conducted by instructors familiar with Air Force Occupational Safety and Health standards, applicable T.O.s, and operational procedures-series publications. Crewmembers who are non-current may not deploy pyrotechnics.

**A2.20.  Refuel Supervisor (P, FE).** Reference T.O. 00-25-172. Unit-specific training instructed by maintenance personnel. Training prepares aircrew members to participate in hands-on refueling operations to include hot refueling operations if applicable. Crewmembers who are non-current may not participate in refueling operations. **(T-3)**

**A2.21.  Local Area Survival. (P, FE, FS).** 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. One-time requirement prior to the first flight at every assignment. Personnel who PCS and then return for subsequent assignments will accomplish this training during each reassignment.

A2.21.1.  Method: Training will be conducted by SERE personnel.

**A2.22.  Simulator Refresher (P, FE).** Training designed to provide crewmembers a review of basic aircraft systems and mission systems. Also includes simulator training that reinforces CRM techniques, emergency and instrument procedures, abnormal operating procedures, and procedures that cannot be safely practiced in the aircraft.

A2.22.1. Method: Crewmembers who complete IQT at the FTU will use the initial qualification evaluation completion date to establish a recurring baseline. Non-BAQ crewmembers will follow applicable AETC formal qualification syllabus prerequisites. *Crewmembers who complete IQT, transition, or requalification in-unit and do not complete simulator training as part of the program will attend the formal simulator refresher course within six months of completing their qualification evaluation*. Crewmembers that complete instructor upgrade at the FTU (to include the academics-only course) may use the evaluation completion date to reestablish currency. Simulator refresher training is not required for crewmembers who will not fly the UH-1N beyond 4 months past their established due date (due to separation, PCS to a non-flying position, etc.). The aircrew complement must be IAW AFMAN 11-2UH-1NV3 MAJCOM supplements in order to log continuation training events. Civilian ATS instructors meet the aircrew complement requirement. May be accomplished at any location with a MAJCOM-certified UH-1N simulator. Unit commanders may designate simulator refresher course instructors for any aircrew qualified to conduct the syllabus academic and ATD events.

**A2.23.  Small Arms Qualification Training (P, FE).** Reference DAFMAN 36-2655. Crewmembers maintain weapons qualification to support mission and aircraft security requirements. Non-current crewmembers will not be issued a weapon unless an extension is granted IAW AFI 36-2654. **(T-1)**

**A2.24.  Use of Force Training (P, FE).** Reference AFI 31-117. Each unit is responsible for conducting Use of Force training for assigned personnel. Training will be geared to missions crewmembers will likely perform or scenarios they will likely encounter. Non-current crewmembers will not be issued a weapon. (**T-0**)

**A2.25.  Water Survival Training (P, FE, FS).** Reference AFI 16-1301. Personnel will demonstrate proficiency in survival and recovery TTP from a water environment using weapons system specific survival equipment. Crewmembers non-current for water survival training may not participate in sustained, over water flight beyond autorotational distance from land.

**Table A2.1.  Ground Training Requirements.**

| Event | ID | P | FE | FS | OSF | Phase Period | Reference | Waiver Tier |
|---|---|---|---|---|---|---|---|---|
| Aerospace Physiological Training | ------ | G | G | G | | 5 Years | AFMAN 11-403 | 1 |
| AFE Familiarization Training | LL01XG | G | G | G | G[(6)] | PCS | AFI 11-301V1 | 1 |
| AFE Fit Check | LL07XG | G | G | G | G[(6)] | 36 mo/PCS | AFI 11-301V1 | 2 |
| AFE Training | LL06XG | N | N | N | G[(6)] | PCS | AFI 11-301V1 | 2 |
| ACBRN Training | LL04XG | N | N | | | PCS | AFI 11-301V1 | 2 |
| Air Card Training | GA95XG | N | N | | | 36 mo | AFI 11-253 | 0 |
| Anti-Hijacking | GA03XG | N | N | G | G | 12 mo | AFI 13-207 | 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 | | | One-Time | AFI 11-301V1 | 1 |
| Emergency Egress Training, Non-Ejection Seat | LL03XG | G | G | G | G | 24 mo | AFI 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 | AFI 31-117 | 0 |
| Helicopter Emergency Egress Device Preparation | SS08XG | O | O | O | | 36 mo | AFI 16-1301 | 2 |
| Instrument 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 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 |
| Simulator Refresher | SQ05XG | G | G | | | 24 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 | AFI 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 – 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. See Attachment 3 for more information.

1. Updated guidance from the reference publication supersedes this manual.

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.

**Attachment 3**

**FLYING TRAINING EVENT/SORTIE DESCRIPTIONS AND REQUIREMENTS**

**A3.1. General.** This attachment provides flying training event descriptions and amplifying information for flight currency events. Currency tables for each crew position are found in Tables **A3.1** and **A3.2** Unless otherwise noted, all required items must be accomplished at night to credit a night event. The crew position in parenthesis after each event title lists who the certification is applicable to. "All" indicates that both pilots and FEs are eligible. An asterisk (*) denotes MAJCOM-optional or instructor certified events.

**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.

A3.2.2. Restrictions: Each pilot must perform both pilot flying and pilot not flying (if applicable) duties to credit a basic sortie. **Exception:** Crewmembers completing engine running crew changes need only complete the applicable portions of the sortie (i.e., run-up or shut-down, takeoff and landing procedures).

**A3.3. Emergency Procedures (EP) (Day/Night) (All).** 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: (1) Review of boldface procedures, (2) single hydraulic failure approach and landing, (3) simulated fuel control failure approach and landing, (3) simulated single-engine approach and landing, (4) straight-ahead autorotation, (5) turning autorotation (90- or 180-degrees). **Exception:** Autorotations are not required for night EP sorties.

A3.3.2. Restrictions: Non-current crewmembers will regain currency prior to the accomplishment of other sorties or events.

**A3.4. Transition (P).** Event that reinforces UH-1N basic skills such as power management, and takeoff and landing procedures.

A3.4.1. Minimum requirements: (1) Normal takeoff, (2) maximum performance takeoff, (3) marginal power takeoff, (4) normal approach and landing, (5) steep approach, (6) shallow approach. Slide takeoffs and landings are desired.

**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 in accordance with AFMAN 11-202V3, *Flight Operations*, procedures. 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. Completion of a full instrument procedure and flight in instrument IMC is desired.

A3.5.2.  Restrictions: Non-current crewmembers are restricted from flight under instrument flight rules (IFR) 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. Completion of a full instrument procedure and flight in instrument meteorological conditions (IMC) is desired.

A3.6.2.  Restrictions: Non-current crewmembers are restricted from IFR flight until currency is regained.

**A3.7.  Night Vision Goggle (NVG) Sortie (All).**  Sortie designed to exercise basic skills associated with NVG flight.

A3.7.1.  Minimum requirements: Any sortie where crewmembers wear NVGs for situational awareness/orientation while performing duties in a primary crew position.

**A3.8.  Unprepared Site Landing (Day/Night) (All).**  Event that focuses on techniques and procedures designed to conduct operations at unprepared sites.

A3.8.1.  Minimum requirements: Analysis of wind, power, hazards, and approach/departure considerations in the terminal area, approach, landing, and takeoffs at an unprepared site. Slope landings, pinnacle/ridgeline landings, and AIE operations are desired.

**A3.9.  Formation (Day/NVG) (All).**  Event designed to ensure crewmembers exercise skills associated with formation operations.

A3.9.1.  Minimum requirements: En route and terminal area formation operations from the lead and wingman roles, rejoins and tactical formation maneuvering (TFM). Lost visual contact procedures are desired.

**A3.10.  Low Level (Day/NVG) (All).**  Event that ensures crewmembers exercise skills required to safely operate in the low level environment.

A3.10.1.  Minimum requirements: Execute en route flight below 300 feet AGL with emphasis on altitude management, terrain and obstacle avoidance, and approaches from a low-level altitude.

**A3.11.  *Tactical (Day/NVG) Sortie (All).**  Sortie designed to reinforce planning and execution of the Designed Operational Capability (DOC) mission requirements of their assigned flying unit.

A3.11.1.  Minimum requirements: Mission planning, tactical flight in a MAJCOM-specific mission profile, threat analysis, evasive maneuvers, tactical approach and landing. Low-level navigation, formation operations, authentication, and time-on-target (TOT) procedures are desired.

**A3.12.  *Aerial Gunnery (Day/NVG) (FE).**  Event designed to ensure crewmembers exercise basic skills required to safely operate the assigned weapon.

A3.12.1.  Minimum requirements: Preflight, arm, fire standard ammunition load, diagnose malfunctions, and de-arm the weapon in accordance with current checklist procedures.

A3.12.2.  Restrictions: One live aerial gunnery sortie (day or NVG), must be completed every 180 days.

**A3.13.  \*Aircrew Chemical Defense Ensemble (ACDE) (Day/NVG) (All).**  Event designed to reinforce crewmember awareness of limitations and physiological effects while wearing ACDE during flight operations.

A3.13.1.  Perquisites: Current in ABCRN Training and Egress Training with ACBRN.

A3.13.2.  Minimum requirements: MAJCOMs will dictate equipment requirements. Required equipment will be worn for a minimum of 30 minutes while performing inflight duties.

A3.13.3.  Restrictions: An ACDE-certified pilot not wearing ACDE must be at a set of controls. **Exception:** MAJCOMs may authorize simultaneous, dual-pilot ACDE training provided both pilots are ACDE-certified and current.

**A3.14.  \*Alternate Insertion/Extraction (AIE) (Day/NVG) (All).**  Event that utilizes various devices to deploy and recover personnel and equipment from the ground or water into the aircraft in accordance with current AFTTPs.

A3.14.1.  Alternate insertion/extraction devices are defined as: Hoist, fast rope, rappel, and rope ladder. Flight engineers will only perform AIE operations for the device(s) in which they are certified.

A3.14.2.  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. AIE operations with live personnel are desired. Pilots do not require the use of an actual device to log an event provided the procedures remain the same.

**A3.15.  \*Close Air Support (All).**  Event that employs live or simulated ordnance to suppress simulated threat(s) in response to a request from an actual or simulated ground team utilizing AFTTP 3-1/3-3.H-1, Joint Publication (JP) 3-09.3 and AFTTP 3-2.6 procedures.

A3.15.1.  Minimum requirements: Ground party coordination, threat assessment, correlation, crew coordination, weapons employment patterns.

**A3.16.  \*Cargo Sling (All).**  Event that utilizes the cargo hook and sling devices to move equipment.

A3.16.1.  Minimum requirements: functional check, verbal directions, hookup, pattern, and release.

**A3.17.  \*Day Water (All).**  Event that refines skills associated with searching, locating, and recovering personnel from a water environment.

A3.17.1.  Minimum requirements: Appropriate pattern, approach to hover, and AIE operations. Use of pyrotechnics and sea dye markers, live swimmer insertion/extraction, and open ocean hover operations are desired.

**A3.18.  \*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.

A3.18.1.  Minimum requirements: Functional check, verbal directions, hookup, pattern, and water release.

**A3.19.  *Functional Check Flight (FCF) (All).**  Sortie designed to ensure certified crewmembers remain familiar with T.O. 1H-1(U)N-6CF-1, *Acceptance and Functional Check Flight Procedures*, requirements.

A3.19.1.  Minimum requirements: Completion of any T.O 1H-1(U)N-6CF-1 inflight requirements. A full FCF flight profile is not required. **Note:** Single Engine Topping (Manual) is desired.

A3.19.2.  Restrictions: Minimum supervision for a non-current FCF crewmember is a FCF-certified instructor pilot. Minimum crew to log FCF currency training is IAW the minimum crew tables defined in AFMAN 11-2UH-1NV3 MAJCOM supplements.

**A3.20.  *Hot Refueling (All).**  Event that allows aircraft engine running refueling from a fuel truck or fixed fueling system.

A3.20.1.  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. **Note:** Completion satisfies annual certification requirement established by T.O. 00-25-172.

**A3.21.  *Parachute Drop (Static/Freefall) (All).**  Event that refines skills associated with deployment of static line or freefall parachutists from the UH-1N.

A3.21.1.  Minimum Requirements: Jump master briefing, preflight and configure aircraft for jumper deployment. Each pilot must perform both pilot flying and pilot not flying (if applicable). Review of emergency procedures is desired.

**Table A3.1.  Pilot Flight Currencies. (T-2)**

| EVENT | ID | EXP LVL CURRENCY DAYS | | | | | CATEGORY | | | SIM | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 45 | 60 | 90 | 180 | 365 | BAQ | BMC | CMR | | |
| Basic Sortie | SX01XG | I / E | | | | | R | | | LIM | 1 |
| Transition | SX03AG | | I | E | | | R | | | Y | 1 |
| EP Sortie (Day) | SX32AG | | I | E | | | R | | | Y | 1 |
| EP Sortie (Night) | SX33AG | | | I | E | | O | | | M | 4 |
| Instrument Approach | AP31AG | I | E | | | | R | | | Y | 1, 2 |
| Instrument Profile | SX04AG | | | I | E | | R | | | Y | 1, 2 |
| NVG Sortie | SX36AG | | I | E | | | | R | | LIM | 3 |
| Unprepared Site Landing (Day) | AP04AG | | | I | E | | | R | | LIM | 3 |
| Unprepared Site Landing (Night) | AP05AG | | | I / E | | | | R | | LIM | 3, 4, 5 |
| Low Level (Day) | LE01AG | | | I | E | | | R | | LIM | 3, 7 |
| Low Level (NVG) | LE02AG | | | I / E | | | | R | | LIM | 3, 4, 5, 6, 7 |
| Formation (Day) | RA22AG | | | I | E | | | R | | N | 3 |
| Formation (NVG) | RA23AG | | | I / E | | | | R | | N | 3, 4, 5, 6, 7 |
| Tactical (Day) | SR25AG | | | I | E | | | | O | LIM | 6 |
| Tactical (NVG) | SR26AG | | | I / E | | | | | O | LIM | 4, 5, 6 |
| ACDE (Day) | ME45AG | | | | | I / E | | | | Y | 6 |

| | | | | | I / E | | | | Y | 4, 6 |
|---|---|---|---|---|---|---|---|---|---|---|
| ACDE (NVG) | ME46AG | | | | I / E | | | | Y | 4, 6 |
| AIE (Day) | ME26AG | | | I / E | | | | | N | 6 |
| AIE (NVG) | ME27AG | | | I / E | | | | | N | 4, 6 |
| Cargo Sling | ME42AG | | | | I / E | | | | N | 6 |
| Close Air Support (CAS) | SR18AG | | | I | E | | | | LIM | 6 |
| Day Water | ME42AG | | | | I / E | | | | N | 6 |
| Fire Bucket | ME41AG | | | | I / E | | | | N | 6 |
| FCF Sortie | SC01AG | | | | I / E | | | | LIM | 6 |
| Hot Refueling | AR11AG | | | | | I / E | | | N | 6 |
| Parachute Drop | ME43AG | | | | I / E | | | | N | 6 |

**NOTES:**

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

SIM Column: "Y" indicates this event is creditable in a certified ATD; "N" indicates this event may not be credited in any ATD; "LIM" indicates this event is creditable in a certified ATD, but restrictions on logging frequency may be applied in MAJCOM RTMs; "M" indicates accomplishment of this event is mandatory in a certified ATD, and may not be accomplished in the aircraft unless authorized by MAJCOM supplement to this manual.

1.        Loss of currency in excess of 6 months results in loss of BAQ.
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 core mission event qualification.
4.        Completion credits/updates equivalent day event. See **paragraph 4.4.3.5**. Loss of currency in excess of 6 months results in loss of equivalent day core mission event qualification or certification.
5.        Completion dual credits NVG Sortie.
6.        Loss of currency does not affect BMC or CMR designation unless otherwise designated by MAJCOM RTM or supplement.
This event and remains optional for the 36 RQS and 459 AS; accomplish only if directed by MAJCOM RTM.

**Table A3.2.  Flight Engineer Flight Currencies. (T-2)**

| EVENT | ID | EXP LVL CURRENCY DAYS | | | | | CATEGORY | | | SIM | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 45 | 60 | 90 | 180 | 365 | BAQ | BMC | CMR | | |
| Basic Sortie | SX01XG | I / E | | | | | R | | | LIM | 1 |
| EP Sortie (Day) | SX32AG | | I | E | | | R | | | Y | 1 |
| EP Sortie (Night) | SX33AG | | | I | E | | O | | | M | 3 |
| NVG Sortie | SX36AG | | I | E | | | | | R | LIM | 2 |
| Unprepared Site Landing (Day) | AP04AG | | | I | E | | | | R | LIM | 2 |
| Unprepared Site Landing (Night) | AP05AG | | | I / E | | | | | R | LIM | 2, 3 |
| Low Level (Day) | LE01AG | | | I | E | | | | R | LIM | 2, 7 |
| Low Level (NVG) | LE02AG | | | I / E | | | | | R | LIM | 2, 3, 4, 5, 7 |
| Formation (Day) | RA22AG | | | I | E | | | | R | N | 2 |
| Formation (NVG) | RA23AG | | | I / E | | | | | R | N | 2, 3, 4, 5, 7 |
| Tactical (Day) | SR25AG | | | I | E | | | | O | LIM | 5 |
| Tactical (NVG) | SR26AG | | | I / E | | | | | O | LIM | 3, 4, 5 |
| Aerial Gunnery (Day) | GU01AG | | | I / E | | | | | | LIM | 5 |
| Aerial Gunnery (NVG) | GU02AG | | | I / E | | | | | | LIM | 3, 5 |
| ACDE (Day) | ME45AG | | | | I / E | | | | | Y | 5 |
| ACDE (NVG) | ME46AG | | | | I / E | | | | | Y | 3, 5 |
| AIE (Day) | ME26AG | | | I / E | | | | | | N | 5 |

| AIE (NVG) | ME27AG | | | I / E | | | | | | N | 3, 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Cargo Sling | ME42AG | | | | I / E | | | | | N | 5 |
| Close Air Support (CAS) | SR18AG | | | I | E | | | | | LIM | 5 |
| Day Water | ME42AG | | | | I / E | | | | | N | 5 |
| Fast Rope | ME38AG | | | | I / E | | | | | N | 5, 6 |
| Fire Bucket | ME41AG | | | | I / E | | | | | N | 5 |
| FCF Sortie | SC01AG | | | | I / E | | | | | LIM | 5 |
| Hoist | ME61AG | | | | I / E | | | | | N | 5, 6 |
| Hot Refueling | AR11AG | | | | | I / E | | | | N | 5 |
| Parachute Drop (Static/Freefall) | ME43AG | | | | I / E | | | | | N | 5 |
| Rappel | ME40AG | | | | I / E | | | | | N | 5, 6 |
| Rope Ladder | ME39AG | | | | I / E | | | | | N | 5, 6 |

*NOTES:*

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

SIM Column: "Y" indicates this event is creditable in a certified ATD; "N" indicates this event may not be credited in any ATD; "LIM" indicates this event is creditable in a certified ATD, but restrictions on logging frequency may be applied in MAJCOM RTMs; "M" indicates accomplishment of this event is mandatory in a certified ATD, and may not be accomplished in the aircraft unless authorized by MAJCOM supplement to this manual.

1.        Loss of currency in excess of 6 months results in loss of BAQ.
2.        Loss of currency in excess of 6 months results in loss of core mission event qualification.
3.        Completion credits/updates equivalent day event. See **paragraph 4.4.3.5**. Loss of currency in excess of 6 months results in loss of equivalent day core mission event qualification or certification.
4.        Completion dual credits NVG Sortie.
5.        Loss of currency does not affect BMC or CMR designation unless otherwise designated by MAJCOM RTM or supplement.
6.        Completion dual credits AIE event matching environmental condition (Day/NVG). See **paragraph 4.4.3.5**. This event remains optional for the 36 RQS and 459 AS; accomplish only if directed by MAJCOM RTM.