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This volume implements Air Force Policy Directive (AFPD) 11-2, Air Crew Operations, and supports Air Force Instruction (AFI) 11-200, Aircrew Training, Standardization/Evaluation, and General Operations Structure, and AFPD 11-4., Aviation Service. It covers USAF KC-135 aircrew training policy to safely and successfully accomplish worldwide mobility missions. This instruction applies to Air Force Reserve Command (AFRC) and Air Mobility Command (AMC)-gained Air National Guard (ANG) KC-135 units and unless specifically exempted (Pacific Air Force (PACAF)-gained ANG KC-135 units). Each Mobility Air Force (MAF) Major Command (MAJCOM) may set training requirements lower than specified in this instruction when the statement "or as specified in MAJCOM supplement" is indicated as applicable to that item or event. MAJCOM supplements must be coordinated and approved by AMC/A3T and AF/A3XI. In Accordance With (IAW) AFI 11-200 and AFI 11-202 Volume 1, Aircrew Training, before publication; units will send one copy to the parent MAJCOM Office of Primary Responsibility (OPR) for processing. The authority to waive wing/unit level requirements in this publication is identified in **Paragraph 1.15**. Submit suggested improvements to this instruction on AF Form

847, Recommendation for Change of Publication, through MAJCOM channels to OPR, AMC/A3T according to AFI 11-215, Flight Manual Program (FMP). Send proposals for amending existing course prerequisites or recommendations to change or delete obsolete courseware through the appropriate MAJCOM training staff to the OPR. The OPR physical address is AMC/A3T, 402 Scott Drive, Unit 3A1, Scott AFB, IL, 62225-5302; the email address is AMC.A3TK@us.af.mil. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force. This publication requires the collection and or maintenance of information protected by Title 5 United States Code (USC) Section 552a, The Privacy Act of 1974. The authorities to collect or maintain the records prescribed in the publication are 37 USC § 301a, Incentive Pay; Public Law (PL) 92-204., Appropriation Act for 1973; PL 93-570 § 715, Appropriation Act for 1974; PL 93- 294., Aviation Career Incentive Act of 1974; Executive Order 9397, Numbering System for Federal Accounts Relating to Individual Persons, as amended; Department of Defense (DoD) Directive 7730.57, Aviation Career Incentive Act and Required Annual Report; and AFI 11-401, Aviation Management. The applicable SORN, F011 AF XO A, Aviation Resource Management System (ARMS), is available at: <http://dpcl.d.defense.gov/Privacy/SORNsSearchResults/tabid/7541/Category/277/Default.aspx>. Ensure that all records created as a result of processes prescribed in this publication are maintained IAW Air Force Manual (AFMAN) 33-363., Management of Records, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS)”

(MILDENHALL) AFI 11-2KC-135 Volume 1, 3 January 2017, is supplemented as follows: This supplement applies to all United States (U.S.) Air Force flying personnel in the United States European Command (USEUCOM), except those under the management of another major command (MAJCOM). It also applies to all U.S. Air Force flying personnel of other MAJCOMs who have been placed under the operational control (OPCON) of either USEUCOM or United States Air Forces in Europe (USAFE). In addition, this supplement applies to all non-U.S. Air Force crewmembers assigned or attached to USAFE units. It does not apply to Air National Guard (ANG) or Air Force Reserve Command (AFRC) units. Waivers to the supplement will be requested through 100 OG/OGT and approved by 100 OG/CC. The Privacy Act of 1974 applies to this supplement; Privacy Act System Number F011 AF AMC A, Air Force Operations Resource Management Systems (AFORMS) covers required information. Authority for maintenance of AFORMS is 37 U.S.C. 301a, Public Laws 92-204., 93-570, and 93-294., Department of Defense Instruction (DoDI) 7730.57, Aviation Career Incentive Act of 1974 and Required Annual Report and Executive Order 9497 applies. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363., Management of Records, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at https://www.my.af.mil/afirms/afirms/afirms/rds/rds_series.cfm Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using Air Force (AF) Form 847, Recommendation for Change of Publication; route AF Forms 847 from the field through the appropriate functional chain of command. See [Attachment 1](#) for Glossary of References and Supporting Information.

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. It standardizes format, **Paragraphs**, and information with other AMC Mission-Design-Series (MDS) specific Volume 1's by relocating and renumbering throughout. Major changes include: introduction of the ANG Boom Operator Simulation System (BOSS), Tier waiver system, GTIMS training/waiver management, G400 AIR Card User Training, and G401 Instructor/Evaluator Calibration; removal of Flight Surgeon training requirements; updates training events/currency in **Tables 4.1, 4.2, 4.3, 4.4, and 4.5**.

Chapter 1— GENERAL	8
1.1. Training Objective.....	8
1.2. Key Words Explained.....	8
1.3. Administration.....	8
1.4. Responsibilities.....	8
1.5. Waiver Authority.....	14
Figure 1.1. Sample Waiver Request Format.....	16
Table 1.1. Processing Waivers to AFI 11-2KC-135V1.....	17
1.6. Use of Flying Hours.....	17
1.7. In-Unit Training Time Limitations.....	18
Table 1.2. In-Unit Training Time Limitations.....	18
1.8. Training Documentation.....	19
1.9. Flight Evaluator Usage.....	19
1.10. Instructor Training and Supervision Requirements.....	19
1.11. Distribution.....	19
1.12. Transfer of Aircrews.....	20
1.13. Aircrew Training While DNIF.....	20
1.14. Aircrew Rated Management Overview.....	20
1.15. Information Management.....	20
1.16. Failure to Progress or Complete Training.....	21
1.17. Career Enlisted Aviator (CEA) Skill Levels.....	21
1.18. Aircrew Training Quota Management.....	21

Chapter 2— INITIAL QUALIFICATION TRAINING	23
2.1. General Requirements.....	23
2.2. Initial Qualification Training (IQT) Prerequisites.	23
2.3. Ground Training Requirements.	23
Table 2.1. Initial Qualification Ground Training Requirements.....	23
2.4. Flying Training Requirements	24
2.5. Conversion/Differences Qualification Training Requirements.	24
Table 2.2. KC-135‘X’ Difference Qualification Training Requirements Guide	25
2.6. Multiple Qualification	27
2.7. Senior Officer Qualification Requirements.	27
2.8. Flight Surgeons	27
2.9. Requalification Training (RQT).	27
2.10. Navigator/CSO Training.....	29
Chapter 3— MISSION QUALIFICATION AND CERTIFICATION TRAINING	30
3.1. Description.....	30
3.2. Time Periods for Mission Qualification and Certification Training.	30
3.3. Ground Training Requirements.	31
Table 3.1. Mission Certification Ground Training Requirements (Conventional)	31
3.4. Flying Training Requirements.	33
3.5. Flight Surgeon Mission Qualification Requirements.....	34
Table 3.2. Mission Certification Flying Training Requirements (Conventional)	34
Table 3.3. Mission Certification Training OPLAN-801X Requirements (OPLAN-801X committed units only)	35
Chapter 4— CONTINUATION TRAINING	37
4.1. Description.....	37
4.2. Aircrew Status.....	37
4.3. Flying Training Levels.....	37
4.4. Training Events/Tables.	38
4.5. Continuation Training Requirements.....	39

Table 4.1.	Aircrew Ground Continuation Training Requirements (Failure to Accomplish = NMR).....	40
Table 4.2.	Aircrew Specific Mobility Training Requirements (Failure to Accomplish = Restrictions May Apply*).....	42
4.6.	Flight Surgeon Continuation Flying Requirements.	44
Table 4.3.	KC-135 Pilot Semi-Annual Continuation Flying Requirements	44
Table 4.4.	Navigator/CSO Semi-Annual Continuation Flying Requirements	47
Table 4.5.	Boom Operator Semi-Annual Continuation Flying Requirements.....	48
4.7.	Ancillary Training.....	49
4.8.	Proration of Training.	49
Table 4.6.	Individual Availability	50
4.9.	Failure to Complete Training Requirements.....	50
4.10.	Requirements Before PCS Or TDY By Members On Active Flying Status.....	53
4.11.	Requirements Before Removal From Active Flying Status.....	53
4.12.	Requirements While In Inactive Flying Status.	53
4.13.	Retraining	53
4.14.	Aircrews Flying in Non-US Air Force Aircraft and with Non-US Air Force Units.....	53
4.15.	Training Period.	53
Chapter 5— UPGRADE TRAINING		54
5.1.	Description	54
Table 5.1.	Pilot Prerequisites For Upgrade--Selection Matrix.....	54
5.2.	Mobility Pilot Development (MPD).	54
5.3.	MPD Continuation Training thru Aircraft Commander Upgrade.....	55
5.4.	Aircrew Instructor Program	57
Table 5.2.	Navigator/CSO and Boom Operator Upgrade Prerequisites.....	58
Table 5.3.	Pilot Pre-Instructor Training	59
Table 5.4.	Boom Operator Pre-Instructor Training.....	60
Table 5.5.	Instructor Training Course Required Publications.....	62
5.5.	Flight Examiner Program.....	63

	5.6.	Special Qualifications and Certifications.....	63
Table	5.6.	MPRS Certification Training Requirements.....	66
Table	5.7.	Tactics Certification Requirements.....	68
Table	5.8.	RNAV/GPS Operations Certification Requirements.....	71
Chapter 6— AIRCREW TRAINING SYSTEM (ATS)			73
	6.1.	Description.....	73
	6.2.	Applicability.	73
	6.3.	Dedicated Training Time.	75
	6.4.	ATS Course Prerequisites.....	75
Table	6.1.	KC-135R-Model ATS Courses.....	75
	6.5.	Lesson Objectives.....	76
	6.6.	Unsatisfactory Student Progress	76
	6.7.	Courseware Changes	77
	6.8.	Scheduling.	77
	6.9.	Administration.	77
	6.10.	Training Implementation/Student Expectations.....	78
	6.11.	Browsing Training Products.	78
	6.12.	Aircraft Flights for ATS Training Instructors.....	78
	6.13.	KC-135 ATS Facility Tours.	79
	6.14.	Aircrew Evaluation.	79
Chapter 7— ARMS EVENT IDENTIFIERS AND COURSE DESCRIPTIONS			80
	7.1.	Description.....	80
Table	7.1.	ARMS Identifiers.....	80
	7.2.	Academic (A) Training Events.....	81
	7.3.	USAF-Specified (AA) Events	82
	7.4.	Airdrop (AD) Events.	82
	7.5.	Airland (AS) Events.....	82
	7.6.	Navigation & Individual Proficiency (B) Events	82
	7.7.	Miscellaneous (C, E, H, FE) Events.	83

7.8.	Formation Training (F) Events.	84
7.9.	Flight Surgeon (FF) Events.....	85
7.10.	Ground Training (G) Events.	85
7.11.	Aircrew Flight Equipment (AFE) Training (LL) Events.	111
7.12.	Mission Specific Training (M) Events.....	114
7.13.	Night Vision Goggles (NV) Events.	119
7.14.	Crew and Individual Proficiency Events “N & P”	119
7.15.	Qualifications and Certifications “Q” Events.	147
7.16.	Air Refueling (R) Events.	149
7.17.	Special Operations (S) Events.	157
7.18.	Survival Training (SS) Events.	157
7.19.	MPD (V) Events.	160
7.20.	Visual Threat Recognition & Avoidance (VT) Events.	160
7.21.	Unit Defined (X) Events.	161
Attachment 1— GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION		162
Attachment 2— AIRCREW TRAINING DOCUMENTATION		179

Chapter 1

GENERAL

1.1. Training Objective. This instruction prescribes basic policy and guidance for training United States Air Force KC-135 crewmembers IAW AFI 11-202V1.

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

1.1.2. Link AFTTP 3-3.KC-135, Combat Aircraft Fundamentals—KC-135, requirements into mission and continuation training **Tables** while retaining a combat culture, leading-edge technologies, and pushing capabilities while anticipating warfighter needs.

1.1.3. The secondary objective is to standardize KC-135 training requirements into a single document to meet requirements for a basic document in AFI 11-200.

1.2. Key Words Explained.

1.2.1. “Will” and “shall,” indicate a mandatory requirement.

1.2.2. “Should” is normally used to indicate a preferred, but not mandatory, method of accomplishment.

1.2.3. “May” indicates an acceptable or suggested means of accomplishment.

1.2.4. “Note,” indicates operating procedures, techniques, etc., which are considered essential to emphasize.

1.3. Administration.

1.3.1. Local Training Procedures. Units may publish local training guidance; however, units may not change AFI guidance except where noted. Units will send one copy of their local training procedures to the parent MAJCOM Training OPR. (T-1.).

1.4. Responsibilities.

AFI 11-202V1 outlines responsibilities for aircrew training.

1.4.1. Lead Command. Air Mobility Command (AMC) is designated lead command for the KC-135 Mission Design Series (MDS) air refueling tanker aircraft according to AFPD 10-9, Lead Operating Command Weapon Systems Management, and air refueling procedures training according to AFPD 10-21, Air Mobility Lead Command Roles and Responsibilities. Lead command is responsible for establishing and standardizing aircrew flying training requirements in coordination with user commands. AMC/A3 delegates to AMC/A3T the authority to manage all training course requirements, training tasks and the Aircrew Training System (ATS) in **Chapter 6**. AMC/A3TK is OPR for this instruction.

1.4.1.1. Courses. AMC/A3T, in coordination with user commands, approves continuation training requirements or adjustments and fields short-notice specialized or in-unit upgrade courses.

1.4.1.2. Realistic Training Review Board (RTRB). AMC/A3T will host a RTRB biennially or more frequently, as required. The RTRB will review the appropriate training programs for currency, applicability, compliance, and effectiveness. Attendees should include Mobility Air Forces (MAF) representatives and Aircrew Training System (ATS) Instructors, as applicable.

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

1.4.1.3.1. Conduct an annual Simulator Certification (SIMCERT) according to AFI 36-2251, Management of Air Force Training Systems, on each Aircrew Training Device (ATD) in the KC-135 ATS (semi-annual for Level C+ certified simulators), or when necessary (e.g. ATD modification, configuration change, etc.). The program is designed to ensure training devices are maintained to their design configuration and provide accurate and credible training. SIMCERT will include objective and subjective testing, inventory inspection, and Quality Assurance Issues (QAI).

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

1.4.1.3.1.2. Monitor training device utilization, availability, and ensure equipment malfunctions are corrected through coordination with the ATS contractor, when required.

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

1.4.1.3.2. Conduct an annual Training System Support Center (TSSC) audit of courseware and simulation devices.

1.4.1.3.3. Oversee monthly KC-135 ATS Training System Configuration Working Group (TSCWG) in coordination with AETC 97 Training Squadron (TRS) Quality Assurance Agency. The TSCWG reviews the status of the tasks requested and courseware and hardware configuration of the KC-135 ATS. Change requests are reviewed and prioritized for incorporation into the KC-135 ATS.

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

1.4.2. Training Command. AETC is responsible for formal school (Altus Air Force Base (AFB)) syllabi and is the approval authority for changes in coordination with lead and user commands according to AFI 11-202V1. AETC/A2/3/10 designates AETC/A3F to oversee formal school courses and syllabi management in coordination with the ATS Contractor and

AMC/A3TK. Formal course information is available via Education and Training Course Announcements (ETCA) and approved formal course syllabi are available via the AETC Bookstore (see **Paragraph 1.15.3**). AETC/A3R manages the Programmed Flying Training (PFT) process with link to quotas (see **Paragraph 1.14.1**). AETC/A3R determines the formal school flying capacity in coordination with lead command (ATS alignment).

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

1.4.2.1.1. Schedule Subject Matter Experts (SME) for Technical Interchange Meetings (TIM) with the ATS contractor. DET 2, AMCAOS will review all continuation training courses and mission scenarios and recommend changes as necessary when aircraft systems, operating procedures, or mission and command training requirements are modified or changed.

1.4.2.2. 97 TRS may conduct ATS Contract Compliance Evaluations (CCE) for KC-135 ATS-supported sites according to AMC/AETC Memorandum Of Understanding (MOU). Report results to AETC/A3FH, AMC/A3TK, and ATS contract management team. Evaluation personnel assess ATS contractor performance of aircrew ground training programs to include Computer-Based Training (CBT), simulator training, Visual Threat Recognition and Avoidance Trainer (VTRAT), and training support facilities.

1.4.2.2.1. The host unit will receive 45-day advance notice of the CCE (non-interference basis) via notification memo or email to the unit Point Of Contact (POC). Unit support may include the use of an in-brief/out-brief facility, approximately 4 hours CBT time, and access to available crewmembers and staff for the purpose of conducting surveys and/or soliciting comments.

1.4.3. User Commands.

1.4.3.1. Student Management. MAJCOM training staff will manage their student training requirements according to **Paragraph 1.14.1.2**.

1.4.3.2. Recall Procedures. Formal notifications to recall students from a formal school must be sent from the student's Sq/CC to OG/CC to MAJCOM/A3T (or equivalent) (email format is acceptable). MAJCOM/A3T (or equivalent) will submit approved recall letter (email or Fax) to AETC/A3F for follow on coordination with AETC/A3R and the Formal Training Unit (FTU) Registrar. Emergency recall during non-duty hours may be coordinated directly with applicable FTU Registrar, with follow up coordination with AETC/A3R & AETC/A3F on the next duty day. Exception: Recalling students from KC-135 Weapons Instructor Course (WIC) will occur IAW AFI 11-415, Weapons and Tactics Programs and Air Combat Command (ACC)/A3TW.

1.4.4. Wing Commander. Wg/CC will ensure unit/local level agencies and facilities support aircrew ground training programs. Host and/or collocated units will develop local agreements to consolidate aircrew training support base-wide.

1.4.5. Operations Group. OG/CC (or equivalent) will:

1.4.5.1. In coordination with the OSS/CC, select a Director of Training (OST) and a Cargo Load Manager from the most highly qualified and experienced Instructors within

their Group. Candidates should have previous training experience. Evaluator or FTU experience is highly desired.

1.4.5.1.1. The OST will ensure that training is standardized and coordinated between all Squadrons. The Cargo Load Manager will be a single point of contact for cargo training and will develop local cargo training scenarios. These individuals will be responsible to the OG/CC for all aircrew training matters.

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

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

1.4.5.1.4. **(MILDENHALL)** All references to the OST above and throughout this document are to be replaced with 100 OG/OGT. All references to the Cargo Load Manager are to be replaced with the Boom Operator assigned to 100 OG/OGT.

1.4.5.2. Convene a Training Review Panel (TRP) to be chaired by the OG/CC or a designated representative. Panel members should include representatives from squadron training, tactics, operations, safety and other areas as determined by the commander, i.e., ATS contractors, Host Aviation Resource Management (HARM), and Squadron Aviation Resource Management (SARM).

1.4.5.2.1. TRP Requirements. Convene the TRP semi-annually and maintain minutes for a period of two years (commanders may increase this frequency as required). Squadrons and detachments not collocated with their OG may conduct their own panel or provide representation to the OG TRP. Panel minutes from non- collocated squadron and detachment TRPs will be forwarded to the unit for inclusion in the OG TRP.

1.4.5.2.2. TRP Format. The TRP should review staff and crewmember management actions necessary to complete squadron flight and ground training programs. Suggested TRP topics include, but are not limited to, current and forecast Flying Training Levels (FTL), upgrade and Continuation Training (CT) status, semi-annual requirement completion rates, crew position gains/losses, and status of Aircraft Commander (AC), Instructor and Evaluator upgrades. All pre-Instructor upgrade training programs will be reviewed and validated, with emphasis on recency of training, prior to candidate departure for formal course attendance. OG/CCs will review all unit-defined training "X" events for relevancy to the unit's mission during the semi-annual TRP. This review will be documented in the TRP minutes.

1.4.5.3. Develop and maintain procedures with local servicing Military Personnel Element (MPE) for individual crewmember counseling and personnel system updates affecting active duty service commitment incurred from training described in this AFI. See AFI 11-202V1, AFI 36-2107, Active Duty Service Commitments (ADSC), and course listing in ETCA for more information.

1.4.5.4. OG/CC may develop additional training requirements and/or programs as necessary to meet unit mission requirements. Units may include such requirements in a local supplement or OGI to this AFI.

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

1.4.5.5.1. Appoint a primary and alternate Instructor for each non-ATS course to be taught.

1.4.5.5.1.1. (MILDENHALL) 100 OG/CC delegates responsibility for establishing and maintaining academic training programs including non-ATS courses to the squadron level.

1.4.5.5.2. Publish a ground training schedule (Air Reserve Component (ARC), as required) to include date, time, location, Instructor and designated crewmembers for each course (both ATS and non-ATS). The unit training manager is responsible for procedures that minimize schedule changes and maximize training in the available time. Advise ATS contractor for scheduling changes and special training requirements.

1.4.5.5.3. Use MAJCOM, ATS, or unit-developed training products and/or syllabus for all courses, as applicable. Units will reproduce courseware, as applicable. Units will administer KC-135 ATS CBT programs according to ATS guides and instructions.

1.4.5.5.4. Develop a process to monitor the academic training program for course content, currency of materials, Instructor availability, and status of training aids. Squadrons should recommend to the commander changes to existing courses or additional academic training courses required, based on crewmember feedback.

1.4.5.5.5. Units will develop procedures for scheduling host or aircrew QUEEN BEE ATD continuation training which may include such details in a local supplement or OGI to this AFI.

1.4.5.5.6. Send recommendations for changes, additions, and deletions of courses through appropriate channels to appropriate MAJCOM with an information copy to AMC/A3T.

1.4.5.6. Instructor Selection and Training. OG/CC (or as delegated/specified in local supplement or OGI) will select course Instructors (for non-ATS courses) on the basis of professional qualification and aptitude to instruct aircrew/students. Local academic Instructor program will follow AFMAN 36-2236, Guidebook for Air Force Instructors. An individual Instructor may receive course credit if instructing the class.

1.4.6. Squadrons. Sq/CC or designated representative will:

1.4.6.1. Select Department of Training (DOT) Chiefs from the most highly qualified and experienced Instructors. Previous Evaluator or FTU experience is highly desired. ARC units with a single Sq may use the OST Chief for this purpose.

1.4.6.2. Ensure Sq/DOT is manned with a minimum of one Instructor for each crew position. Instructors should be selected based on experience, availability, and time on station (to ensure continuity of operations for each crew position in DOT). ARC units with a single Sq may use the OST for this purpose.

1.4.6.3. Convene a STRP chaired by the Sq/CC and/or Sq/DO. Panel members should include representatives from Sq/DOT (or OST if applicable IAW 1.4.6.1. and 1.4.6.2.), Squadron Standardization and Evaluation (Stan/Eval), ADOs, and the chief (senior representative) from each crew position. Sq/CCs should use the STRP to focus training objectives, ensure standards are being met, select upgrade candidates, and ensure completion of required continuation training.

1.4.6.3.1. STRP Requirements. Squadrons will convene a STRP monthly (Quarterly for ARC) and maintain minutes for a minimum of two years. STRP minutes will be approved by the Sq/CC or Sq/DO and may be produced, distributed, and/or stored electronically by Sq/DOTs (or ARC OST, as applicable).

1.4.6.3.2. STRP Format. The STRP should review staff and crewmember management actions necessary to complete squadron flight and ground training programs. The STRP will review the current status of aircrew training to ensure that current training objectives are being met and that those individuals selected for upgrade training are the best candidates after reviewing their experience, proficiency level, and retainability. To accomplish these goals, suggested STRP topics include but are not limited to: crew position gains/losses, current upgrade/requalification training (i.e., crewmembers in an active training status), Mobility Pilot Development (MPD) Phase Program progression, recently completed training (including performance during training and current certification status), future training (individuals already approved via STRP), upgrade candidates, current waivers, projected waivers, and continuation training status.

1.4.6.4. Ensure crewmembers complete in-unit mission, ground, and continuation training programs. Failure to reasonably progress may require action for removal.

1.4.6.5. Before each semi-annual training period, assign FTL and levels of qualifications (Instructor, Evaluator, etc.) to assigned and attached crewmembers (see [Chapter 4](#)).

1.4.6.6. Ensure formal school post-graduate questionnaires are completed. Complete the questionnaires on the AETC web-site at: <https://www.my.af.mil/agepiftprod>. Complete the questionnaire Not Later Than (NLT) 120-days after completion the formal course.

1.4.6.7. Ensure effective training continuity and supervision of assigned and attached crewmembers. Unit commanders may assign additional requirements based on individual crewmember's experience and proficiency.

1.4.6.8. Review training and evaluation records of a newly assigned or attached crewmember and those crewmembers completing formal training, to determine the necessary training required to complete/certify the individual as Basic Aircraft Qualified (BAQ), Basic Mission Capable (BMC), or Mission Ready (MR) status. Make the appropriate training entry on and the Sq/CC (or designated representative) will sign AF Form 4023., Aircrew Training Progress Report or MAJCOM approved substitute (see [Paragraph A2.1.](#) and [Paragraph A2.3.](#)).

1.4.6.9. Review qualifications and monitor training requirements for unit-assigned Flight Surgeons (FS).

1.4.6.10. Execute unit-level aircrew certifications described in this instruction.

1.4.6.11. Ensure Flight Commanders (Flt/CCs) or Squadron Training Flight (Sq/DOT) representatives monitor/check the quality of training being accomplished and identify any training deficiencies. Advise the Sq/CC of additional training needs.

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

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

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

1.4.9. SIMCERT Status. KC-135 Operational Flight Trainers (OFTs) receive periodic SIMCERTs to gain/maintain Level C+ Certification. KC-135 Boom Operator Weapons Systems Trainer (BOWST) and Boom Operator Simulation System (BOSS) gain/maintain Air Refueling Airplane Simulator Qualification (ARASQ) Level 1 Certification. Each simulator has unique conditions and maintenance actions that require the device to gain/lose/regain certification by DET 2 AMCAOS or their equivalent NGB representatives. These actions have a direct impact on flight events **crediTable** in the ATD ([Table 4.3](#), [4.4](#), and [4.5](#)).

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

1.4.9.2. ATD Motion Requirements. For crewmembers to log flying training events motion systems must be used unless otherwise specified (see [Chapter 4 Tables](#) for simulator **crediTable** events). KC-135 OFTs modified with motion systems are capable of dramatic change in pitch and roll sufficient to cause occupants to be injured if not secured. When training or conducting tours aboard the ATD equipped with motion systems, if motion is applied, all parties aboard will occupy a seat and wear the seatbelt; the Instructor Operator Station (IOS) will have a certified operator (see [Paragraph 5.6.5](#)). If the amount of people in the ATD exceeds the amount of seats or a certified operator is not aboard, do not use motion.

1.5. Waiver Authority.

1.5.1. The authority 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 AFI 33-360, Publications and Forms Management, 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.

1.5.2. Do not deviate from the policies and requirements in this instruction. Report deviations or exceptions without waiver through channels to MAJCOM/A3 who, in turn, should notify AMC for follow-on action if necessary. Units reporting deviations and exceptions will maintain copies of reported deviations/exceptions for two years. Waiver requests will include supporting rationale, the training start date, a summary of the unit's training plan, and estimated completion date. (T-2).

1.5.3. Unless specified in this instruction, MAJCOM/A3 (or equivalent level) is the designated waiver authority for specific aircrew training requirements in this instruction that are not governed by AFI 11-202 Volume 1 or other AFIs. (T-2).

1.5.4. OG/CC is designated waiver authority for minimum flying-hour prerequisites for entry into formal upgrade courses (see **Table 5.1** and **Table 5.3**). Exception: Waivers for students attending KC-135 WIC must follow AFI 11-415 and ACC/A3TW. (T-3).

1.5.5. Formal School Training and Prerequisites. Any planned exception to a formal course syllabus requires a syllabus waiver. See the appropriate formal course syllabus for waiver authority. If required for units' designated mission, events waived or not accomplished at the formal school will be accomplished in-unit before assigning MR status. For formal school course prerequisite waiver requests, see the appropriate formal course training syllabus. MAJCOM/A3 is the designated waiver authority, in coordination with AMC/A3TK, for McConnell AFB FTU training. (T-2).

1.5.6. In-unit Training Waiver. If using ATS Instructor support for in-unit training that does not follow prescribed continuation training profiles (listed in **Table 4.3**, **Table 4.4**, or **Table 4.5**), MAJCOM/ A3 is approval/waiver authority in conjunction with AMC/A3TK. The use of FTU-specific simulator profiles is not permitted for use by or available for use by continuation training ATS locations. Before approval, review the appropriate syllabus and consider availability of ATS formal instruction and ATD requirements. (See **Paragraph 5.4.5** for previously certified Instructors). (T-2).

1.5.7. Senior Officer Course (SOC) Waiver. See the appropriate formal course syllabus. Refer to AFI 11-202V1 for SOC policy and eligibility requirements.

1.5.8. Continuation Training Waiver. The OG/CC is the designated waiver authority for training events as specified in **Table 4.1** and **Table 4.2** and semi-annual continuation/currency training requirements in **Table 4.3**, **Table 4.4** and **Table 4.5**. This applies to all assigned or attached crewmembers on a case-by-case basis, unless identified by note. (see **Paragraph 4.9**). (T-3).

1.5.8.1. Waivers for training events missed in consecutive training periods will require MAJCOM/A3 approval. (T-2).

1.5.9. Waiver Format. For AMC unit waiver requests, use GTIMS Waiver Management. AFRC waiver requests may use AFRC/A3T CoP website. Ensure the Volume 1 reference **Paragraph** to be waived is included in the waiver request. If necessary, submit a written request through WG/CC or equivalent in the format at Figure 1.1. to the appropriate MAJCOM OPR. Asterisk (*) items are required for processing. Units will submit waiver requests according to **Table 1.1**. Place a copy of all flying and ground training waivers/training time extensions in the individual's training folder

1.5.9.1. (MILDENHALL) Reference the HQ USAFE-AFAFRICA/A3TV Portal for HQ USAFE-AFAFRICA level Waiver and Approval Memorandum requests: https://portal.usafe.af.mil/sites/a3/A3T/A3TV_External/Pages/Waivers.aspx

Figure 1.1. Sample Waiver Request Format.

<p>MEMORANDUM FOR (<i>Waiver Authority</i>)</p> <p>FROM: (<i>Requester</i>)</p> <p>SUBJECT: Waiver Request – (<i>Individual</i>), (<i>Type of Waiver</i>)</p> <ol style="list-style-type: none">1. <i>*Name and grade.</i>2. <i>*Flying organization (assigned or attached).</i>3. <i>*Present qualification (include special qualifications/certifications, if appropriate).</i>4. <i>*Total flying time; primary aircraft inventory (PAA) time (include Instructor or Evaluator time, if applicable).</i>5. <i>*Waiver request specifics e.g., cite requirement and requested deviation.</i>6. <i>*Rationale or justification for waiver request.</i>7. <i>Crew qualification to which person is qualifying or upgrading.</i>8. <i>Previous attendance at any formal Instructor course (include course identifier and graduation date).</i>9. <i>Training start date.</i>10. <i>If waiver request for time limit, specify mandatory upgrade or qualification date.</i>11. <i>Date event last accomplished and normal eligibility period.</i>12. <i>Remarks (include formal school courseware required if the waiver request is approved. (e.g. CBT lessons, workbooks, guides, ATS simulator time, etc.)</i>13. <i>*Unit point-of-contact (includes name, rank, telephone number, and functional address symbol, and Email address).</i>14. <i>Unit address (if requesting formal school courseware)</i> <p style="text-align: center;"><i>(Signature of Requester)</i></p> <p style="text-align: center;"><i>(Title)</i></p>
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Table 1.1. Processing Waivers to AFI 11-2KC-135V1

Waiver Initiated By:	Send Waiver Request To:	Waiver Reply Will Be Sent To:	With Information Copy To:
Regular Air Force (RegAF) AMC Wing or Group	AMC/A3TK	OG/CC	AETC/A3FH, if formal training Altus AFB
AETC	Unit training office through AETC/A3V to	OG/CC	AMC/A3TK
PACAF	OG/CC to PACAF/A3T	OG/CC	AMC/A3TK
USAFE	OG/CC to USAFE/A3T	OG/CC	AMC/A3TK
AFRC Unit	AFRC/A3TA	OG/CC	AMC/A3TK
ANG Unit	NGB/A3O	OG/CC	AMC/A3TK
Associate Unit	Host OG/CC (info copy Parent)	Host OG/CC	Parent OG/CC
509 WPS WIC	USAFWS/CO to ACC/A3T	USAFWS/CO	AMC/A3TK
NOTE: For formal training waiver requests, units will submit requests through MAJCOM channels. MAJCOMs will in turn submit requests to AETC/A3F for approval. Associate Units will keep Hosts OG/CC advised on the status of waivers initiated. (T-3).			

1.6. Use of Flying Hours.

1.6.1. Structure unit flying training missions to achieve optimum training. Any by-product airlift opportunity resulting from training must not degrade the intended training and will comply with applicable Department of Defense Regulation, DoD 4515.13-R, Air Transportation Eligibility, AFI 11-401 and AFI 11-202V1 and applicable MAJCOM guidance.

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

1.6.1.2. See AFI 11-2KC-135 Volume 3., KC-135 Operations Procedures, for off-station training flight requirements.

1.6.2. Training on Operational Missions. Unless specifically prohibited or restricted by weapon system operating procedures or specific theater Operations Order (OPORD), the OG/CC exercising operational control may approve upgrade, qualification or special qualification training on operational missions. In order to maximize efficient utilization of training resources, 618 AOC Tanker Airlift Control Center (TACC) and tasked units will jointly identify and take maximum advantage of opportunities to conduct appropriate continuation training items which may be conveniently suited to concurrent operational mission segments. Commanders will ensure the training will not impact mission effectiveness and the crewmember receiving formal training is under the supervision of an Instructor of like specialty. See passenger-carrying restrictions in AFI 11-401 and AFI 11-2KC-135V3.

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

1.7. In-Unit Training Time Limitations. Comply with the time limitations in **Table 1.2.** Crewmembers entered in an in-unit training program for all formal training courses leading to qualification (or re-qualification) will be dedicated to that training program on a full-time basis.

1.7.1. Training time start date is the date when the first significant training event (training event directly contributing to qualification and upgrade) has begun or 45-days (90-days ARC) after being attached or assigned to the unit upon completion of the formal school course, whichever occurs first. Examples of significant training events include: Computer-Based Training (CBT), Part Task Trainer (PTT), ATD event, ground training, flight, etc. FPC Pilot upgrade to MP time limit begins upon Sq/CC direction to enter training, utilizing events in **Paragraph 5.3.5.** which leads to AC qualification and certification. Training time ends with the successful syllabus completion (once the Sq/CC or designated representative signs the AF Form 4025, Aircrew Summary/Close-Out Report).

1.7.2. Sq/CC may extend training time up to 60-days (120-days ARC) through a Memorandum For Record (MFR) or GTIMS Waiver Management documentation in training folder; no notification to MAJCOM/A3T (or equivalent) is required. Extensions exceeding 60-days (120-days ARC) require WG/CC (or equivalent) approval (AMC AD use GTIMS Waiver Management) and will be requested before the crewmember exceeds upgrade training time limits in **Table 1.2.** (T-3).

1.7.2.1. Use the waiver request format specified in **Paragraph 1.5.9.** Include training difficulty, unit corrective action to resolve and prevent recurrence, and estimated completion date.

Table 1.2. In-Unit Training Time Limitations

Training Type	Time Limit	Notes
Initial Qualification	90-days	2
Difference Qualification/Certification	90-days	2
Requalification/Transition Course	90-days	2
Mission Certification Training (MCT)-Conventional Includes in-unit training leading to MR status following initial, difference, or requalification training.	90-days	1,2,3
MCT-Operational Plan (OPLAN)-801X Includes in-unit training leading to OPLAN-801X MR status.	90-days	2,4
Upgrade Qualification or Certification Training (i.e., Special Operations Air Refueling (SOAR), AAR certification).	90-days	2
Upgrade Qualification FPC Pilot to MP	180-days	
Instructor Upgrade	60-days	2
NOTES:		
1. First Assignment Instructor Pilot (FAIP)/ First Term Airman/ Operational Support Airlift (OSA) (crossflow, etc.) use 120-days.		
2. 180-days for ARC.		
3. SOAR certification use 120-days.		
4. Upon completion of initial, difference, or requalification training program and obtaining the appropriate security clearance. Sq/CCs may delay MCT-OPLAN-801X from operational reasons or lack of security clearance.		

1.8. Training Documentation. Units will use ARMS to document training. Units will update initial, one-time aircrew certifications, or recurring aircrew certifications or ground training IAW AFI 11-421. See **Chapter 5** and Chapter 7 for specific aircrew certification (“Q” event) details. Retain hardcopy until individual’s departure. Return the documents to the crewmember upon departure. See **Attachment 2** for additional information.

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

1.10. Instructor Training and Supervision Requirements.

1.10.1. All Instructors should be MR (wing level and below). Instructors must be current and qualified in any event that they instruct. FTU Instructors, including USAFWS Instructors, are only required to maintain BMC.

1.10.2. Faculty Training Course (FTC). Program developed by FTU for Instructors who will be conducting training at the FTU. Only graduates of FTC will be allowed to instruct students at the FTU.

1.10.2.1. 509 Weapons School (WPS) Cadre Instructor Course (CIC) constitutes FTC for WPS cadre members. Common Instructor Academics (CIA) is not required prior to instructing WIC students. Guest Instructors are considered SMEs and do not require CIC prior to classroom instruction. Guest Instructors are approved (verbal approval is acceptable) by the 509 WPS/CC.

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

1.10.3.1. All non-current crewmembers. Direct Instructor supervision is required while performing the non-current event (see **Paragraph 4.9.3.1.1**).

1.10.3.2. All crewmembers in initial qualification flying training unless syllabus states that direct supervision is not required.

1.10.3.3. All crewmembers in upgrade training accomplishing upgrade training events during critical phases of flight, unless the syllabus states that direct supervision is not required.

1.10.3.4. All crewmembers in requalification flying training during critical phases of flight, unless the syllabus states that direct supervision is not required.

1.10.3.5. See **Paragraph 5.3.5.1** for MPD requirements.

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

1.10.4. All unqualified, upgrading, or FTL-E crewmembers require direct Instructor supervision during all critical-phases-of-flight in the aircraft.

1.10.5. Only designated ATS contractors or Sq/CC certified USAF crewmembers may operate an OFT or BOWST/BOSS, as appropriate (see **Paragraph 5.6.5**).

1.11. Distribution. Units will establish distribution requirements of this AFI.

1.12. Transfer of Aircrews. Before a crewmember will interfly from one unit to another, the gaining unit will review and assess their qualification and currency. See also AFI 11-401.

1.12.1. A crewmember qualified in the same Mission-Design Series (MDS) according to AFI 11-202V2 (e.g., KC-135R/T) will be considered qualified throughout the USAF KC-135 force with the same MDS-model and mission. Certified/qualified MR crewmember transferring between units, accomplish only unit specific training and any applicable events in which they have lost currency. See AFI 11-2KC-135V3., **Chapter 3**, Interfly, for additional information.

1.12.2. For Foreign Military Sales (FMS) training and/or exchange officers, see training requirements in AFI 11-401. Initial and/or continuation training requirements are specified in the appropriate MOU, OPLAN, agreements and International Program Directives (IPD) and should mirror training requirements of this AFI to maximum extent possible.

1.13. Aircrew Training While DNIF. Crewmembers whose status is designated, “Duty Not Involving Flying (DNIF),” may log ground training events, including simulator training, if the member’s physical condition allows it. Consult the Flight Surgeon initiating AF Form 1042, Medical Recommendation for Flying or Special Operational Duty, if the DNIF status includes ground training limitations IAW AFI 48-123., Medical Examinations and Standards.

1.14. Aircrew Rated Management Overview.

1.14.1. Programmed Flying Training (PFT). AETC/A3R or AMC/A3T fulfills the training command’s role IAW AFI 11-202V1. A key product of this process is the PFT. The PFT balances available training quotas, ATS throughput, schoolhouse capacities and course requirements on a Fiscal Year basis. Annually, units will send projected PFT requirements to their respective MAJCOM quota managers, who in turn compile and forward projections to AF/A3XI, for inclusion into the Graduate Program Requirements Document (GPRD). Training commands will determine training capacity and report shortfall in the GPRD to AF/A3XI.

1.14.1.1. AF/A3XI sponsors an annual PFT conference for attendees to balance training capacity, MAJCOM training requests, and pipeline Undergraduate Flying Training students (Rated and CEA) against Formal Training Unit (FTU) capacity. The training command allocates approved quotas to user commands, which in-turn allocate training quotas to subordinate units. The training command publishes the annual PFT document.

1.14.1.2. Throughout the training year, MAJCOM training staff and PFT managers use assigned/allocated training quotas to assign individual crewmembers to formal training quotas. Daily student quota adjustments to the annual PFT are made on quota management worksheets. AETC/A3R will publish the quota management worksheets on the AETC PFT/Flying Hours/Metrics Programs SharePoint®.

1.15. Information Management. Related mobility aircrew training information, including the HQ AMC Orientation Tour / Virtual Global Ready Aircraft Commander Course (vGRACC), KC-135 ATS courseware, and simulator status, is available on a series of commercial and military-only websites. SharePoint® is available under the “Communities” link of the AF Portal: <https://eim.amc.af.mil/org/a3/A3T/default.aspx>.

1.15.1. AMC/A3T MilSuite site contains valuable training information, including specifics covering manpower, waivers, and vGRACC as well as links, and other features covering tanker and KC-135 specific training programs. Use site address: <https://www.milsuite.mil/book/community/spaces/amc/a3/a3t>

1.15.2. The ATS Contractor maintains a website containing KC-135 training information, photos, courseware listing, web-based training courseware and testing, etc. Use site address: <https://www.kc135ats.net/>.

1.15.3. AETC/A3F website contains USAF formal course information via ETCA at <https://etca.randolph.af.mil/default1.asp>. Training representatives may download approved formal course syllabi via the AETC Bookstore at <https://trss3.randolph.af.mil/bookstore/home/homePage.aspx>.

1.16. Failure to Progress or Complete Training. If a student fails to progress according to syllabus or training requirements, the command accomplishing the training will conduct a Progress Review (PR) IAW AFI 11-202V1. Exception: The 509 WPS will follow USAFWS policies.

1.17. Career Enlisted Aviator (CEA) Skill Levels. CEAs are not tied to AFI 36-2101, Classifying Military Personnel (Officer and Enlisted), skill level upgrade. All enlisted aircrew qualifications are separate and distinct from skill level qualification. Flight evaluations result in an AF Form 8, Certificate of Aircrew Qualification, IAW AFI 11-202V2. After an AF Form 8 is completed for the applicable flight evaluation, the crewmember is qualified to perform all duties assigned to that crew qualification regardless of skill level. Aircrew Instructor and flight examiner (FE) qualifications are also separate and distinct from OJT trainer or certifier designation and are reflected in AFSC by use of “K” prefix (aircrew Instructor) and “Q” prefix (standardization and evaluation flight examiner) IAW AFI 36-2101, Classifying Military Personnel (Officer and Enlisted), as well as the Air Force Officer Classification Directory (AFOCD) and Air Force Enlisted Classification Directory (AFECD).

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

1.18.1. Wing training offices (OSS/OST) will submit the rank, full name, SSAN, course, and class number via e-mail to AMC/A3TF NLT 45 days prior to class start date (CSD). Training quotas not filled 45 days prior to CSD will be offered to the next unit on the AMC/A3TF standby list. Training offices should confirm all scheduled training with their units at least 10 days prior to CSD to ensure training notification, ADSC acknowledgement statement, and orders were properly issued.

1.18.1.1. All course prerequisites should be completed NLT 30 days prior to CSD to allow for remedial training or substitution. Units will internally identify an alternate candidate for each allocated quota. If the primary candidate becomes unavailable, send AMC/A3TF a substitution request with the alternate's information.

1.18.1.2. Foreign exchange officers cannot be locally substituted (they must also be identified when submitted to load against an allocation), send the replacement's full data to AMC/A3TF.

1.18.1.3. Return all unused quotas to AMC/A3TF NLT 45 days prior to CSD.

1.18.1.4. All no-shows and cancellations within 7 days of CSD must be explained. Forward an initial report of circumstances to the AMC/A3TF Quota Manager within 24 hours of notification. The initial notification will be followed by a memorandum of explanation from the OG/CC to AMC/A3T within one week. Please send the e-mail to: AMC.A3T@us.af.mil and courtesy copy the appropriate AMC/A3TF Quota Manager.

1.18.1.5. Send requests for additional quotas to AMC/A3TF. If unit capability is in jeopardy, AMC/A3TF will coordinate with Air Staff and AETC to add or reallocate additional quotas. AMC/A3TF quota managers will coordinate with the wing training offices (OSS/OST) exclusively. Squadrons or individuals will be referred to their OSS training office. Please submit the name/phone number/e-mail for the primary and alternate point of contact for quota management in wing training office.

1.18.1.6. AMC units are prohibited from coordinating quota exchanges with other commands. OSS/OST training offices will forward all requests to the AMC quota manager for coordination with other commands. Please allow for extended coordination time when considering this option.

1.18.1.6.1. **(MILDENHALL)** Quota management and formal training allocations will be coordinated by 100 OG/OGT to USAFE/A3T. Changes to quotas will be coordinated through USAFE/A3T.

1.18.2. HQ AMC Orientation Tour / GRACC. GRACC is an Aircraft Commander overview of the offices and functions of Air Mobility Command. Questions regarding GRACC can be referred to the POC at AMC.A3TF@us.af.mil.

1.18.3. Senior Officer Training coordination. Questions regarding Senior Officer training Course (SOC), availability and prerequisites can be forwarded to AMC/A3TF at DSN 779-3577. No formal actions to schedule training will be taken until directed by AF/DPO or AF/DPG in conjunction with MAJCOM Senior Leaders Management offices.

Chapter 2

INITIAL QUALIFICATION TRAINING

2.1. General Requirements. AFI 11-202 Volume 1 defines initial qualification training. This chapter specifies the minimum training requirements for initial qualification, re-qualification, conversion/difference qualification, and senior officer courses. The primary method for initial qualification and requalification training is to attend and complete the appropriate formal training course listed in the ETCA. When a formal training course (quota) is not available, units may request a waiver to conduct in-unit qualification training using formal school courseware (See **Paragraph 1.5.6.**).

2.2. Initial Qualification Training (IQT) Prerequisites. Complete initial qualification prerequisites IAW AFI 11-202V1, this publication, and the course syllabus. See **Chapter 6** for formal IQT course listing and prerequisites in **Table 5.1**.

2.3. Ground Training Requirements. Complete ground training requirements for initial qualification IAW AFI 11-202V1 and this instruction. During formal training, aircrews may complete and receive credit for Mobility Training and Ancillary Training events in **Table 4.2**. See the appropriate formal training course syllabus.

2.3.1. The events in **Table 2.1** should be accomplished at the FTU. If events in **Table 2.1** are not accomplished at the FTU, they must be completed at the gaining unit. The FTU will provide the gaining unit with documentation indicating completion of items in **Table 2.1** using standard ARMS Event Identifiers. If in-unit training is accomplished in lieu of formal school attendance, unit is responsible for ensuring all requirements are completed.

2.3.2. Ground training events accomplished during formal training will use the course completion date to establish the due dates for all subsequent currency and requirements. Completion of initial Survival, Evasion, Resistance, and Escape (SERE) schools, combat (SS20) and water (SS32) IAW AFI 16-1301, Survival, Evasion, Resistance, and Escape (SERE) Operations, and initial aircrew flight equipment training (during formal school) will establish the follow-on due dates of training (based on the date first completing the course) for recurring training requirements.

Table 2.1. Initial Qualification Ground Training Requirements

Code	Event	Crew Position	Notes
	Flight Physical	All	1,4,5
	Physiological Refresher	All	1,5
G002	Aircraft Marshaling Training and Exam	All	1,5
G060	Tactics Training	All	2
G065	Special Departure Procedures (SDP)	P	
G070	Aircrew Intelligence Training (AIT)	All	2,5
G080	Comm Procedures	All	2
G090	Anti-Hijacking	All	2,5
G100	Law of Armed Conflict (LOAC)	All	5
G130	Instrument Refresher Course (IRC)	P, N	1

G150	Approach Plate Familiarization Training		B	2
G182	Hazardous Cargo		P, B	2
G185	Loading Training		B	2
G190	Aircraft Servicing		All	2
G231	Initial Crew Resource Management (CRM)		All	5
LL03	Aircrew Flight Equipment Training (AFET)		All	1,5
LL06	Combat SERE Training (Initial)		All	1,5
SS20	Water Survival Training (Initial)		All	3,5
SS32	Survival Training (Initial)		All	3,5
VT01	Threat Recognition and Avoidance Trainer (Initial)		All	2
All = All Crew Positions		P = All Pilots		N = All Navigator/CSOs
				B = All Boom Operators
NOTES:				
<p>1. Mandatory grounding item; individual will not fly until required event is accomplished.</p> <p>2. Not required for crewmembers defined in Paragraph 4.2.3 unless specified in MAJCOM Supplement or specified in this AFI.</p> <p>3. Initial training is called S-V80-A (CST), S-V88-AL Evasion Conduct After Capture (ECAC) or S-V90-A Water Survival Training (WST) IAW AFI 16-1301 (see Paragraph 2.3.2). This training is not accomplished at the FTU, but should be completed before member arrives at the gaining unit. If the member arrives at the gaining unit without this training, it will be scheduled as soon as practical.</p> <p>4. Flight physicals become due the 366th day after the previous physical and expire after the 455th day or as indicated on the AF Form 1042, whichever occurs first. The required frequency may vary to address waivers and/or individual physical limitations (as determined by the Flight Surgeon), but in no case will exceed 455 days IAW reference directives.</p> <p>5. IAW AFI 11-202V1, refer to reference publications which provide guidance for accomplishment of ancillary training requirements.</p>				

2.4. Flying Training Requirements . Complete flying training requirements for initial qualification IAW AFI 11-202V1 and this instruction.

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

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

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

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

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

2.5.2.1. .Difference Certification. Sq/CC will complete crewmember certification when difference training is complete and an evaluation is not required. When applicable, annotate “Q0XX Difference Certification” (see **Paragraph 1.8** and applicable events in Chapter 7). Away from home station, the assigned unit will complete an AF Form 1381 and the individual will hand-carry to their host unit.

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

2.5.4. **Table 2.2** is intended as a guide only; Unit Commanders will dictate actual training requirements on case-by-case basis in accordance with AFI 11-202V1.

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

Code	Event	MP	FP” X”	N	BO	Notes
AA01	Qualification Evaluation	1	1		1	2
A006	Multi-Point Refueling System (MPRS) Familiarization Training	1	1		1	5,7
A032	Difference Course (KC-135T-model)	1	1		1	6
G025	Aircraft Field Trip	1	1	1	1	
LL03	Emergency Egress Training-Non-Ejection	P	P	P	P	5
N010	Tanker Rendezvous (RV)	P	P			5
N016	Tanker RV, Overrun Procedures	P	P			5
N030	Tanker RV Delta (Point Parallel)	P	P			5
N130	Receiver RV/Air Refueling	P	P			3,5
N132	Receiver RV Delta	P	F			3,5
N136	Receiver RV Overrun Procedures	P	F			3,5

P007	Stall Recognition and Recovery	P	1			1
P018	PM Takeoff and Climb Duties	P	P			
P020	Takeoff	P	P			
P026	Takeoff and Climb Procedures	P	P			
P035	PMC Off Takeoff	1	F			1
P040	Sim Engine Failure, Takeoff Continued	P	P			1
P061	Visual Flight Rules (VFR) Overhead	P	P			5
P066	Steep Turns	P	P			5
P170	Approach and Go-Around, Sim. Engine	P	P			1
P171	Approach and Go-Around, Simulated Engine Out, Rudder Power Off	P	F			1
P180	Approach and Landing, Sim. Engine-Out	P	P			1
P190	Landing	P	P			
P194	Partial Flaps Landing	P	1			
P200	Touch-and-Go Landing	P	F			
P240	Landing Gear Alternate Extension	F	F		P	
P250	Main Flap Manual Operation	F	F		P	
P366	Checklist Procedures and Use	P	P	P	P	
P367	Crew Coordination	P	P	P	P	
Q001	Open-Book Examination (If Required)	1	1	1	1	
Q002	Close-Book Examination (If Required)	1	1	1	1	
Q014	Difference Certification	1	1	1	1	
R011	Receiver AAR, Indoctrination	P	F		1	3,5
R013	Aircraft Receiver AAR	P	F			3,5
R020	Receiver AAR (Night)	P	F			3,5
R035	Receiver AAR (Heavy Onload)	P	F			3,5
R040	Receiver AAR Breakaway	P	P	P	P	3,5
R050	Receiver AAR, Tanker AutoPilot Off	P	F			3,5
R060	Tanker AAR	P	P			5
R061	Tanker AAR Indoctrination	P	P			5
R070	Tanker AAR Breakaway	P	P			5
R080	Tanker AAR, AutoPilot Off	P	P			5
R180	Radio Silent Visual Signals	P	F		1	3,4,5
AR = As Required		P = Proficient		1 = On time Accomplishment		

NOTES:

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

2.6. Multiple Qualification . Crewmembers will attend a formal initial qualification course for dual qualification in different MDS aircraft. Crewmembers maintaining dual qualification in different model aircraft will, as a minimum, maintain FTL-A currency requirements in each aircraft (N/A for senior officers; see **Paragraph 2.7**).

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

2.7. Senior Officer Qualification Requirements. AFI 11-202V1 identifies senior officer qualification requirements. KC-135 R-model SOC is available on ETCA.

2.7.1. After qualification IAW AFI 11-202V1 and with OG/CC approval, senior officers (assigned or attached) may seek training which leads to a higher FTL and/or qualification. The unit OSS/OST is responsible for determining training requirements based on the senior officer's flying experience and familiarity with the weapons system. MAJCOM/CC (or MAJCOM/A3 if appropriately delegated) will approve the proposed training plan prior to execution.

2.7.2. Senior Officers that complete full qualification training requirements will maintain FTL-A continuation training requirements.

2.8. Flight Surgeons . Flight Surgeons are allowed to fly locally as defined by OG/CC and log time while in training for initial (mission) qualification. See AFI 11-202V1 for training requirements.

2.8.1. (**MILDENHALL**) Local flights include those missions launched from either RAF Mildenhall or RAF Lakenheath with the intent of recovering the aircraft at either RAF Mildenhall or RAF Lakenheath.

2.9. Requalification Training (RQT). AFI 11-202V1 specifies requalification training limits and requirements. An aircrew member is unqualified upon expiration of the qualification evaluation, loss of currency exceeding 6 months (for currency items specified in **Chapter 4**), or completion of a qualification evaluation in a different MDS (unless multiple qualification has been approved prior to the evaluation), whichever occurs first. The duration of unqualified time is from the date the aircrew member became unqualified until the specific retraining start date.

For ADSCs related to aircrew training, see AFI 36-2107. For in-unit RQT using ATS support, see **Paragraph 1.5.5**.

2.9.1. Individuals requalifying as KC-135 crewmembers will complete in-unit or formal school training (IAW AFI 11-202, Volume 1.) and accomplish those mission qualification/certification events from **Tables 2.1, 3.1, 3.2, 4.1, and 4.2** that have expired or are overdue.

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

2.9.2. Former KC-135 Instructors may accomplish Instructor requalification concurrent with basic requalification (in-unit or formal course) for their crew position. In all cases of loss of qualification exceeding 39 months, the Sq/CC will determine which special qualifications and certifications must be re-accomplished and training required to recertify. If the gaining squadron commander determines that the individual requires additional seasoning prior to performing Instructor duties, an individual can be certified as an aircraft commander (Pilots) or basic qualification (Boom Operators) until the squadron commander determines the individual is ready to be certified as an Instructor.

2.9.3. Requalification Training Courses. Unqualified crew members will complete the appropriate TX-1, TX-2, TX-3 (longest to shortest) courses outlined below.

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

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

2.9.3.3. Unqualified for over 8 years will complete TX-1 course and a flight evaluation IAW AFI 11-202V2 and AFI 11-2KC-135V2. Crewmembers may not simultaneously requalify as Instructor.

2.9.4. Units conducting simultaneous requalification and Instructor training must compare the formal requalification course syllabus and Instructor course syllabus to develop an individual training plan. The plan must include all phases of training and an appropriate (sui**Table**) substitute (e.g. CBT, Instructor Based Training (IBT), simulators, number of flights, etc.).

2.9.4.1. See AFI 11-2KC-135V2 for simultaneous Instructor re-qualification training and evaluation requirements.

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

2.10.1. Basic Navigator/CSO. KC-135 unit level staff Navigator/CSO who may perform in-flight duties not including rendezvous (RV). These basic Navigator/CSO duties are limited to system operation, communication, and crew coordination. Units may also maintain a local training program for initial and requalification training that focus on FMS-3 (B-Kit) operations, checklist procedures, CRM and communication training. The maximum level of qualification is BMC (FTL-C or FTL-E). See ground and continuation training requirements in [Chapter 4](#).

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

2.10.1.2. Basic Navigator/CSOs non-current (FTL-E) may fly with an IN or IP to regain their currency (M010) with a FMS-3 Navigator/CSO Suite installed.

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

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

2.10.2.2. SOAR Navigator/CSOs non-current in SOAR RV (S036) must fly with a current SOAR Instructor (IN or IP) to regain currency. Non-SOAR sorties may still be accomplished while non-current in only S036.

2.10.3. Instructor Navigator/CSO. See **Table 5.2** for minimum flying time requirements. When selected for upgrade, complete course prerequisites (see **Paragraph 5.4.2.2**). The CBT or web-based lessons (and testing) are a baseline program followed by completion of the appropriate in-unit developed Instructor training and evaluation.

Chapter 3

MISSION QUALIFICATION AND CERTIFICATION TRAINING

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

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

3.1.2. MCT is not required for BMC crewmembers assigned to MAJCOMs, Numbered Air Force (NAF)s, AOCs, USAFECs, Contingency Response Wing (CRW)s, Contingency Response Group (CRG)s, FTU, USAFWS, Direct Reporting Unit (DRU)s or SOC graduates not on aircrew mobility status unless specified in course syllabus, MAJCOM Supplement or specified in this AFI.

3.2. Time Periods for Mission Qualification and Certification Training. See **Paragraph 1.7** and **Table 1.2** for In-Unit Training Time Limitations. A crewmember will be MR after completion of all ground training and flying training requirements, review and certification by Sq/CC or Review and Certification (R&C) Board IAW AFI 11-202V2 and appropriate supplement. Completion initial qualification training requirements in **Table 2.1**, ground training requirements in **Table 3.1**, flying training requirements in **Table 3.2**, and any overdue continuation training requirements in **Chapter 4** (for RQT) will result in a crewmember being declared MR – Conventional. Aircraft Commander conventional certification requires Sq/CC approval through the R&C Board according to AFI 11-2KC-135V2.

3.2.1. MR – Conventional certified AC Initial Qualification (TX-1 or TX-2) graduates will be counted as a MR Pilot for Status of Resources and Training System (SORTS) and TRP purposes. They may also fly as a Qualified MR Aircraft Commander Course Graduate prior to Aircraft Commander Certification (ARMS Code) (FPL), on any crew, including operational missions, upon completion of MCT. TX-1 or TX-2 graduates are not considered a MR AC and may not fly as the A-code (Pilot-In-Command) until formally certified by the Sq/CC; see **Paragraph 5.3** for AC upgrade requirements.

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

3.2.3. For units with an OPLAN-801X commitment, complete the appropriate training events in **Table 3.3** and IAW AMCI 13-520, Support of Nuclear Planning and Operations. Completion will result in a crewmember being declared MR – OPLAN-801X. Certification will include a mission briefing to the Wg/CC or designated representative.

3.2.3.1. Units with an OPLAN-801X commitment will have 100 percent of crewmembers OPLAN-801X certified. Complete events in **Table 3.3** before Q010, OPLAN-801X certification (see **Paragraph 3.1.1** for exceptions).

3.2.3.2. (MILDENHALL) RAF Mildenhall is not assigned an OPLAN 801X commitment, and will therefore not complete the 801X training requirements listed throughout this Instruction.

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

3.3.1. Local training and CONUS missions may be flown before completing all events except as noted in **Table 3.1**.

3.3.2. If required, complete FTU proficiency (P) events (not accomplished at formal school course) before MR.

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

3.3.4. Ground training events accomplished during MCT establishes the crewmember's due dates for subsequent continuation training. Completion of S-V80-A, S-V88-AL, S-V90-A according to AFI 16-1301 and initial aircrew flight equipment training (during formal school) will establish the follow-on due dates of training (based on the date first completing the course) for recurring SS02, SS03., SS05, and G100 requirements.

Table 3.1. Mission Certification Ground Training Requirements (Conventional)

Code	Event	Crew	Notes
A006	MPRS Familiarization Training	P, B	6,7,11
A032	Difference Course (KC-135T-	All	6
E030	Official Passport- Primary (No-	All	6,10
G003	Flight Line Security	All	5,6,7,10
G041A	Unit Mission Briefing	All	7
G080	Comm Procedures	All	6,7,10

G081	Demand Assigned Multiple Access Satellite Communications (DAMA)	N	3
G120	Isolated Personnel Report (ISOPREP)	All	2,6
G160	Overwater Navigation	P, N	7, 9
G190	Aircraft Servicing	All	6,7,9
G210	Ground Alert Start Procedures	All	7,9
G280	Small Arms Training	All	6,10
G989-G992	WST Profile 2 (A-D)	B	7,11
LL01	Aircrew Flight Equipment Familiarization Training	All	1,2,6,10
LL04	Aircrew Chemical Biological Radiological and Nuclear	All	6,7,9,10
LL05	Egress Training with ACBRN	All	6,7,9,10
LL07	Aircrew Flight Equipment (AFE) Fit Check	All	1,6,10
Q016	Conventional Certification	All	7,8
Q017	ILS PRM Certification	P	6,7,9
Q060/Q070	EMCON 3/4 Certification	All	6,7,9
Q340	Briefing and Control of	All	6,7,9
SS01	Local Area Survival Training	All	6,7,10
V282	GRACC	P	4
<i>All = All Crew Positions</i>		<i>P = All Pilots</i>	<i>N = All Navigator/CSOs</i>
			<i>B = All Boom Operators</i>

NOTES:

1. *Must be accomplished prior to the first flight.*
2. *Accomplish upon arrival after each PCS (see **Paragraph 3.3.1** and **Paragraph 3.4.2**).*
3. *SOAR Navigator/CSO only 4. Event applies only to AMC Qualified Mission Ready MPD Pilot (FPQ)/ MR MPD Phase I Pilot (FPC) Pilots upgrading to MP. vGRACC highly encouraged for PACAF, USAFE, and ARC mobility forces Pilots upgrading to Aircraft Commander.*
5. *Only for individuals who are required to drive on the flight line (as determined by the Sq/CC; see **Paragraph 7.10.5**).*
6. *Aircraft Commander candidates must be current in this event but are not required to re-accomplish if previously accomplished as a MPD Pilot.*
7. *Mission-ready crewmembers transferring between flying units only need unit-specific training in these events plus events in which they lost currency.*
8. *Q016 may be accomplished before aircraft qualification/re-qualification; however, an individual cannot be signed off as MR until all training is complete. Individuals who are at their unit and awaiting start of a formal school may begin MCT ground training and establish reference dates. In-unit training time begins on return from formal school (see **Paragraph 1.7**).*
9. *Credit may be awarded if the event was accomplished at the formal school or during in-unit upgrade.*
10. *AFI 11-2KC-135V1 is not the reference publication governing completion of this event. Refer to reference publications which provide guidance for accomplishment of ancillary training requirements.*
11. *Reference **Paragraph 5.6.4.**, and **5.6.4.3** for event requirements.*

3.4. Flying Training Requirements.

3.4.1. BAQ crewmembers pursuing MR status will be assigned a FTL and accomplish continuation training (currency and semi-annual) requirements IAW **Chapter 4**. Continuation training requirements will be prorated based on the training time start date as defined in **Paragraph 1.7.1**. Crewmembers will credit events accomplished during MCT IAW **Paragraph 4.4.1**. Crewmembers pursuing MR status who fail to accomplish minimum aircrew (currency and semi-annual) requirements must fly in a supervised status IAW **Paragraph 4.9.3.1.1** and **Paragraph 4.9.2**. After arrival at duty station, all crewmembers will receive a local area briefing and supervised local orientation (not applicable for in-unit initial, requalification or upgrade training). Pilots should accomplish a supervised takeoff, approach and landing. Boom Operators should accomplish a supervised air refueling.

3.5. Flight Surgeon Mission Qualification Requirements. Flight Surgeon requirements are outlined in AFI 11-202V1.

Table 3.2. Mission Certification Flying Training Requirements (Conventional)

Code	Event	MP	FP	M	M	Notes
P260	HAVE QUICK	P	P	P	p	1,3,10
P270	Secure Voice	P	P	P	P	1,3,10
P280	ACBRNTQT (Formally	P	P	P	P	1,3,10
P290	Aircraft Alert Start Procedures	P	P		P	1,4,10,11
M001	Basic Sortie	P	P	P	P	
M030	Oceanic Sortie	P				1,10
M050	Tactical Sortie	P	P	P	P	1,10
Q011	Formation Lead Certification	1				1,10
Q021	BRAVO Probe Equipped				1	6,9,10,11,13
Q022	Receptacle Equipped Fighters,				1	6,7,10,11,13
Q023	Receptacle Equipped Fighters,				1	6,7,10,11,12,13
Q028	GOLF Day Heavy Receiver	AR	1		1	2,5,6,7,8,10,11,13
Q029	GOLF Night Heavy Receiver				1	5,6,7,10,11,12,13
Q033	MPRS Certification Training	AR	AR		AR	3,5,9,10,11,13., 14
Q044	Tactics Cert.	1	1	1	1	3,10,11
Q579	RNAV/GPS Operations	1	1	1		3,10,11
R160	Radio Silent Breakaway	P	P		P	9,10,11
R165	Radio Silent AAR	P	P		P	3,9,10,11
<i>AR = As Required</i>		<i>P = Proficient</i>		<i>1 = One Time Accomplishment</i>		

NOTES:

1. Initial training must be accomplished in the aircraft, all others are credited in OFT.
2. (MPD & AC only) If Q028 certification is accomplished in unit, Pilot must show proficiency in R080, Tanker AAR Auto-Pilot Off.
3. Aircraft Commander candidates must be current in this event but are not required to re- accomplish if previously accomplished as a MPD Pilot.
4. Prerequisite for initial P290 is G210 (see **Chapter 7** for more detail).
5. Pilots may be declared MR when certified in category of receivers required by unit mission.
6. BO may be declared certified in a specific air refueling category with approval by Sq/CC.
7. Sq/CC may declare a BO MR when certified in category receivers required by unit mission or after accomplishing events Q022, Q023., and Q028. Complete remaining events with an Instructor.
8. Day or Night for Pilots.
9. Credit may be awarded if accomplished in the BOWST/BOSS.
10. Credit may be awarded if accomplished at the formal school or during in-unit upgrade.
11. Mission-ready crewmembers transferring between flying units only need unit-specific training in these events (plus events in which they lost currency).
12. USAFE and PACAF units may elect to postpone Q023 & Q029 certification for 90 days (in addition to **Table 1.2** timeline) during long-daylight periods in summer.
13. Reference **Paragraph 5.6.4.3** or **Paragraph 5.6.4.1** for event requirements.
14. (MILDENHALL) IAW **Paragraph 5.6.4.3.2**: If accomplishing during MCT do not delay awarding MR status for Q033., MPRS certification. Every effort will be made to accomplish MPRS certification at the first available opportunity; however MPRS Familiarization Training (A006) will still be accomplished during MCT. If accomplishing Q033 after receiving MR status, the requirements of **Paragraph 5.6.4.3.2** must still be complied with and uncertified crewmembers will fly on a MPRS-required sortie under instructor supervision.

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

Code	Event	Crew Position	Notes
A037	OPLAN-801X / EWO Performance	P	2
G031	Initial Command & Control	All	2

G033	Unit Alert Procedures	All	2,3
G034	Minimum Interval Take-Off (MITO) Procedures	All	3
G035	Polarized Lead-Lanthanum-Zirconate- Titanate (PLZT) Goggle Training	All	1,2,3
G036	Flash Blindness and Thermal Protection	All	2,3
G040	OPLAN-801X Study	All	
G041B	Unit Mission Briefing (OPLAN-801X)	All	
Q010	OPLAN-801X Certification	All	
All= <i>All crew positions</i>		P= <i>All Pilots</i>	
<p>NOTES:</p> <p>1. G035 must be completed within 60-days of helmet modification; crewmember may be declared MR before completing G035.</p> <p>2. Aircraft Commander candidates must be current in this event but are not required to re-accomplish if previously accomplished as a MPD Pilot.</p> <p>3. Mission-ready crewmembers transferring between flying units only need unit specific training in these events (plus events in which they lost currency).</p>			

Chapter 4

CONTINUATION TRAINING

4.1. Description. This chapter establishes the minimum flying and related ground training requirements to maintain currency. The unit commander will ensure each crewmember receives sufficient continuation training to maintain individual proficiency.

4.2. Aircrew Status. KC-135 crewmembers are assigned to the following status:

4.2.1. Mission Ready (MR). For SORTS, operational tasking, and deployments a MR crewmember is defined as one who is available and qualified in the squadron's mission (will have completed mission qualification and mission certification training for the applicable crew position in this AFI).

4.2.2. Non-Mission Ready (NMR). A crewmember that is unqualified, non-current or incomplete in required continuation training, not qualified, or not certified to perform the unit mission. See **Paragraph 4.9** for specific guidance on crewmembers that are non-current or incomplete in continuation training. NMR crewmembers cannot deploy.

4.2.3. Basic Mission Capable (BMC). A NMR crewmember assigned to MAJCOM headquarters, NAF, 618 AOC (TACC), USAFEC, CRW, CRG, FTU, USAFWS, or DRU, who has satisfactorily completed MQT, does not maintain MR status, but maintains familiarization in the command's or unit's operational mission. Basic (non-SOAR) Navigator/CSOs should be assigned BMC.

4.2.3.1. The crewmember may maintain qualification in some aspects of the unit mission and should be able to attain full qualification in the unit mission within 30 days.

4.2.3.2. Formal School (AETC) and USAFWS crewmembers are qualified to conduct all aspects of their respective training mission in accordance to their training syllabi. AETC and USAFWS Instructors must be qualified in the training/unit mission before performing Instructor duties. AETC and USAFWS crewmembers may fly CONUS, Alaska, Hawaii, and Caribbean 618 AOC (TACC)-directed missions, but will comply with MR requirements to fly all other 618 AOC (TACC)-directed missions. Current and qualified formal school Instructors maintain MR status if they complete the appropriate events in **Table 4.3**, **Table 4.4**, and **Table 4.5** (unless exempted by note).

4.2.3.3. BMC crewmembers may log Instructor or Evaluator time for the portion of the mission for which they are current and qualified and performing Instructor or Evaluator duties.

4.2.4. Basic Aircraft Qualification (BAQ). A crewmember that has satisfactorily completed initial qualification training and is qualified to perform aircrew duties in the aircraft.

4.2.5. MR, BMC, and BAQ crewmembers must accomplish and/or maintain the requirements in AFI 11-202V1 (for their respective status) and the appropriate events in the ground and semi-annual flying continuation **Tables** in this chapter.

4.3. Flying Training Levels.

4.3.1. Sq/CC will assign FTLs to assigned (and attached) crewmembers (see **Paragraph 1.4.6**). Establish FTL assignments on experience and aircraft proficiency. NMR

crewmembers assigned to MAJCOM staff, NAF, 618 AOC (TACC), USAFEC, CRW, CRG, formal school, USAFWS, or DRU, are normally categorized as BMC and assigned FTL-A or -E. Basic (non-SOAR) Navigator/CSOs are assigned FTL-C or -E.

4.3.1.1. FTL-A Highly Experienced Crewmembers. (As a guide, crewmembers having 10 or more years of operational flying experience) This may include MR or NMR MAJCOM headquarters staff and 618 AOC (TACC) personnel; formal schoolhouse Instructors; NAF personnel; USAFEC Instructors, Wg/CC, OG/CC, and Sq/CC, Operations Officers, crewmembers assigned to OG evaluation positions, and Instructors assigned primarily to staff duties. NOTE: NMR MAJCOM staff and/or NAF Instructor/flight Evaluators may fly unsupervised when maintaining FTL-A and applicable ground training in **Table 4.1**. BMC MAJCOM Instructors or Evaluators assigned overseas or in the CONUS may fly unsupervised on routine, non-contingency sorties in their respective theaters. Lead Command Evaluators may fly unsupervised in any theater when maintaining FTL-A and applicable training in **Table 4.1** and **4.2**.

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

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

4.3.1.4. FTL-D No longer used.

4.3.1.5. FTL-E — BAQ or BMC non-Instructor staff. May include senior officers, MAJCOM, NAF, 618 AOC (TACC) staff, and attached flyers that are not maintaining MR or Instructor status. FTL-E requirements are insufficient for MR status and crewmembers assigned to FTL-E will fly with an Instructor of like specialty at all times (see **Paragraph 1.10.4**). BMC Basic Navigator/CSOs see **Paragraph 2.10.1**.

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

4.4. Training Events/Tables. ARMS training event identifiers and event descriptions are listed in Chapter 7. The unit may designate Unit Defined Events (UDE) as a “X” event (i.e., X020) and will include local “X” event identifiers in OG/CC level guidance (see **Paragraph 7.22**).

4.4.1. Crediting Event Accomplishment. Credit required events accomplished on training missions, operational missions, and satisfactory qualification evaluations toward the crewmembers currency and continuation training requirements. Event completion establishes a subsequent due date (see **Paragraph 4.8** for event proration). Use date of last satisfactory evaluation as the date of accomplishment for all flying training currency events that were trained during an ATS formal course (see **Table 6.1**). All Crewmembers may credit G220, G230, G240 G26X currencies upon successful completion of an ATS formal course syllabus or if accomplished during in-unit requalification IAW **Paragraph 1.5.5** (use the evaluation date as the date of accomplishment). Training requirements for these events will not apply

until the next Annual period (Pilots will still be required to accomplish G26X events for the next semi-annual period for currency).

4.4.1.1. Credit all AC Upgrade, and Instructor course (formal or in-unit) training event accomplishments toward continuation training (currency and semi-annual) requirements for the crew position in which the individual is currently qualifying, including pre- (or post) Pilot Instructor course training and Boom Operator CRM requirements.

4.4.2. For an unsatisfactory flight evaluation, do not log continuation training events items graded Q-3 (according to AFI 11-2KC-135V2) until re-qualified.

4.4.3. Make-up training (ground or flying) is creditable towards the new training period. Exception: If unqualified in an event(s), only credit the event if successfully accomplished in an official requalification program or on a successful evaluation IAW 4.4.1.

4.4.4. Instructor training requirements and responsibilities. Instructors and Flight Examiners may credit 50 percent of their total continuation training requirements per event while instructing or evaluating when the events requirement is 2 or more. Exception: Instructor and Flight Examiner Pilots may not credit takeoff or landings flown by another Pilot.

4.4.5. ARMS. Record all training events in ARMS (with the appropriate exemptions, notes, and adjustment in the course descriptions).

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

4.4.5.2. Use one ARMS entry for combined training events.

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

4.4.5.4. Flying events accomplished in the simulator (OFT or BOWST/BOSS) as allowed in **Table 4.3**, **Table 4.4**, and **Table 4.5** will be coded with an "S" prefix in ARMS. All simulator accomplishments must be documented and tracked in ARMS.

4.5. Continuation Training Requirements.

4.5.1. Completion and tracking of continuation training is the responsibility of the individual crewmember. Crewmembers shall actively work with unit schedulers and training offices to ensure their continuation training is accomplished as described in this chapter.

4.5.2. Ground Training Events. Crewmembers will comply with requirements of **Table 4.1** and **Table 4.2**.

4.5.2.1. Failure to accomplish events in **Table 4.1** leads to NMR status. See **Paragraph 4.9** for regaining mission ready status.

4.5.2.2. Failure to complete mobility training in **Table 4.2** does not lead to NMR status, but may restrict member from certain missions.

4.5.2.3. Attached Crewmembers (i.e., NAF, MAJCOM, USAFEC, etc.) may accomplish ground training events at locations other than their unit of attachment. The crewmember is responsible for reporting accomplished training events to their unit of attachment (ARMS office).

4.5.2.4. Crewmembers performing alert duty may accomplish ground training that does not degrade required response time or mission accomplishment. Specify requirements and or restriction in MAJCOM supplement and local supplement or OGI.

4.5.2.4.1. (MILDENHALL) Ground training during alert duty is solely on a voluntary basis, and may include CBTs, briefings, and mission planning so long as it does not degrade response time or mission accomplishment.

Table 4.1. Aircrew Ground Continuation Training Requirements (Failure to Accomplish = NMR)

Code	Event	Crew Positio	Freq	Reference Directive	Notes
	Flight Physical	All	455D	<i>AFI 44-170, AFI 48-123</i>	1,7
	Physiological Refresher	All	60M	<i>AFI 11-403</i>	1,7
G030	OPLAN-8010 Command & Control Procedures	P, B	Q	<i>AMCI 13-520</i>	2,3,5,7
G040	OPLAN-8010 Study	P, B	Q	<i>AMCI 13-520</i>	2,3,5,7
G041A	Unit Mission Briefing	All	AR		2,6
G041B	Unit Mission Briefing (OPLAN-	P, B	A	<i>AMCI 13-520</i>	2,3,6,7
G060	Aircrew Tactics Training	All	A		2,6, 8
G070	Aircrew Intelligence	All	A	<i>AFI 14-105 w/supp AFI 14-202V1 AFI 14-MDSV1</i>	2,6,7
G080	Comm Procedures	All	365D	<i>AFI 11-244</i>	2,6,7
G090	Anti-Hijacking	All	B	<i>AFI 13-207</i>	2,7
G130	Instrument Refresher	P, N	4 th Q	<i>AFMAN 11-210</i>	6,7
G145	MPRS Ground Training	P	A		6
G150	Approach Plate	B	A		
G182	Hazardous Cargo Training	P	T	<i>AFMAN 24-204</i>	2,6,7
G182A	Hazardous Cargo Training	B	24M	<i>AFMAN 24-204</i>	2,6,7
G185	Cargo Loading Training	B	A		2,6
G190	Aircraft Servicing	P, B	T		2,3,6
G210	Ground Alert Start	P, B	A		2,3,6
G215	EADI Multifunction	B	B		2,6
G220	Aircraft Systems	P	A		6

G220A	Aircraft Systems	N	AR		6
G221	CNS/ATM Refresher	P, N	A		6
G227	Auxiliary Power Unit	B	B		6
G228	Electrics and Fuel Systems	B	A		6
G229	AAR Systems	B	A		6
G230	CRM Refresher Training	All	A	AFI 11-290	6,7
G400	AIR Card User Training	P	T	AFI 11-253	6, 7
G401	Instructor/Evaluator	All	A		2,6
G755	ROBE Training	All	AR		7
G802	SOAR Ground Training	All	A		4
LL03	Emergency Egress Training,	All	T		1,6
LL06	Aircrew Flight Equipment	All	T	AFI 11-301V1	1
LL07	Aircrew Flight Equipment	All	T	AFI 11-301V1	1
NV03	NVG Refresher	P, B	20M	AFI 11-202V1	4,7
SS02	Combat SERE Training	All	36M	AFI 16-1301	2,7
SS05	Water Survival Training	All	36M	AFI 16-1301	2,7
Q010	OPLAN-8010 Certification	P, B	A		2,3,6,7

A=Annual, B=Biennial, D=Days, M=Months, Q=Quarterly, SA=Semi-Annual, T=Triennial

All=All crew	P=All	N=All Navigator/CSOs	B= All Boom Operators
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NOTES:

1. Failure to accomplish recurring ground events will result in "do not fly status" until the training is accomplished. See the appropriate event descriptions.
2. Not required for BAQ or BMC crewmembers (see **Paragraph 4.2.3., Paragraph 4.2.4., or Paragraph 4.5.3.2**) unless specified in AOR SPINS or theater reporting instructions.
3. Only required for units with OPLAN-801X requirements or as directed by MAJCOM. For USAFE/PACAF, currency is (As Required) for G030 and G040.
4. SOAR-certified crewmembers only.
5. OPLAN-801X only. Crewmembers that go NMR for this event must receive training for the current quarter as well as training from the previous quarter. Crewmembers that are delinquent in this event for consecutive quarters will be decertified from the OPLAN-801X mission and must receive initial OPLAN-801X certification training, as described in **Table 3.3 and Paragraph 3.2.3**.
6. Credit during initial, upgrade, and re-qualification training to establish a reference date.
7. The OG/CC is not the waiver authority for this event. Consult the reference directive for this event to determine the appropriate waiver authority. **(T-3)**.
8. **(MILDENHALL)** 100 OG crewmembers will accomplish G060 on an annual basis. A Tactics Test, G009, will be accomplished in conjunction with this event, as per **Paragraph 7.10.16.2**.

Table 4.2. Aircrew Specific Mobility Training Requirements (Failure to Accomplish = Restrictions May Apply*)

Code	Event	Freq	Reference Directive	Notes
C040	Mobility Folder Review	AR	AFMAN 10-401V2 AFI 36-507	3
E030	Official Passport-Primary (No-fee/maroon)	AR	Foreign Clearance Guide	3
G120	ISOPREP Review	180D	JP 3-50	1,
G280	Small Arms Training	24M	AFI 36-265 AFI 31-117	2,
LL04	LL04 Aircrew Chemical Biological Radiological and Nuclear (ACBRN)	B	AFI 11-301V1	2

SS03	Conduct After Capture Training	36M	<i>AFI 16-1301</i>	2, 3
SS07	Contingency SERE Indoctrination	AR	<i>AFI 16-1301; CCMD Directive</i>	2, 3
VT05	Threat Recognition Refresher	A		2
A=Annual		AR=As Required	B=Biennial	M = Months
NOTES:				
<p>1. Frequency in cited reference is annual while MAF aircrews standardize at 180 days.</p> <p>2. Not required for BAQ or BMC crewmembers (see Paragraph 4.2.3., 4.2.4., or 4.5.3.2) unless specified in AOR SPINS or theater reporting instructions.</p> <p>3. OG/CC is not the waiver authority for this event. Consult the reference directive for this event to determine the appropriate waiver authority. Failure to accomplish events may restrict a crewmembers ability to participate in missions that require the event (i.e., contingency missions). (T-3).</p>				

4.5.3. Flying Continuation Training Requirements. Use **Table 4.3, 4.4, and 4.5**. Each training event is accompanied by a required volume and/or a required currency. The currency requirement only applies if there is an associated volume. For example, one F030 (Large Formation) is required per year for FTL A, B, and C. The annual currency does not apply to FTL-E because there is no volume required. See Chapter 7 for event descriptions.

4.5.3.1. ATD Credit for Training Requirements. Flight events credited in the ATD are listed in **Table 4.3, Table 4.4 and Table 4.5** (see **Paragraph 4.4.5.4** for ARMS tracking).

4.5.3.1.1. ATS contract Instructor's supervision meets the requirements for continuation training (currency and semi-annual) events requiring Instructor or direct Instructor supervision. Exception: M010 requires supervision from USAF Instructor of like specialty.

4.5.3.2. As a minimum, SOC and all other crewmembers maintaining BMC or BAQ status in the KC-135 will maintain FTL-E. Senior officers on MR status will comply with **Table 4.3 and Table 4.4**. This requirement also applies to additional aircraft in which a senior officer may be qualified (see multiple qualifications). Attached aviators may conduct flight training at other locations; however, interfly agreements and other documentation (i.e....ITS, AF Form 1042, and other Go/No-Go documentation) may be required. See AFI 11-401 and AFI 11-2KC-135V3 for passenger carrying restrictions.

4.5.3.3. Each MAJCOM provides flying-hours to each wing as training, test, and ferry hours or organizational and maintenance (O & M) hours. A1780902 flying hours are based on FTL-C, and are designed to provide all crew positions with sufficient hours to accomplish all continuation flying training requirements with percentage of completion aboard flight simulators.

4.5.3.4. Mission Oriented, Proficiency, and Phase simulator profiles (G240, G250, and G261-G264) will be flown in the same manner as the aircraft, to include the wear and use of professional gear (headsets, gloves, etc.).

4.5.3.4.1. Simulator profiles will be scheduled as ground events in the primary scheduling program (GDSS II, GTIMS, PEX, etc.) and event cancellation authority will reside with the OG/CC (or designated representative).

4.5.3.4.2. Simulator training pre-requisites (i.e., profile courseware/workbook, etc.) must be completed prior to the simulator start time or the training will be cancelled. Exception: ARC members should accomplish pre-requisites prior to Phase simulators, but the event will not be cancelled if required pre-requisites are not accomplished.

4.6. Flight Surgeon Continuation Flying Requirements. Flight Surgeons will be accomplished IAW AFI-11-202V1.

4.6.1. For contingency/AOR missions, Flight Surgeons must also be current in the following events: SS02, SS03., SS19 (S-V88-AL) or SS20 (S-V80-A), and G120.

Table 4.3. KC-135 Pilot Semi-Annual Continuation Flying Requirements

Code	Event	MP					FP” X”				Credit in OFT		Notes	
		A	B	C	E	CUR	A	B	C	CUR	%	Maintain		Regain
F020	Formation	1	1	2			1	1	2		100			2,10,11
F030	Large Formation	A	A	A		A	A	A	A	A	100	Y	Y	2,11
F060	AAR Formation	1	1	2			1	1	2		100			2,10,11
G240	CRM/TEM Sim	A	A	A	A		A	A	A		100	Y	Y	7,13
G250	Proficiency Sim	1	1	2			1	1	2		100			7,13
G261-	Refresher Simulators	2	2	2		SA	2	2	2	SA	100	Y	Y	7,13
M007	CNS/ATM Data Link	A	A	A		A	A	A	A	A	100	Y	Y	2,8,11
M010	Proficiency Sortie	2	2	2			2	2	2		100			
M020	Unit Specific Sortie	4	4	4			4	4	4					2,11
M030	Oceanic Sortie	A	A	A		A	A	A	A	A				2,11
M050	Tactical Sortie	1	1	1		SA	1	1	1	SA	100	Y	Y	2,11
N010	Tanker RV	4	5	6		Q	4	5	6	Q	100	Y	Y	11
N020	Tanker RV Golf	1	1	2			1	1	2		100			2,11
N030	Tanker RV Delta	1	1	2			1	1	2		100			2,11
N040	Tanker RV Alpha	1	1	1			1	1	1		100			2,11
N110	Comm Procedures	1	1	2			1	1	2					2,4
P010	Takeoff-Initial	2	4	6	2	Q	2	4	6	Q	100	Y	Y	
P020	Takeoff	8	10	12	6	M	8	10	12	M	100	Y	Y	1,6
P027	EWO Departure	A	A	A		A	A	A	A	A	100	Y	Y	2,4,11
P028	Right Seat Takeoff	1	1	1	1		1	1	1		100			
P029	Left Seat Takeoff	1	1	1	1		2	3	3	Q	100	Y	Y	13

P040	Sim Engine Fail,	2	2	2		Q	2	2	2	Q	100	Y	Y	1,5,6,13
P061	VFR Overhead	1	1	1			1	1	1		100			2
P062	Tactical Departure	1	1	1			1	1	1		100			2,11,12
P063	Tactical Arrival	1	1	1			1	1	1		100			2,11,12
P064	Slide	1	1	1			1	1	1		100			2,11
P065	Scram	1	1	1			1	1	1		100			2,11
P066	Steep Turns	1	1	1			1	1	1		100			2
P067	Contingency Rejoin	A	A	A		A	A	A	A	A	100	Y	Y	2,11
P068	Combat Descent	1	1	1			1	1	1		100			2,11
P069	Defending Climb	1	1	1			1	1	1		100			2,11
P070	Instrument Approach	6	8	12	6	M	6	8	12	M	100	Y	Y	1,6
P071	Holding	1	1	1			1	1	1		100	Y	Y	11
P100	Precision Approach	3	4	6	2		3	4	6		100			
P110	Non-Precision	3	4	6	1		3	4	6		100			
P117	RNAV Approach	2	2	2			2	2	2		100			
P130	Circling Approach	1	2	2			1	2	2		100			
P140	Visual Traffic Pattern	2	2	2			2	2	2		100			
P160	Missed Approach	2	3	3			2	3	3		100			
P170	Appr & Go Around	2	3	3		Q	2	3	3	Q	100	Y	Y	1,5,13
P180	Appr & Landing	2	3	3		Q	2	3	3	Q	100	Y	Y	1,5,13
	(Sim Engine Out)													
P190	Landing	8	10	12	6	M	10	14	18	M	50	Y	Y	1,9
P192	Landing, Night	2	2	2	2	Q	2	2	2	Q	50	Y	Y	1,9,14
P193	Landing, Full Flaps	2	2	2			2	2	2		100			
P194	Landing, Partial Flaps	2	2	2			2	2	2		100			
P198	Landing, Right Seat	1	1	1	1		1	1	1		100			
P199	Landing, Left Seat	1	1	1	1		2	3	3	Q	100	Y	Y	13
P200	Touch and Go Landing	6	6	6		M					100	Y	Y	2,6
P260	HAVE QUICK	1	1	1			1	1	1					2
P270	Secure Voice	1	1	1			1	1	1					2
P271	Authentication	1	1	1			1	1	1					2
P280	ACBRNTQT	T	B	A			T	B	A		100	Y	Y	2
P290	Aircraft Alert Start	A	A	A		A	A	A	A	A	100	Y	Y	2,8,11
R010	Receiver AAR	4	5	6		Q					100	Y	N	15
R013	Receiver AAR,	2	2	3										15
R020	Receiver AAR (Night)	1	2	3		Q					100	Y	N	15
R035	Receiver AAR (Heavy)	A	A	A		A					100	Y	N	15
R040	Receiver AAR Bkwy	1	1	1		SA	1	1	1		100	Y	N	
R050	Receiver AAR Tanker	1	2	2										
R060	Tanker AAR	4	5	6		Q	4	5	6	Q	50	Y	N	1,11
R070	Tanker AAR	2	2	2			2	2	2		50			11
R080	Tanker AAR Auto-	2	3	3			2	3	3		50			
R100	Tanker AAR Heavy	1	1	2			1	1	2		100			11

S036	SOAR Rendezvous	1	1	1			1	1	1					3,11
NV02	NVG Sortie	1	1	1			1	1	1					3,11
A=Annual		B=Biennial			M=Monthly			Q=Quarterly						
SA=Semi-Annual		T=Triennial			Y=Yes			N=No						

NOTES:

1. Unqualified in the aircraft if non-current in excess of 6 months see **Paragraph 4.9.4.2**.
2. Not required for BAQ or BMC crewmembers (see **Paragraph 4.2.3., 4.2.4., or 4.5.3.2**) unless specified in AOR SPINS or theater reporting instructions.
3. SOAR-certified Pilots only.
4. Required for OPLAN-801X MR crewmembers only (may be combined with P271.).
5. Units collocated with an OFT will accomplish in the OFT. Non-collocated units will accomplish semi-annually and attempt to accomplish as many training requirements as possible during G250 or G261-264 Proficiency Simulator profiles; however, may accomplish in the aircraft during operational or continuation training missions on a non-interference basis. **(T-2)**.
6. Multiple aircraft qualified Pilots, will accomplish one event quarterly in each aircraft model qualified (qualified/maintaining currency in two MDS model aircraft, e.g., KC-135R and RC-135W).
7. Must be accomplished with at least one qualified AC on the crew; may only be logged as PF or PM. **Exception:** ARC may substitute an FTL-A FPQ for a MP, if needed. G261/2 will be accomplished in the first semester and G263/4 in the second semester. Non-collocated unit requirement is 4 per annual period.
8. Motion not required to receive credit using OFT.
9. Event 100% credi**Table** in OFTs with Visual System Replacement (VSR) modification (VITAL X or EP[®]-8000 visual system image generators) certified by AMC.
10. ATD link to another ATD required for credit if not accomplished in aircraft. Do not dual-log F030 with an F020 if accomplished in the ATD (since linked ATD is not needed for F030).
11. Pilots may log event complete as PF or PM.
12. For training, Low Altitude High Speed Departures (LAHSD) and Low Altitude High Speed Arrivals (LAHSA) may only be accomplished in the simulator (**Exception:** 509 WPS / KC-135 Weapons Instructor Course).
13. WIC students or individuals who have been deployed for the majority of the quarter (i.e. greater than 45 days) are considered current for this event until 45 days after return to home station.
14. OG/CC may authorize 90-Day currency extension/pro-ration for night events to compensate for climatic adjustments (long-daylight periods in summer) for the period 1 April through 30 September for units north of the 60th North Parallel. **(T-3)**. **(MILDENHALL)** The OG/CC

approves all 90-Day currency extension/pro-rations at RAF Mildenhall for night events due to the region's long-daylight periods in the summer.

15. For receiver Pilots only

Table 4.4. Navigator/CSO Semi-Annual Continuation Flying Requirements

Code	Event	Navigator/CSO FTL				Credit in OFT			Notes
		A	C	E	CUR	%	Maintain	Regain	
G240	CRM/TEM Sim	A	A		A	100	Y	Y	1
G261-264	Refresher Simulators	A	A		A	100	Y	Y	4
M010	Proficiency Sortie	1	1	1	2M	100	Y	Y	1,5,6,7
M020	Unit-Specific Sortie	AR	AR						7
M050	Tactical Sortie	A	A		A	100	Y	Y	7
N110	Comm Procedures	1	1						5
P270	Secure Voice	1	1						3,5,7
P271	Authentication Procedures	1	1						3,5,7
P280	ACBRNTQT	T	T		T	100	Y	Y	3
S036	SOAR RV	1	1						2,6,7
S101	ARC-210 DAMA SATCOM Tng.	A	A		A				2,7
AR=As Required		A=Annual		B=Biennial			M=Monthly		
Q=Quarterly		SA=Semi-Annual		T=Triennial			Y=Yes		
NOTES:									
1. Unqualified in the aircraft if non-current in excess of 6 months see Paragraph 4.9.4.2 .									
2. Required for SOAR qualified Navigator/CSO only.									
3. Not required for basic Navigator/CSOs who have not completed the requirement for deployment in Chapter 3 .									
4. Requirement is for FTL-A, B, and C Navigator/CSOs to attend one of the G261-264 Refresher Simulators Annually. FTL-E aircrew are not required to complete, but are allowed and encouraged to.									
5. Instructors may receive credit when observing, instructing, or performing Evaluator duties.									
6. Navigator/CSOs can regain/maintain currency with an IP monitoring the sortie.									
7. Aircraft equipped with FMS-3 station									

Table 4.5. Boom Operator Semi-Annual Continuation Flying Requirements

Code	Event	Boom Operator FTL					Credit in			Notes
		A	B	C	E	CUR	%	Maintain	Regain	
G240	CRM/TEM Sim	A	A	A	A	A	100	Y	Y	1
G983-G988	WST Profile 1	2	2	2	A		100			6
M010	Proficiency Sortie	A	1	1		A	100	Y	Y	
M020	Unit-Specific Sortie	AR	AR	AR						10
M050	Tactical Sortie	A	A	A		A	100	Y	Y	2
M051	MPRS Sortie	A	A	A	A	A	100	Y	Y	
N110	Comm Procedures	1	1	2						4,8
P270	Secure Voice	1	1	2						3,8
P271	Authentication Procedures	1	1	1						3,8
P280	ACBRNTQT	T	B	A			100	Y	Y	2
P300	Cargo Loading	A	A	A		A				1,2,8
R070	Tanker AAR Breakaway	1	1	2	1		100			
R100	Tanker AAR, Heavy Receiver	1	2	2			100			
R120	Contacts	15	18	24	9	2M	100	Y	N	1,7
R130	Night Contacts	4	6	8	3	6M	50	Y	N	1,9
R140	Tanker Manual Contact	2	3	4	2		100			7
R150	Fighter Contact	2	2	2		6M	100	Y	N	1,6
R160	Radio Silent Breakaway	1	1	1			100			8
S036	SOAR RV	1	1	1						5
NV02	NVG Sortie	1	1	1						5
A=Annual		AR=As Required		B=Biennial		M=Monthly		Q=Quarterly		
SA=Semi-Annual		T=Triennial		Y=Yes		N=No				

NOTES:

1. *Unqualified in the aircraft if non-current in excess of 6 months see Paragraph 4.9.4.2.*
2. *Not required for crewmembers defined in Paragraph 4.2.3., 4.2.3.2 or 4.3.1.2 unless specified in MAJCOM Supplement or specified in this AFI. Crewmembers maintaining BAQ on aircrew mobility status are also exempt unless specified in MAJCOM Supplement or specified in this AFI.*
3. *Not required for formal schoolhouse Instructors.*
4. *Required for OPLAN-801X MR crewmembers only (may be combined with P271.).*
5. *Required for SOAR-certified Boom Operators only.*
6. *Requirement is one per annual period for crewmembers assigned to MAJCOMs, NAFs, AOCs, USAFECs, CRWs, CRGs, FTU, USAFWS, DRUs, unless specified in MAJCOM Supplement or specified in this AFI.*
7. *Only three R120 (Contact) and two R140 (Tanker Manual Contact) may be credited per BOWST/BOSS session.*
8. *Instructors may receive credit when observing, instructing, or performing Evaluator duties.*
9. *OG/CC may authorize 90-Day currency extension/pro-ration for night events to compensate for climatic adjustments (long-daylight periods in summer) for the period 1 April through 30 September for units north of the 60th North Parallel. (T-3). (MILDENHALL) The OG/CC approves all 90-Day currency extension/pro-rations at RAF Mildenhall for night events due to the region's long-daylight periods in the summer.*
10. *(MILDENHALL) Volume requirements for RAFM Boom Operators are as follows: FTL A (1.); FTL B (1.); FTL C (1.).*

4.7. Ancillary Training. Ancillary Training is guidance or instruction that contributes to mission accomplishment, but is separate from an Air Force Specialty or occupational series. AFI 11-2KC-135V1 is not the governing directive for completion of ancillary training events. IAW AFI 11-202V1 and AFI 36-2201, the source AFIs, provide training frequency for these events unless an approved waiver has been authorized. See UDM representative to ensure compliance with additional USAF personnel training requirements. Some USAF ancillary training requirements may be accessed and tracked via the Advanced Distributed Learning Service (ADLS). UDMs have access to ADLS training records.

4.8. Proration of Training. AFI 11-202V1 describes proration of training requirements for crewmembers not available for flying duties. In addition, prorate training for non-availability due to contingency alerts and contingency flying TDYs when contingency precludes training for certain mission events (PACAF and USAFE: also contingency operations from home station). This authority must be used judiciously, especially when prorating the same crewmember for consecutive semi-annual training periods.

4.8.1. Use this formula to determine training requirements: Number of Months Available times the Event Volume divided by Number of Months in the Training Period. Round down to nearest whole number (e.g. 5.6 rounds to 5), but not less than 1 unless the individual was available for less than 15 days total during the Semi-Annual (SA) period. ARMS is unable to round down so manual calculation or a higher proration is required.

4.8.1.1. Use **Table 4.6** to determine the number of months available. Prorate only if absence is at least 15-cumulative days. Combining non-consecutive periods of contingency alert is allowed for proration purposes.

4.8.1.2. When an individual permanently changes station during the training cycle to a unit flying the same model aircraft and enters the same FTL or lower, credit training accomplished at the previous base. Prorate training requirements based on the time available (e.g., time at former base, plus time at new base, minus number of days not available) during the training period. Time available starts 45 days after sign-in or on the date of actual accomplishment of the first training event, whichever occurs first. Subtract previous accomplishments from the prorated total to determine remaining requirements.

4.8.1.3. OSS/OST or Sq/DOT (as applicable) will maintain training proration letter for a period of two years (commanders may increase this frequency as required). Non-collocated squadrons and detachments will forward proration letter to the unit for inclusion in the unit's records.

4.8.2. Units may also prorate requirements for individuals changing training levels.

Table 4.6. Individual Availability

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

4.9. Failure to Complete Training Requirements. Declare individuals NMR if they 1.) fail to complete ground continuation training requirements from **Table 4.1**, 4.2) fail to complete semi-annual flying continuation training requirements from **Tables 4.3**, 4.4 and 4.5) fail to maintain flying currencies from **Tables 4.3**, 4.4 and 4.5; the following guidance applies:

4.9.1. Failure to Complete Ground Training Events.

4.9.1.1. Failure to Complete. Individuals who fail to complete ground training requirements are declared NMR. The crewmember cannot deploy until training is accomplished (Exception: Non-current crewmembers may fly unsupervised on local, routine, and CONUS missions according to **Table 4.1** on sorties not requiring the ground training event). Crewmembers NMR in OPLAN-801X ground training events (G030, G040, G041B or Q010) remain MR-conventional. Units will attempt to return NMR OPLAN-801X crewmembers to MR status as soon as practical.

4.9.1.1.1. An individual NMR for failure to complete Hazardous Cargo Training (G182) may fly unsupervised on local training missions only with Sq/CC approval until training is completed.

4.9.1.2. Waivers for Ground Training Events. The OG/CC or equivalent may waive ground continuation training events identified in **Table 4.1** and **Table 4.2** according to **Paragraph 1.5.7**. The decision to grant a waiver will be based on the individual crewmember's experience and proficiency level; waivers will not be based on a crewmember's availability. The OG/CC will determine the allowable time period of the waiver. The make-up training should be accomplished at the earliest opportunity. This waiver is for unforeseen circumstances only and only for events that will not degrade mission accomplishment. (T-3).

4.9.2. Failure to Complete Semi-Annual Flying Training Events.

4.9.2.1. Failure to Complete. Individuals who fail to complete flying training requirements are declared NMR. The Sq/CC will review ARMS products at the end of each semi-annual training period. For individuals who fail to accomplish training requirements, the Sq/CC will place individuals in supervised training status for the event(s) and declare them NMR in those unit missions requiring the event(s)

4.9.2.1.1. Pilots non-current in Data Link (M007) still maintain MR status, may fly in a non-Data Link mode, and may still deploy OCONUS.

4.9.2.1.2. If a Pilot or Navigator/CSO is delinquent in M007, the crewmember will accomplish refresher data link CBTs, review aircraft normal/abnormal data link operations/procedures, and review appropriate data link courseware.

4.9.2.1.3. Notify the MAJCOM/SG when Flight Surgeons fail to meet semi-annual or annual sortie requirements (IAW AFI 11-202V1.). MAJCOMs establish procedures to assess continued active flying authorization. Place a copy of the MAJCOM/SG notification in the members' flight training folder.

4.9.2.2. Waivers for Flying Training Events. The OG/CC or equivalent may waive flying continuation/currency training events identified in **Table 4.3**, **Table 4.4** and **Table 4.5** according to **Paragraph 1.5.7**. Base the decision to approve a waiver on the individual crewmember's experience and proficiency level. Do not approve a waiver request for the same flying training event deficiency affecting consecutive training periods (if a waiver is desired for consecutive training periods, forward request for MAJCOM approval). (T-3).

4.9.2.3. If OG/CC waiver is not accomplished, place individuals who have failed to complete semi-annual flying training events in supervised status for the event(s) until Sq/CC directed re-training is accomplished. An AF Form 4022, Aircrew Training Folder, is not required; training may be documented on the NMR letter.

4.9.3. Flight Training Currency. Flight currency is associated with those events denoted in the flying continuation training **Tables (Table 4.3, Table 4.4, or Table 4.5)** by a specific period of time (i.e., Monthly, Quarterly, Semi-Annually, Annually, etc.) within which the event must be accomplished. The required currency may be listed in the "CUR" column (in which case, it applies to all FTLs unless the cell is grayed out) or in the appropriate "FTL" column. A currency event must be accomplished at least once within that specified time in order to maintain the currency.

4.9.3.1. Loss of Currency. Place individuals that are non-current in one or more currency events in supervised training status for that event and declare them NMR in those unit

missions requiring that event. Crewmembers are “non-current” the day after event currency expires (i.e., a crewmember who accomplished a monthly currency event on 5 September, becomes non-current on 1 November). Crewmembers non-current for events identified by Note in **Table 4.3**, **Table 4.4**, or **Table 4.5** for greater than 6 months risk loss of qualification.

- 4.9.3.1.1. A Pilot non-current in Takeoff (P020, P040), Approaches (P070), Landings (P170, P180, P190), or Landing, Night (unaided) (P192) will not fly unsupervised on any sortie.
 - 4.9.3.1.2. Pilots non-current in N010 Tanker RV do not require direct IP supervision.
 - 4.9.3.1.3. A Navigator/CSO who is non-current may be supervised by an IP and may regain currency by the same IP.
 - 4.9.3.1.4. A Boom Operator non-current in M051 MPRS Sortie may continue to participate unsupervised in all missions not requiring MPRS operations. Boom Operators may deploy, but not as a MPRS certified crewmember until currency is regained with a MPRS certified IBO.
- 4.9.3.2. Flight Surgeon loss of flying currency. Flight Surgeons that exceed 60 days between sorties require a review of aircraft exits and oxygen systems conducted by a member of the flight crew designated by the AC prior to the flight to regain flying currency.
- 4.9.3.2.1. The egress review will be signed off by the AC on a copy of the AMC/SGP memo or other approved form (e.g., AF Form 1522, locally generated form/memo/etc.). Note: Documentation on AFTO 781 is not acceptable. The Flight Surgeon must submit this documentation to the local Squadron/Host Aviation Resource Manager (SARM/HARM) office after the flight or upon return to home station if the flight is in conjunction with a TDY. The HARM or SARM will place the documentation in the Flight Surgeon’s training folder.
 - 4.9.3.2.2. Failure to complete and document required training before the flight will result in the loss of ability to log primary Flight Surgeon time.
- 4.9.3.3. The crewmember cannot deploy until currency is regained (see **Paragraph 1.10.3.1**).
- 4.9.3.4. Aircrew members will not log events in an OFT or BOWST/BOSS, as appropriate, for which they are non-current until demonstrating proficiency (regaining currency) under the supervision of an qualified Instructor of like specialty.
- 4.9.3.5. Aircrew members will not log events for which they are non-current until currency is regained.

4.9.4. Regaining Currency or Mission-Ready Status.

4.9.4.1. Loss of Currency or NMR for up to 6-Months. Crewmembers maintain their current training level and no training folder is required. Crewmember must demonstrate proficiency in the aircraft or simulator (as appropriate) in all delinquent items while under supervision of an Air Force Instructor (or ATS contract Instructor when **Tables 4.3**, **4.4** or **4.5** permits regaining currency in the ATD).

4.9.4.2. Loss of Currency or NMR exceeding 6-Months. Crewmember is declared Unqualified for a loss of currency for events in **Table 4.3**, **Table 4.4**, and **Table 4.5** with Note 1. The crewmember will complete Sq/CC directed requalification training and evaluation according to AFI 11-2KC-135 Volume 2. For all other currency events, regain currency by demonstrating proficiency in the aircraft or ATD to the satisfaction of an Air Force Instructor (or ATS contract Instructor when **Table 4.3**, **Table 4.4**, and **Table 4.5** permits regaining currency in the ATD) in all delinquent items. Unqualified crewmembers cannot log flight training events (except if successfully accomplished in an official requalification program or on a successful evaluation IAW **Paragraph 4.4.1** and 4.4.3.).

4.9.4.2.1. Boom Operators non-current in M051 MPRS Sortie in excess of 6 months will not be considered unqualified but will require re-accomplishment of A006 MPRS Ground Training prior to attempting flight requirements that re-establish currency.

4.9.4.2.2. Flight Surgeons that exceed 6-months between sorties require completion of LL03., Emergency Egress Training, Non-Ejection Seat, with a certified aircrew instructor prior to the next flight.

4.9.4.2.2.1. Notify the MAJCOM/SG when Flight Surgeons fail to meet semi-annual or annual sortie requirements. MAJCOMs establish procedures to assess continued active flying authorization. Place a copy of the MAJCOM/SG notification in the members' flight training folder.

4.9.5. OSS/OST or Sq/DOT (as applicable) will maintain NMR and Waiver records for a minimum of two years. Non-located squadrons and detachments will forward NMR and Waiver records to the parent unit for inclusion in the parent units' records.

4.10. Requirements Before PCS Or TDY By Members On Active Flying Status. AFI 11-202V1 specifies requirements before PCS or TDY.

4.11. Requirements Before Removal From Active Flying Status. AFI 11-202V1 specifies requirements before removal from active flying.

4.12. Requirements While In Inactive Flying Status. AFI 11-202V1 specifies requirements while in inactive flying status.

4.13. Retraining . AFI 11-202V1 specifies retraining restriction before separation, retirement, or mandatory inactive flying status.

4.14. Aircrews Flying in Non-US Air Force Aircraft and with Non-US Air Force Units. AFI 11-401 addresses individuals flying in this status.

4.15. Training Period. The **Tables** are based on semi-annual flying continuation training event requirements with the first cycle beginning on 1 January and ending on 30 June and second cycle beginning 1 July and ending on 31 December.

Chapter 5

UPGRADE TRAINING

5.1. Description . This chapter identifies general prerequisites and training requirements for upgrade.

5.1.1. OG/CC is designated waiver authority for minimum prerequisites for entry into upgrade programs (this includes all **Table 5.1** flying hour requirements). (T-3).

Table 5.1. Pilot Prerequisites For Upgrade--Selection Matrix

From	To	Prerequisite for Course Entry	Prerequisite Before R&C Board Certification	Notes
UP (Various MDS)	MP (via TX-1 or TX-2)	Previous AC in USAF MDS and/or 1000 hours TFT	100 KC-135 hours (PAA) & MPD Phase II guide, if required	1,2,3,4
FP	MP (via Aircraft Commander Upgrade (ACU))	1000 hours TFT / 400 KC-135 hours (PAA) and MPD Phase I & II	MPD Phase I, II, & III	1,2,3
MP (AC)	IP	200 hours in KC-135 (PAA) after R&C to AC		1,3
IP	EP	Sq/CC recommendation		
NOTES:				
<p>1. Total Flying Time (TFT) represents all flying time logged aboard a fixed wing aircraft as a military Pilot including SUPT “student” and “other” time (TFT does not include time in another aircrew specialty or RPA time). Simulator time is crediTable to meet TFT requirement.</p> <p>2. 100 KC-135 hours Primary Aircraft Authorization (PAA) required before R&C to perform AC duties.</p> <p>3. KC-135 simulator time is crediTable towards PAA Time. Simulator time is crediTable towards total flying hours.</p> <p>4. For MAF crossflow with similar skill set (i.e., C-17, C-5, etc.), use TX-2; MPD Phase II guide is not required. Pilots with dissimilar background (i.e., OSA/FAIP, F-16, etc.), use TX-1; accomplish MPD Phase II guide in-unit.</p>				

5.2. Mobility Pilot Development (MPD). Mobility Pilot Development is the development program leading to Aircraft Commander certification. The MPD program flows from Pilot Initial Qualification (PIQ) or Aircraft Commander Initial Qualification (TX-1 or TX-2) formal training courses through continuation training to upgrade selection and culminates in certification as an Aircraft Commander. MPD continuation training is divided into three phases: MPD Phase I (V280), MPD Phase II (V281.), and MPD Phase III. All MPD Pilots will be dual-seat qualified

and maintain qualification requirements according to AFI 11-2KC-135V2. MPD Pilots are not Aircraft Commanders. See minimum flying hour requirements in **Table 5.1**.

5.2.1. The success of this program depends on MPD Pilots being mentored and provided with development opportunities. The upgrade training timeline to Aircraft Commander is based on performance and at the discretion of the Sq/CC, should be tailored to match an individual's capabilities and experience level.

5.3. MPD Continuation Training thru Aircraft Commander Upgrade.

5.3.1. Documentation. Completion of MPD Phase I and II is documented in ARMS as V280 and V281 respectively; GRACC is documented in ARMS as V282. Document the completion of the entire course via AF Form 1381 and Sq/CC certification.

5.3.2. Training Guides. MPD Phase I & II guides are available for download on the AMC/A3T SharePoint® (see **Paragraph 1.15**). Guides should be carried on all sorties to maximize training opportunities.

5.3.3. MPD Phase I (V280). After completion of the PIQ course, Pilots enter Phase I of continuation training. This first phase consists of completing the MPD Phase I guide, which focuses on core aircraft abilities including communication, checklist discipline, systems knowledge, and basic mission planning. A Phase I MPD should not have additional squadron duties nor be expected to act as an Aircraft Commander, yet they should observe and learn from their aircrew leadership.

5.3.3.1. During this stage of Pilot development, a Phase I MPD Pilot (FPC) is restricted to the right seat and may only occupy the aircraft left seat with an IP. FPCs will train in the right seat during Mission Oriented Simulator Training (MOST) and Phase Sims and may occupy the left or right seats for Proficiency Sims (and available proficiency time at the end of a MOST or Phase Sims). FPCs will complete the MPD Phase I guide NLT 180 days (365 days for ARC) after becoming mission ready.

5.3.3.2. In order to advance beyond Phase I, the FPCs must be at least 6 months from the training start date (as defined in **Paragraph 1.7.1**), have a minimum of 200 PAA hours, and have completed the MPD Phase I guide. Once these requirements are met, the FPCs may be approved for Phase II via the STRP. For FAIP/OSA or non-mobility weapon system Pilots transitioning to MAF aircraft, completion of V280 is not required; however, V281 and V282 are required.

5.3.4. MPD Phase II (V281.) . This phase consists of completing the MPD Phase II guide, which focuses on the core tasks of flying skills, mission situational awareness, and crew management required for Aircraft Commander certification.

5.3.4.1. Training in this stage will ensure a balanced exposure to both left and right seats in the aircraft with an AC or above. Good judgment and Risk Management (RM) will dictate with whom they fly and what seat they occupy. As Phase II MPD Pilots (FPQs) advance in knowledge, they are encouraged to practice actual mission management skills and decision making under the guidance of their AC or IP.

5.3.4.2. MPD Selection for Aircraft Commander Upgrade/Certification. Phase II MPD Pilots must meet pre-requisites defined in **Table 5.1** as well as complete the MPD Phase II guide. Based upon performance, experience, and requisite flight hours, FPQs will be

identified for upgrade by squadron leadership via the STRP. FPQs require a minimum of one AF Form 8 evaluation after FP mission ready certification and prior to entry into Aircraft Commander upgrade (N/A for MAF crossflow, FAIP/OSA, or non-mobility weapon system Pilots).

5.3.4.3. HQ AMC Orientation Tour GRACC (V282). This event provides an in-depth look at selected AMC and 618 AOC (TACC) operations as well as an opportunity to interact with command senior staff. The course is offered through Defense Connect Online (DCO) only. Questions regarding vGRACC virtual class dates and student enrollment can be referred to the POC at AMC.A3TA@us.af.mil. Ideally, this course should be completed by Aircraft Commander candidates after completing V281, but before beginning formal Aircraft Commander upgrade training (ACU). vGRACC is mandatory for AMC Pilots and highly encouraged for PACAF, USAFE, and ARC mobility forces Pilots upgrading to Aircraft Commander. vGRACC is transferable between all mobility weapon systems. For AMC Pilots, V282 will be completed prior to Aircraft Commander certification. If unable to complete V282 prior to certification, units may schedule attendance up to 90 days after certification; beyond 90 days requires OG/CC approval (see **Paragraph 1.18.2** for scheduling details). Additional information is available via ETCA (see **Paragraph 1.15.3**). (T-3).

5.3.4.3.1. (MILDENHALL) Due to logistical concerns, either an in house mission familiarization tour or a visit to 603 Air Operation Center/Air Mobility Division (603 AOC/AMD) will be conducted in lieu of the AMC visit. Neither tour is required prior to mission certification. If not previously accomplished, one of these tours will be accomplished at the first available opportunity. The 603 AOC/AMD tour is coordinated by 100 OG/OGT through 86 OSS/OST (DSN 480-4414/5470, 86oss.ost2@ramstein.af.mil).

5.3.5. MPD Phase III. Aircraft Commander Upgrade (ACU). After the Sq/CC determines (via the STRP) an upgrade training start date, training time begins and the upgrade candidate will begin applicable ACU training events, as required (see **Table 1.2** for in-unit training time limitations). Prior to starting training, the training office will open and maintain an AF Form 4022 until the upgrade candidate is certified as an Aircraft Commander. Units using multiple folders to document a Pilots training progress may combine those into a single training folder at the unit's discretion. MAJCOM approved training guides are authorized.

5.3.5.1. Current and qualified Aircraft Commander candidates may fly as FPQ's if not accomplishing MPD Phase III training events. If accomplishing MPD Phase III training requirements, IP supervision is required during non-critical phases of flight and direct IP supervision is required during critical phases of flight. Two Aircraft Commander candidates may sit in the left and right seats under IP supervision in the simulator, as required.

5.3.5.2. The Aircraft Commander candidate will accomplish the following requirements prior to the Aircraft Commander Review and Certification (R&C) Board:

5.3.5.2.1. Formation Lead Certification (Q011). Proficiency as formation lead must be demonstrated (see **Paragraph 5.6.1**). If simulator is used for Lead Certification, reference **Paragraph 5.6.1.2.2** for Distributed Mission Operations (DMO) requirements.

5.3.5.2.2. Golf Day (Q028), Heavy Receivers (KC-10, C-5, C-17, E-4., or B-2). Q028 is normally recommended at the FTU upon graduation. It is the unit Commanders responsibility to determine if Q028 certification will be retained or need to be re-accomplished during MPD Phase II or Phase III. If directed, the candidate must be able to demonstrate proficiency, as applicable and must be documented on an AF Form 4023 or approved Training Guide (TG) equivalent; ensure documentation is included in ACU training folder.

5.3.5.2.2.1. (MILDENHALL) The OG/CC and Sq/CC will retain all previous Q028 certifications for Aircraft Commander Upgrade candidates. It is not necessary to re-accomplish this event during MPD Phase II or III if it was accomplished previously and documented appropriately.

5.3.5.2.3. Hazardous cargo (G182). Accomplish CBT.

5.3.5.2.4. Oceanic Training (M030). Oceanic mission will place emphasis on AC duties, oceanic crossing procedures, as well as enroute and mission management training objectives. For USAFE, an overnight mission must be accomplished. IP led G160 will be completed in preparation for M030. IP supervised current and qualified MPD Pilots will not be considered NMR for this event and may fly OCONUS for the purposes of oceanic training. Units may credit this event during MPD Phase II if accomplished with an IP and documented on an AF Form 4023 or approved TG equivalent; ensure documentation is included in ACU training folder.

5.3.5.2.5. Demonstrate proficiency in Simulated Engine Failure events, Pattern work, Touch & Go's, Tactics, and CRM.

5.3.5.2.6. Aircraft Commander candidates must accomplish Mission Certification Training events listed in **Table 3.1, 3.2, and 3.3** prior to certification unless identified by note.

5.3.5.2.7. (MILDENHALL) 100 OG/OGT maintains the approved training guides for ACU. These guides are approved by USAFE/A3T.

5.3.6. Evaluation and Certification. Accomplish an Operational Mission Evaluation (OME) according to AFI 11-2KC-135V2 and document Evaluation in AF4022 IAW **Paragraph A2.2**. ACU culminates with a Sq/CC's R&C Board recommendation.

5.3.7. Mobility Pilot Designation Codes. Mobility pilot designation codes are IAW AFI 11-401 AMCSUP I, Aviation Management, AMC pilot designation codes.

5.4. Aircrew Instructor Program . After the Sq/CC determines (via the STRP) an upgrade training start date, the training office will open an AF Form 4022 prior to beginning training. Instructor candidates will be selected based on experience, judgment, potential ability to instruct, flying skills, and technical knowledge. Use Instructor upgrade flying time prerequisites in **Table 5.1** for Pilots and **Table 5.2** for Navigator/CSOs and Boom Operators. These series of courses are designed to teach pre-selected Pilots and Boom Operators the fundamentals and concepts of instructing an aircrew member. The courses will lead to qualification as KC-135 IP or IBO and includes ground, ATD, and flight instruction in the KC-135 aircraft and its aircrew training programs. See the appropriate crewmember Instructor course syllabus for details.

Table 5.2. Navigator/CSO and Boom Operator Upgrade Prerequisites

Aircrew Position	Total Flying Time	Total -135 Time	Note
Navigator/CSO	750-hours	350-hours	
Boom Operator Option 1 Option 2	1500-hours 700-hours	300-hours 500-hours	1
NOTES: <i>Total Flying Time (TFT) represents all flying time logged aboard a fixed wing aircraft. ATD time is credited to meet TFT requirement.</i>			

5.4.1. Units should identify and send the names of candidates to fill allocated Instructor course quotas to AMC/A3TF, or MAJCOM equivalent training quota managers no later than 45 days before class start date. See the appropriate syllabus for in-unit course training events.

5.4.2. Pre-Instructor Course Training. Units will provide pre-attendance simulator or flying training to Instructor course candidates before school attendance. The purpose of the additional flight or simulator training is to help prepare Instructor candidates to instruct while performing the maneuvers. These events will be completed by the Instructor candidate demonstrating to their Instructor on how to perform the procedure and/or techniques that would assist other crew members. When applicable, the Instructor candidate should provide instruction throughout the pre-course training. Complete the appropriate pre-attendance workbook (A044), lessons, and examination available on ATS contractor website (see **Paragraph 1.15.2**). Candidates must successfully complete the lessons and on-line examination (85%) before proceeding to formal school outlined in the syllabus. This pre-attendance courseware will be started no earlier than the candidate being identified by the Sq/CC IAW **Paragraph 1.4.5.2.2**. Pre-Instructor flying training will include, but is not limited to the following (list additional requirements are in the appropriate MAJCOM supplement):

5.4.2.1. Pilot — Minimum of three profiles (Sim or Sortie) with IP candidate acting in role of Instructor on all flights. Ample time will be allowed for sortie pre-briefs and critiques. One sortie should concentrate on Instructor techniques, Instructor intervention, and note taking/communication skills. In addition, the Instructor should discuss supervision, situational awareness, task management, and intervention during air refueling and transition, and personal limitations with the candidate. Every opportunity should be used for the candidate to practice teaching different systems or procedures. Examples include Amplified Checklists, Associated Directives, TOLD, Landing Gear/Flaps systems, Flight Controls, Hydraulics, Electrics, Pneumatics, Fuels, or APU. Candidates must successfully complete the lessons and on-line examination (85%) before proceeding to formal school outlined in the syllabus. Emphasis should be placed on performing events within prescribed tolerances using appropriate Instructor techniques. Complete the events in **Table 5.3**. Individuals who have not accomplished the ground and certification training (“G” and “Q” events) listed in **Table 5.3**, must complete the events NLT Pilot Pre-Instructor Training Completion. Units non-located with an OFT may require additional flight training.

5.4.2.1.1. P215, Landing Attitude Demo must be accomplished in the aircraft.

5.4.2.1.2. Instructor Aircraft Commander (IAC) candidates must be certified as Touch and Go Phase I (Q050) and Phase II (Q051.) ACs for a minimum of 60 days prior to IAC class start date.

5.4.2.1.3. (MILDENHALL) 100 OG/OGT maintains approved training guides for Pre-Instructor Upgrade. These programs are approved by the 100 OG/CC.

Table 5.3. Pilot Pre-Instructor Training

Code	Event	Number	Code	Event	Number
A017	Instructions/Directives Knowledge/Use	1	P215	Landing Attitude Demonstration	2
A009	Instructor Pre-Attendance Academics Training	1	P360	Mission Planning and Briefing	1
M001	Basic Sortie	1	G065	Special Departure Procedures	1
P012	Takeoff-Flight Director Off	1	Q050	AC Touch and Go Landings Certification	1
P027	EWO Departure (if OPLAN 801X unit)	1	Q051	Supervision of Touch and Go Landings Certification	1
P040	Simulated Engine Failure, Takeoff Continued	1	Q579	RNAV/GPS Operations Certification	1
P180	Approach and Landing, Simulated Engine-Out	2			
Note: Number of events listed are the minimum required, all non-qualification events must be accomplished to a Proficient level by completion of training.					

5.4.2.2. Navigator/CSO — Instructor training will be conducted “in-unit training only.” Candidates must complete the Instructor Navigator/CSO web-based training lessons and examination (85%) followed by the appropriate events/items as required by the local unit. As a minimum, each unit program will include one flight with the candidate in the role of Instructor. Instructor Navigator/CSO training will provide the skills necessary to instruct a Basic Navigator/CSO to SOAR Navigator/CSO qualification.

5.4.2.3. Boom Operator — Minimum of three flights with IBO candidate acting in role of Instructor on all flights. It is recommended one of the three required sorties is substituted by the completion of BOWST/BOSS profiles G995 and G996. Ample time will be allowed for sortie pre-briefs and critiques. One sortie should concentrate on Instructor positioning, Instructor techniques, and note taking/communication skills. In addition, the Instructor will discuss supervision, situational awareness, task management, and intervention during air refueling, and personal limitations with the candidate. Every opportunity shall be used for the candidate to practice teaching different systems or procedures. Examples include Amplified Checklists, Landing Gear/Flaps systems, Manual Boom Latching (MBL)/Emergency Boom Latching (EBL), Reverse AAR, AAR systems/malfunctions, Emergency Boom Hoist, Hydraulics, Electrics, Pneumatics, Fuels, or APU. Emphasis will be placed on proper format, lesson planning, and delivery as described in AFMAN 36-2236. Briefings will be accomplished until proficient. Preferably the final sortie should be flown with operations superintendent or training manager. Candidates must successfully complete the lessons and on-line examination

(85%) before proceeding to formal school outlined in the syllabus. These Events will be accomplished with the Candidate demonstrating the procedure or the Candidate supervising an Instructor while the Instructor accomplishes the event (If available, the BOWST/BOSS should be used to allow the Candidate ample experience in supervising events being accomplished by an Instructor). Complete the events in **Table 5.4**.

5.4.2.3.1. Boom Operator Instructor Candidates shall be afforded every opportunity to accomplish the events in **Table 5.4** while in the aircraft. However, these events may be logged during BOWST/BOSS training if a current and qualified Instructor Boom Operator is present and actively instructing/being instructed by the candidate.

Table 5.4. Boom Operator Pre-Instructor Training

Code	Event	Number	Code	Event	Number
A017	Publication/Directive Knowledge/Use	3	P250	Main Flap Manual Operation (with Candidate providing Instructional Briefing)	3
A009	Instructor Pre-Attendance Academics Training	1	G995 & G996	WST Profile 3 (A-B), if co-located with the BOWST/BOSS	2
P240	Landing Gear Alternate Extension (with Candidate providing Instructional Briefing)	3	P360	Mission Planning and Briefing	3
R140	Tanker Manual Contact	3	P360C	Manual Moment Computations	3
P366	Checklist Procedures and Use	3	G180	Cargo and Passenger Handling Procedures	1
R060	Tanker AAR	3	P367	Crew Coordination	3
R180	Radio Silent Visual Signals	1	R220	Manual Boom Latching (If available, briefing item if not available). May be accomplished in the BOWST/BOSS	1
R070	Tanker AAR Breakaway	2	M001	Basic Sortie	3*
<p>Note: Number of events listed are the minimum required, all events must be accomplished to a Proficient level by completion of training.</p> <p>* It is recommended one of the three required sorties is substituted by the completion of BOWST/BOSS profiles G995 and G996.</p>					

5.4.3. The Instructor candidate's Sq/CC will ensure the latest pre-attendance lessons, workbook (A044) , testing and initial training flights are complete before departing for the formal school. The Sq/CC or designated representative will sign the pre-attendance workbook (certifying completion of the prerequisites). Use only the most recent version of the workbook (old/outdated versions will not be accepted). Failure to complete Instructor course pre-attendance workbook, flight training, and examination (if used) will result in the candidate being returned to home unit.

5.4.3.1. (MILDENHALL) 100 OG/OGT maintains approved training guides for Pre-Instructor Upgrade. These programs are approved by the 100 OG/CC.

5.4.4. Instructor candidates will arrive for Instructor training course both current and qualified in their unit assigned aircraft.

5.4.4.1. Instructor candidates are responsible to bring the necessary personal flying equipment, publications (see **Paragraph** 5.4.7.4), and complete the most current version of their pre-attendance workbook (A044) and/or testing in the course syllabus. Hand-carry copies to Instructor training course of pre-attendance training reports, aircrew training folder, medical records, individual data summary, flight history, and applicable waivers at in-processing. The candidates' Flight Evaluation Folder (FEF) is not required. Due to the addition of tactics training that require a secret clearance, candidates should have a security clearance that will not expire while attending the course.

5.4.5. In-Unit Instructor Course. Current and qualified KC-135 Instructor candidates who previously attended a formal Instructor school for Instructor qualification and were qualified instructors in any US Air Force aircraft and meet the minimum flying hour requirements of **Table** 5.1 may upgrade in-unit with OG/CC approval. Sq/CC will follow pre-Instructor course training and determine training required to complete the Instructor upgrade in-unit based on the approved (formal school) ATS courseware in **Table** 6.1. The syllabus will list all ground, ATD, and flying training events. Evaluation will be according to AFI 11-2KC-135V2 for initial instruction evaluations. Previously qualified KC-135 Instructors will accomplish Sq/CC-directed training program with emphasis on events outlined in **Table** 5.3. The Sq/CC will determine and OG/CC will approve training required to complete the Instructor upgrade in-unit (including evaluation according AFI 11-2KC-135V2). Sq/CCs may require prior Instructors to attend the ATS Instructor qualification course. If using ATS Instructor support for in-unit training, units must coordinate with AMC/A3T ATS Manager for simulator profile considerations; using FTU syllabus profiles are not permitted. (T-3).

5.4.5.1. (MILDENHALL) 100 OG/OGT maintains approved training guides for the In-Unit Instructor Course. These programs are approved by the 100 OG/CC.

5.4.6. Instructor Course Documentation for ARC or AD personnel who do not complete an Instructor training course and formal school-administered evaluation (Academics-Only Course):

5.4.6.1. After an Instructor candidate successfully completes the Instructor evaluation, the unit will send a copy of AF Form 8 to 97 TRS, Altus AFB who in turn will return a Certificate of Completion in memo format to the individual's squadron.

5.4.6.2. Closeout Instructor Course with AF Form 4025 IAW A2.5.1. Upon completion of the defined final training program events, including: Evaluation, IP "sign-off" and Sq/CC certification. This form summarizes the individual's strengths, weaknesses, overall performance, and other pertinent information to include remarks by the Sq/CC or Sq/DO recommending the candidate for an Instructor evaluation, removal, or reconsideration for Instructor training at a later date. The closeout report will include results of academic tests, in-flight progress report, course/class number, start and course completion date. Strengths and weaknesses should be a "Trend" (i.e., noted on at least

two training reports). A copy of this report will be filed in the crewmembers training folder after completion of training (see **Paragraph** A2.1.5).

5.4.7. Instructor Course Training.

5.4.7.1. During the formal course, candidates may expect multiple simulated emergencies during simulator training. The maneuvers are in the Instructor course syllabus and help broaden the experience base of the candidate.

5.4.7.2. Each IAC and IBO candidate will receive an initial Instructor evaluation at the formal school according to AFI 11-2KC-135V2. Successful completion of an initial Instructor evaluation and certification by the unit R&C Board are the final actions of the Instructor training course.

5.4.7.3. Instructor course candidates demonstrating unsatisfactory progress during the academic phase may be removed from training and returned to home station (see **Paragraph** 1.16).

5.4.7.4. Instructor Training Course Required Publications. Reference **Table** 5.5. Approved training representatives may go to the AETC Bookstore to find current syllabi, which list required publications (see **Paragraph** 1.15.3).

Table 5.5. Instructor Training Course Required Publications

AFI 11-202 Volumes 1, Volume 2, and Volume 3	P, B
AFI 11-218, <i>Aircraft Operation and Movement on the Ground</i>	P
AFI 11-401, <i>Aviation Management</i>	P, B
AFI 11-2KC-135 Volume 2, <i>C/KC-135 Aircrew Evaluation Criteria</i>	P, B
AFMAN 11-217 Volume 1, <i>Instrument Flight Procedures</i>	P
AFI 11-2KC-135 Volume 1, <i>KC-135 Aircrew Training</i>	P, B
AFI 11-2KC-135 Volume 3., <i>C/KC-135 Operations Procedures</i>	P, B
AFI 11-2KC-135 Volume 3., <i>Addenda A, Configuration</i>	P, B
AFI 11-301 Volume 1, <i>Aircrew Flight Equipment (AFE) Program</i>	P, B
AFTTP 3-3.KC135, <i>Combat Aircraft Fundamentals-KC-135</i>	P, B, SOAR N

5.4.8. Instructor Responsibilities:

5.4.8.1. An AF Instructor shall be a competent subject matter expert adept in the methodology of instruction. The Instructor shall be proficient in evaluating, diagnosing, and critiquing student performance, identifying learning objectives and difficulties, and prescribing and conducting remedial instruction. The Instructor must be able to conduct ground and in-flight instruction.

5.4.8.2. Instructors are responsible to provide thorough preflight and post –flight briefings, and critiques. Instructors will comply with requirements of mission outlines, as appropriate, for the type mission being flown.

5.4.8.3. Instructors will review each trainee’s training record prior to performing each training flight or session.

5.4.8.4. Instructors will ensure all required upgrade training items are completed, signed off, and proficiency demonstrated IAW AFI 11-2KC-135V2 grading requirements before

recommending trainee for evaluation or certifying the student as qualified in a tactic or mission.

5.4.8.5. Instructor Pilots. Instructor Pilots shall be fully aware they are in command of the aircraft on training flights and are responsible at all times for flight conduct and aircraft safety. Should the trainee's judgment or proficiency at the controls raise a question in the Instructor's mind as to the trainee's ability to safely complete a prescribed maneuver at any time during the flight, the Instructor will immediately assume aircraft control. The Instructor should then explain and demonstrate proper tactics, techniques, and procedures for the maneuver prior to the trainee resuming control of the aircraft. All Instructors will place special emphasis on procedures for positively identifying emergency conditions before initiating corrective action.

5.4.8.6. Instructor Navigators and Boom Operators. Instructors are responsible for student supervision and safety regardless of rank. Should the judgment or proficiency of the trainee raise a question in the Instructor's mind as to the trainee's ability to safely execute the duties of the aircrew position at any time during the flight, the Instructor will immediately takeover those duties. The Instructor should then explain and demonstrate the proper method of executing those duties prior to the trainee resuming duties.

5.5. Flight Examiner Program.

5.5.1. Sq/CC will recommend Instructors for Flight Examiner certification. Instructors identified for certification as Flight Examiners must possess satisfactory knowledge of training and evaluation policies and procedures and the ability to administer evaluations according to applicable publications. An AF Form 4022 is not required.

5.5.2. Flight Examiner Certification. See AFI 11-202V2. New examiner candidates will complete the A060 series CBT courseware before certification. Sq/CC may elect not to use A060 course if the candidate was previously certified and demonstrates satisfactory evaluation skills.

5.6. Special Qualifications and Certifications. Document all additional certifications in ARMS (see **Paragraph 1.8**). Use appropriate event identifiers listed in Chapter 7 of this instruction. Certifications are one-time events, unless otherwise stated. Qualifications are attained through evaluations. For requalification, Sq/CC should evaluate if any training is required on a case-by-case basis.

5.6.1. Formation Lead Certification Training (Q011.).

5.6.1.1. Sq/CC will certify AC in formation lead responsibilities. Certify Aircraft Commander candidates who complete the minimum MPD training requirements (see **Paragraph 5.3**) and who possess experience in all facets of their unit's formation missions. Document certification as "Formation Lead—Certified. ARMS event identifier is Q011 (see **Paragraph 1.8**).

5.6.1.2. Training Program. Unit Sq/CC will determine training requirements. As a minimum, formation lead training program should include:

5.6.1.2.1. Study of formation procedures in AFI 11-2KC-135V3., **Chapter 18**, KC-135 Flight Crew Air Refueling Procedures; ATP-56(B), Air-to-Air Refueling; AFTTP 3-3.KC-135, Combat Aircraft Fundamentals-KC-135, and study guides. Units with

ATD/Level C+ capability may use one OFT profile (simulator mission) of a large cell formation under day visual conditions. During the simulator mission, emphasize formation planning, flight discipline, climb-out procedures, position change, tactically maneuvering the formation, formation threat reaction, and ETCAS formation station keeping/management.

5.6.1.2.2. A minimum of three full mission profile formation flights (minimum of two sorties as lead) under the supervision of an IP; if an OFT profile is used, accomplish two full aircraft profiles with one as lead. Exception: When two or more simulators have a DMO link, all three formation training sorties may be completed in the OFT. To the maximum extent possible, flights should include AAR operations with multiple receivers, both heavy and fighter-type aircraft. At least one formation flight/OFT profile should be flown as part of a large formation (see **Paragraph 7.8.2**).

5.6.2. Special Operations Air Refueling (SOAR) Certification Training (Q015).

5.6.2.1. Training and Sq/CC certification for designated crewmembers flying AAR missions in support of special operations forces. Document certification as “SOAR—Certified.” Include a separate entry as “KC-135 Night Vision Goggles (NVG)-Certified,” document in ARMS using event identifier Q015 (see **Paragraph 1.8**).

5.6.2.2. Training Program. Emphasize procedures in AFI 11-2KC-135V3., Addenda C, KC-135 Special Operations, versus standard tanker AAR procedures in ATP-56(B).

5.6.2.2.1. Initial ground training events:

5.6.2.2.1.1. G801--Initial SOAR Training

5.6.2.2.1.2. NV01—Initial NVG Training and Qualification

5.6.2.2.2. Initial flight events:

5.6.2.2.2.1. N013--Rendezvous--Emission Option 3 (radio silent)

5.6.2.2.2.2. S036--SOAR Rendezvous (1 total)

5.6.2.2.2.3. S101-- ARC-210 DAMA SATCOM Training

5.6.2.2.2.4. NV02--NVG Sortie

5.6.2.2.2.5. NV03 –NVG Refresher (if required)

5.6.3. Instrument Landing System (ILS) Precision Runway Monitoring (PRM) Certification Training (Q017).

5.6.3.1. AFI 11-202 Volume 3., General Flight Rules, requires aircrews operating aircraft equipped with Traffic Alert Collision Avoidance System (TCAS) to receive training for operations at airports with ILS PRM Approaches. The Sq/CC or designated representative will certify Pilots upon completion of one-time training. Document certification as “ILS PRM—Certified” . ARMS event identifier is Q017, ILS PRM (see **Paragraph 1.8**). Before operations at an airport with ILS PRM approaches capabilities, Pilots will complete the following training and certification. A separate AF Form 4022 is not required. Document in AF Form 4022 only if a part of another training program (i.e., MCT).

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

5.6.3.3. View FAA video, "ILS PRM Approach Information for Air Carrier Pilots. The large-file video is also available on the AMC/A3T SharePoint® (see **Paragraph 1.15**).

5.6.4. Air Refueling (AAR) Certification (Q021-Q033). Document additional AAR certification in ARMS using events Q021 through Q033 (see **Paragraph 1.8**).

5.6.4.1. Q021—BRAVO Probe Equipped Receivers, Q022—Receptacle Equipped Fighters, Day, Q023—CHARLIE Receptacle Equipped Fighters, Night, Q028— GOLF Day Heavy Receiver (KC-10, C-5, C-17, E-4., or B-2), Q029—GOLF Night Heavy Receiver (KC-10, C-5, C-17, E-4., or B-2), Q033—MPRS Certification.

5.6.4.1.1. Certifications. Each event requires a one-time certification. A like-specialty Instructor will supervise Pilots or Boom Operators by observing equipment and AAR operations. The following restrictions apply to AR certifications:

5.6.4.1.2. The squadron will review FTU records to determine category certifications obtained or recommended at FTU and ensure entry in ARMS.

5.6.4.1.3. If day and night certifications are required, day training must be accomplished and certification recommended prior to commencing night training (i.e., Q022 prior to Q023 & Q028 prior to Q029).

5.6.4.1.4. G989 if collocated with BOWST/BOSS, otherwise Video #1919 is a prerequisite to Q022. G990 is a prerequisite to Q028 or Q029 (accomplish prior to Q029 if only Q028 certified off of FTU recommendation; see **Paragraph 7.10.59.2** for more details)

5.6.4.1.5. Accomplish video program #1918 (or G992B if collocated with BOWST/BOSS) prior to attempting Q021 certification (see **Paragraph 7.15.11.1**.)

5.6.4.1.6. All category certification training requires supervision by an Instructor certified in that category.

5.6.4.1.7. Before attempting initial contact, the trainee must monitor radio communication procedures and observe an Instructor demonstrated contact with the applicable category receiver.

5.6.4.2. Air Refueling (Receiver) (ARR).

5.6.4.2.1. Unit-level training certifies a crewmember in receiver rendezvous and ARR procedures specified in ATP-56(B) and flight manual including evaluation according to AFI 11-2KC-135V2. For Pilots, document receiver ARR qualification in the individual's FEF according to AFI 11-2KC-135V2.

5.6.4.2.2. Training consists of rendezvous and ARR to include closure, contact and breakaway procedures. Instructor will demonstrate all limits and manual boom latching procedures. The student must be able to establish contact under simulated conditions of radio silence, pilot-director lights out, and tanker auto-pilot off. Unless

already current and qualified as a receiver AC, Instructor will declare the receiver Pilot proficient in “day” contact before advancing to night activity. During the hours of darkness according to AFI 11-401, conduct practice in rendezvous, closure, and contacts until able to maintain contact for 10 minutes toggle-engaged time (see Chapter 7 for ARMS “Q” event identifiers for Pilots and Boom Operators).

5.6.4.3. Multi-Point Refueling System (MPRS) Certification Training (Q033).

5.6.4.3.1. If unit is MPRS equipped or Boom Operator is collocated with a BOWST/BOSS, Boom Operators will accomplish Q033., MPRS Certification Training program in **Table 5.6** If unit is not MPRS equipped or if Boom Operator is not collocated with a BOWST/BOSS, complete MPRS Familiarization Training (A006) as defined in **Paragraph 7.2.4**. Basic knowledge of MPRS system and associated equipment is imperative for standardization (in the event crewmembers are tasked to perform MPRS air refueling pod operations in MPRS equipped aircraft). A006 does not include certification to operate the MPRS equipment, but does allow crewmembers to fly MPRS aircraft with pods installed. Training Aids: PowerPoint slides, see AMC/A3TK SharePoint®.

5.6.4.3.2. Flight Training. Pilots and Boom Operators require a one-time only certification flight under supervision of a like-specialty MPRS Instructor. A like-specialty MPRS Instructor will supervise Pilots or Boom Operators by observing equipment and AAR Pod refueling operations. The IP may supervise training activities from either the jump seat or either Pilot seat. The IBO will observe training activities from the Instructor position in the Boom Operator compartment. Boom Operators may accomplish Q033 in the BOWST/BOSS in lieu of the flight requirement. This training requires a MPRS certified Air Force Instructor to accomplish and document the minimum requirements. Units may complete certification training at home station or in Combatant Command (CCMD) AOR, as applicable. If accomplishing during MQT, do not delay awarding MR status for Q033.

5.6.4.3.3. Document training closeout on AF Form 4025 and place in the individual’s training folder. Document certification as “MPRS—Certified” . ARMS event identifier is Q033 (see **Paragraph 1.8**). Away from home station, the assigned unit will complete an AF Form 1381 and the individual will hand-carry to their host unit.

Table 5.6. MPRS Certification Training Requirements.

Code	Event	Pilot	BO	Note
A006	MPRS Familiarization Training	F	F	3
A006A	MPRS System Description (CBT)	F	F	
A006B	MPRS Specifications and Limitations (CBT)	F	F	
A006C	MPRS Normal Procedures (CBT)	F	F	
A006D	MPRS Performance (CBT)	F	F	
A006E	MPRS Abnormal Procedures (CBT)	F	F	
A006F	MPRS Cautions and Warnings (CBT)	F	F	

G025	Aircraft Field Trip	F		
M001	Basic Sortie	P	P	1,2
P360	Mission Planning and Briefing	P	P	2
P361	Preflight	P	P	2
P366	Checklist Procedures and Use	P	P	2
P367	Crew Coordination	P	P	2
P369	Aircraft Equipment Operation	P	P	2
Q033	MPRS Certification	1	1	1,2
R073	AAR Pod Breakaway and Emer. Separation	P	P	2
R135	Preparation for Contact Procedures	P	P	2
R155	Probe and Drogue Contact		P	2
R195	Tanker Wing Pod AAR	P	P	2
1 = One Time Accomplishment		P = Proficient		F = Familiarization
NOTES:				
<ol style="list-style-type: none"> 1. Pilots and Boom Operators require a one-time only certification flight under supervision of a like-specialty MPRS Instructor. MPRS certification is required before unsupervised use of equipment and AAR Pod refueling operations in-flight. 2. Boom Operators may be Q033 certified in the BOWST/BOSS; however, A006 must be accomplished prior to G991 profile. 3. If accomplishing Q033 MPRS Certification, A006 MPRS Training must be accomplished within the 90 days prior to the certification flight. 				

5.6.5. KC-135 OFT/WST/ BOWST/BOSS Simulator Operator Certification Training (Q043).

5.6.5.1. Description. Applies to USAF crewmembers with access to Level C+ OFT simulator or BOWST/BOSS. Units will include training details in a local supplement or OGI. Sq/CC will designate and certify crewmembers for OFT or BOWST/BOSS operations using ATS contractors/certified military instructor. Document certification as “ATD-IO—Certified.” Document in ARMS using event identifier Q043 (see **Paragraph** 1.8). A separate AF Form 4022 is not required. Document in AF Form 4022 only if a part of another training program (i.e., MCT).

5.6.5.2. Training Program. Schedule training with local ATS Instructors/certified military instructor. Emphasize training on safety precautions, shut-down, and evacuation procedures when the device is on motion. Include procedures to initiate data link message notification and responses. Use the ATS Contractor Operating Guide for limits and restrictions.

5.6.5.3. (Added- MILDENHALL) For those who accomplish IAC through a local upgrade program or who do not receive the training at Altus during IAC, the local ATS

can offer the training to qualify instructor pilots as Simulator Operators. Document in ARMS using event identifier Q043; a separate AF Form 4022 is not required.

5.6.6. Tactics Cert. (Q044).

5.6.6.1. Pilots will accomplish the following tactics maneuvers: P061, VFR Overhead; P062, Tactical Departure; P063., Tactical Arrival; P064., Slide; P065, Scram; P066, Steep Turns; P067, Contingency Rejoin; P068, Combat Descent; P069, and Defending Climb; (see **Table 5.7**). Pilots must accomplish at least three P062 (one day and one night minimum) and three P063 (one day and one night minimum) variants as per AFTTP 3-3.KC-135 to a proficient level. Both pilots must accomplish a low altitude, high speed arrival and departure and at least one high altitude penetration arrival (day or night). Pilots will utilize visual turning rejoin procedures if accomplishing P067 in the simulator. Sq/CC may accept formal school certification in lieu of local flying or OFT training. An “AFTTP 3-3.KC-135 Tactics Maneuvers—Certified” or “AFTTP 3-3.KC-135 Tactics Maneuvers—Certified Recommend” from formal school indicates all requirements for certification have been met.

5.6.6.1.1. Navigator/CSOs and Boom Operators will observe all maneuvers with emphasis on CRM coordination.

5.6.6.2. Document training closeout on AF Form 4025 and place in training folder. Document certification as “AFTTP 3-3.KC-135 Tactics Maneuvers—Certified” (see **Table 5.7**). An AF Form 4022 is not required. ARMS event identifier is Q044 (see **Paragraph 1.8**). Once certified, crewmembers should practice maneuvers as part of M050, Tactical Sortie.

5.6.6.3. Before flying tactical arrivals and departures (P062, Tactical Departure and P063., Tactical Arrival), pilots will review items below and reference additional event considerations listed in Chapter 7. Aircrews will review and carry in-flight a chart (minimum TPC scale) with Chart Update Manual (CHUM) covering the VFR route of flight. Review/study applicable civilian sectional or host nation equivalent chart before accomplishing VFR training. Training Aids: “VFR Guidance Review” PowerPoint slides, see AMC/A3TK SharePoint®.

5.6.6.3.1. VFR weather requirements.

5.6.6.3.2. Airspace and VFR pattern entry requirements.

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

5.6.6.3.4. VFR cruising and minimum altitudes and flight following.

5.6.6.3.5. MAJCOM-Directed guidance.

Table 5.7. Tactics Certification Requirements

Code	Training Event	Pilot	N	B	Notes
P061	VFR Overhead	P	F	F	1,2,4,5
P062	Tactical Departure	P	F	F	1,2,4,5,6
P063	Tactical Arrival	P	F	F	1,2,4,5,6
P064	Slide	P	F	F	2,4

P065	Scram	P	F	F	2,4
P066	Steep Turns	P	F	F	2,4
P067	Contingency Rejoin	P	F	F	2,4
P068	Combat Descent	P	F	F	1,2,3,4,5
P069	Defending Climb	P	F	F	2,4
G009	Tactics Test	1	1	1	
Q044	Tactics Cert.	1	1	1	
1=One Time Accomplishment		P=Proficient		F=Familiarization	
NOTES:					
<p>1. Pilots must accomplish the event(s) during the day before accomplishing at night. Both day and night proficiency are required prior to certification. See definition of event in Chapter 7.</p> <p>2. MPD Pilots will accomplish Pilot-flying duties. For definition and set up of events, see AFTTP 3-3.KC-135.</p> <p>3. Proficiency must be attained in both Turning and Straight ahead.</p> <p>4. Navigator/CSO/Boom Operator must accomplish crew resource management (CRM) duties specific to tactical maneuvers per AFTTP 3-3.KC-135</p> <p>5. Navigator/CSO/Boom Operator need only see either a day or night procedure.</p> <p>6. LAHSD and LAHSA may only be trained in the simulator. (Exception: 509 WPS / KC-135 Weapons Instructor Course).</p>					

5.6.7. Aircraft Commander Touch and Go Landings (Q050) and Supervision of Touch and Go Landings (Q051.); Air Refueling (Receiver)(ARR)(Q052) Certification Training.

5.6.7.1. Sq/CC will certify an AC to perform touch and go landings (Q050) and supervise unit touch and go landings (Q051.), and if applicable, supervise ARR (Q052). Before certification, the AC should have accumulated a minimum of 50 hours PAA since AC qualification. Document certification as “AC Touch and Go Landing—Certified,” “Supervise Touch and Go Landing—Certified” or “Supervise Receiver ARR—Certified.” ARMS event identifies are Q050, Q051 and Q052 (see **Paragraph 1.8**).

5.6.7.2. Training Program. Complete the following items before the AC performs a solo touch and go landing (Phase I) or supervise a unit MPD Pilot/CP touch and go landings (Phase II).

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

5.6.7.2.2. Sq/CC certification allowing an AC to supervise a MPD Pilot touch and go landing (Phase II). Phase II should normally occur after completion of Phase I; however, both phases may be completed simultaneously if approved by Sq/CC.

5.6.7.2.2.1. (**MILDENHALL**) Concurrent Phase I and II Touch and Go training is authorized and should be accomplished.

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

5.6.7.2.4. (MILDENHALL) 100 OG/OGT maintains the most current Sq/CC approved Touch and Go Phase I & II training guides.

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

5.6.8. Emission Control (EMCON) Options 3 and 4 Certification Training (Q060/Q070).

5.6.8.1. Sq/CC will certify crewmembers to accomplish EMCON 3 or 4 procedures during formation, rendezvous, and AAR on both operational and training sorties. All members of the crew must be certified or training under the supervision of a like specialty Instructor. Thorough coordination with the receiver aircrew is required for units to practice EMCON 3 or 4 on non-operational training missions. Coordination should be accomplished during mission planning phase. In no case will a crew launch under EMCON 3 or 4 without prior coordination with the receiver crew. Document certification as “EMCON 3 and 4—Certified.” ARMS event identifiers are Q060 and Q070 (see **Paragraph 1.8**).

5.6.8.2. Training Program. Unit Sq/CC will determine training requirements based on the crewmember’s experience and the unit’s mission. BOs with less than 200-flying hours must receive a minimum of one flight with an Instructor stressing radio silent procedures before certification. Units will include details of the EMCON Option 3 and 4 programs in local supplement or OGI.

5.6.9. Area Navigation (RNAV)/Global Positioning System (GPS) Operations Certification (Q579). Before flying RNAV/GPS Lateral Navigation (LNAV) approaches or flight within RNAV 1 or RNAV 2 airspace, Pilots will receive a onetime training certification. Instruction will contain Ground and Flight based training. Flight training should be accomplished in a Level C+ OFT. For units not collocated with an OFT, initial cadre must be certified using an OFT to learn the flight maneuvers. These Instructors may return to the unit and use an aircraft acting as the certified safety Pilot instructing from the jump seat. Training will cover RNAV/GPS/Required Navigation Performance (RNP) airspace and how it relates to enroute, terminal, and approach navigation. Navigator/CSOs will receive certification using Ground Training only. Navigator/CSOs may attend an OFT session. Sq/CC may accept formal school ATD certification in lieu of local training.

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

5.6.9.2. Flight Training. Flight training requires Pilots to be at a set of controls. Training may be logged as PF or PM. **Table 5.8** lists the minimum requirements for certification.

5.6.9.3. Documentation. Document certification as “RNAV/GPS Appr—Certified.” Document in ARMS using event identifier Q579 (see **Paragraph 1.8**).

Table 5.8. RNAV/GPS Operations Certification Requirements

Code	Training EVENT	Pilot	Notes
P117	RNAV Procedures	P	
	RNAV 1 DP and Standard Terminal Arrival (STAR)	1	
	RNAV (GPS) Approach via IAF (No-PT) (Missed Approach)	1	
	RNAV (GPS) Approach via IAF/FAF (Course Reversal)	1	
	RNAV (GPS) Approach via IAF/FAF (No-PT) (Remove Course Reversal)	1	
	RNAV(GPS) Approach via (Vectors to Final) (Receiver Autonomous Integrity Monitor (RAIM) Failure)	F	OFT only
<i>1=One Time Accomplishment</i>		<i>P=Proficient</i>	<i>F=Familiarization</i>

5.6.10. Q340–Briefing and Control of Passengers Certification Training . An Instructor led review of AFI 11-2KC-135V3 and applicable T.O.’s covering passenger handling and briefing requirements. This training will occur prior to the completion of MCT. Certification may be awarded during MCT if trained at formal school within previous 6 months and trainee receives IBT on local passenger handling procedures and restrictions of new duty station. Event ensures aircrew members are trained to properly load and care for passengers in-flight, ensuring passengers are properly documented, and ensure passenger monitors are:

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

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

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

5.6.10.3.1. Fire extinguishers

5.6.10.3.2. Fire protection equipment

5.6.10.3.3. Normal and emergency oxygen equipment

5.6.10.3.4. Signaling devices

5.6.10.3.5. Overwater emergency equipment

5.6.10.3.6. Emergency egress equipment (ropes, slide, and rafts) (Areas must include applicable flight manual and directive restrictions.)

5.6.10.4. Documentation. Document certification as “Passenger Monitor—Certified.” Document in ARMS using event identifier Q340 (see **Paragraph 1.8**).

5.6.11. AETC Faculty Training Course (FTC). FTC is a one-time AETC course to better prepare newly-assigned Instructors for FTU-instruction at Altus AFB.

5.6.11.1. All Instructors conducting initial qualification flying training will be graduates of FTC.

5.6.11.2. With MAJCOM/CC (or MAJCOM/A3 if appropriately delegated) approval, ARC Instructors may conduct in unit initial qualification training on a case-by-case basis without FTC (see **Paragraph 1.10.2**). Before approval, consider previous experience and high Instructor demands during initial qualification training. (T-1.).

Chapter 6

AIRCREW TRAINING SYSTEM (ATS)

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

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

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

6.2.2. Goal. The ATS program goal is to optimize aircrew training through the integrated use of academics, ATD, and flight-line KC-135 aircraft instruction. The KC-135 ATS has performance requirements in a PWS and system specification. The ATS follows the AF-sponsored Instructional Systems Development (ISD) process according to AFI 36-2201; developing (and maintaining) a Master Task Listing (MTL), Evaluation Standards Document (ESD), Objective Media Analysis Report (OMAR), and Media Selection Syllabus Report (MSSR) products (approved by AMC/A3T). These products help define each course content, standards, and training media selected for each task and objective.

6.2.3. Responsibilities.

6.2.3.1. ATS Contractor (see **Paragraph** 1.4.7). The ATS Contractor will co-host a quarterly KC-135 ATS System Review Board (SRB) to outline the ATS program including currency, applicability, and effectiveness. Publish meeting minutes and monitor suspense's (specified in the ATS contract).

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

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

6.2.3.1.3. The ATS Contractor will conduct a post lesson critique to reinforce the desired learning outcomes.

- 6.2.3.1.4. The ATS Contractor will provide comments on the recurring training documentation. The intent of these comments is to provide meaningful feedback to the appropriate levels of supervision (Air Force and contractor) on the student's continuation training. In those rare cases where the student requires more training than the time available, exhibits less than required preparation, or displays an attitude problem, the Instructor must provide immediate documentation/feedback to the student's unit through appropriate channels.
- 6.2.3.1.5. The ATS Contractor will provide all students with a training critique.
- 6.2.3.2. AMC/A3T (see **Paragraph** 1.4.1). AMC/A3TK ATS Manager provides overall management authority for KC-135 ATS contract training through the AF Training Systems Product Group (AFMC AFLCMC/WNSPA).
- 6.2.3.2.1. Ensure the ATS Contractor-provided academic and ATD training complies with policies and directives in this instruction and the ATS contract.
- 6.2.3.2.2. Ensure training performance objectives are met.
- 6.2.3.2.3. Act as AMC focal point for review of all recommendations, changes or initiatives affecting the KC-135 ATS program.
- 6.2.3.2.4. Co-host the ATS Contractor quarterly KC-135 ATS SRB.
- 6.2.3.2.5. Determine Fiscal Year training requirements (ATS throughput range).
- 6.2.3.3. AETC/A3F (see **Paragraph** 1.4.2). AETC/A3FH will monitor all actions associated with the KC-135 training program through close coordination with Detachment 2/AMCAOS, 97 TRS, and AMC/A3TK.
- 6.2.3.3.1. Monitors KC-135 ATS formal school aircrew training performance objectives. May submit Quality Assurance Change Proposal (QACP), if required.
- 6.2.3.3.2. Act as AETC focal point for review of all recommendations/initiatives directed toward the KC-135 ATS contract in coordination with AMC/A3TK.
- 6.2.3.3.3. Reviews crewmember feedback tools including critiques, Evaluator feedback, and course feedback.
- 6.2.3.3.4. Reviews and evaluates ATS contractor training analysis, objective hierarchy, courses and training materials for accuracy, currency, and effectiveness.
- 6.2.3.4. 97 TRS (AETC). Ensures instruction is of the highest quality through the review of crewmember critiques, Evaluator feedback, course feedback, and course monitoring/evaluation. Reviews and evaluates the task analysis, objective hierarchy, and contractor courses and training materials for accuracy, currency, and effectiveness. Act as the focal point for proposed formal school syllabus changes at Altus AFB.
- 6.2.3.5. DET 2/AMCAOS (see **Paragraph** 1.4.1.3).
- 6.2.3.6. Air Force-Appointed ATS Contracting Officer Representative (COR). The COR is the primary focal point and liaison between the Air Force and ATS contractors at each ATS training site. The COR is the sole point of contact for their respective ATS. The COR may direct the contractor to perform or stop work only on safety related issues. The

Administrative Contracting Officer and Procurement Contracting Officer have the overall authority to direct contractor start/stops on the ATS.

6.2.3.7. Wings and Groups

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

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

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

6.2.4. KC-135 ATS Syllabi.

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

6.2.4.2. ATS contractor will produce each course syllabus and is therefore responsible for curriculum development described in the KC-135 ATS Contract PWS and System Specification (SPEC). The ATS Contractor will review syllabi annually and update, as required in coordination with AETC/A3FH. AETC reviews each course syllabus every four years.

6.3. Dedicated Training Time.

As defined in AFI 11-202V1.

6.3.1. Applies to formal school and continuation training. It is imperative that students complete training in a timely and uninterrupted manner. Students will enroll on a full-time basis. Relieve students of duties not directly related to training. Exception: Senior Officer Course (SOC) students may continue their normal duties as time permits.

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

Table 6.1. KC-135R-Model ATS Courses

Course ID	Title	Syllabus Duration (Training Days)	Notes
KC135PIQ	Pilot Initial Qualification Course	99 Days	1,3
KC135PTX1	Pilot Transition Course 1	77 Days	1,3
KC135PTX2	Pilot Transition Course 2	70 Days	1,2,3
KC135PTX3	Pilot Transition Course 3	60 Days	1,2,3

KC135IAC	Instructor Aircraft Commander Course	28 Days	1,3,4
KC135NBQ	Basic Navigator/CSO	~28 Days	1,3,5
KC135IN	Instructor Navigator/CSO (In-Unit only)	~14 Days	1,3,5
KC135BIQ	BO Initial Qualification	61 Days	1,3
KC135BTX2	BO Transition Course 2	35 Days	1,3
KC135IB	Instructor Boom Operator	20 Days	1,3
KC135SOC	Senior Officer Course (SOC)	(Track A) 2	1,4

NOTES:

1. Course duration/content is subject to change, see course syllabus for details.
2. AC requalification includes Pilots previously qualified in the KC-135.
3. These courses have proficiency advancement option that allows for accelerated completion of the flying portion of the training.
4. Pilot course for senior officers (O-6 selectees and above) who will fly under Instructor supervision.
5. Instructor upgrade is available in-unit only (see **Paragraph 5.4.2.2**)

6.5. Lesson Objectives. Use lesson objectives as a reference to establish training and evaluation standards. The KC-135 ATS use the Master Task List (MTL) and the Evaluation Standards Document (MTL/ESD) available on the ATS Contractor website (see **Paragraph 1.15.2**).

6.5.1. MTL and ESD Purpose. MTL and ESD provide the basis for ATS courseware development, and are a principle source for evaluation criteria (validate MDS crewmember performance).

6.5.1.1. Courseware development and Instructors training KC-135 crewmembers may use criteria from the MTL and ESD to help determine the ability of an individual to meet performance levels required to be mission-qualified. For evaluation, use AFI 11-2KC-135V2 criteria.

6.5.2. Crew resource management (CRM) training. The KC-135 ATS incorporates CRM principles during all phases of training including initial and continuation training to meet requirements of AFI 11-290. A CRM facilitator course is also available, upon request. Instructors use AF Form 4031, CRM Skills Criteria Training/Evaluation, for CRM skills training IAW AFI 11-290.

6.6. Unsatisfactory Student Progress . (See **Paragraph 1.16**). Any time during a trainee's ATS ground instruction for formal school or unit-level continuation training, the ATS Instructor considers training progress is unsatisfactory, lack of preparation or participation, etc., the ATS contractor will notify the unit training manager.

6.6.1. Failure to Progress. If a student fails to progress according to syllabus requirements, the command accomplishing the training will conduct a Progress Review (PR). The PR can recommend continuation in training or AFI 11-402, action, e.g., an FEB to the individual's

unit commander. The ATS contractor will identify students who fail to progress according to the ATS contract (see [Chapter 6](#))

6.6.1.1. Failure to Complete Training. If crewmember fails to complete a formal course, the formal school (ATS contractor will notify AMC/A3TK for training deficiencies at McConnell AFB) will send a recommendation of action to the individual's unit. The recommendation will specify if the student should complete training in-unit, return to the formal school to complete training, or be referred to the AF personnel system for reassignment.

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

6.8. Scheduling.

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

6.8.2. Units with collocated ATS facility schedule directly with the local ATS site. Units without an ATS facility have been designated (by AMC/A3TK ATS Manager) to "QUEEN BEE" ATS facilities. While an ATD undergoes conversions or hardware modifications the ATS management team or ATS contractor may request the host or QUEEN BEE unit aircrews divert to sites with available training capacity. The ATS contractors' TMS office at Altus AFB and AMC/A3TK orchestrate the annual scheduling of KC-135 Pilots and QUEEN BEE sites in coordination with AFMC AFLCMC/WNSPA.

6.8.3. Cancellation of ATS Formal School Course Quota. Units will notify their MAJCOM/A3T (or equivalent) staff (AMC AD call AMC/A3TF) within 45 days before class start date if a quota cancellation or no-fill is pending. All formal school quota cancellations must be made no later than 30 days prior to class start date to enable the quota to be reallocated (see ETCA, **Paragraph 1.15.3**, for additional information). For cancellations at McConnell AFB, notify MAJCOM/A3T (or equivalent) staff immediately and site scheduler as early as possible to permit reallocation/rescheduling. Short notice cancellation of one student may result in the delay/cancellation of the paired Pilot.

6.9. Administration.

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

6.9.2. Objective. Ensure all crewmembers maintain the proficiency to safely operate the KC-135 aircraft and effectively perform the assigned mission. Crewmembers will use the ATD to

enhance the training areas (e.g., windshear/microburst training, low visibility approaches, systems knowledge, emergency/abnormal procedures, and degraded navigation systems).

6.10. Training Implementation/Student Expectations.

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

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

6.10.3. Mission. The crew and ATS Instructor will fly the ATD profile to maximum extent possible. For proper pacing, it is imperative the Pilot team cope with simulated emergencies while continuing to fly the aircraft. Limit “freezing the ATD” to meet training objectives.

6.10.4. Post-mission. The ATS Instructor will critique the crew’s performance during each phase of the mission. Several ATDs are equipped with Training Data Acquisition, Analysis, and Playback System (TDAPPS), a dual-screen simulator mission playback system. Complete post-mission documentation IAW Technical Order 00-20-1, Aerospace Equipment Maintenance Inspection, Documentation, Policy and Procedures, to include AFTO Form 781A, Maintenance Discrepancy and Work Documentation, AFTO Form 781H, Aerospace Vehicle Flight Status and Maintenance and ARMS products. Send requests or recommendations for additional training to the unit training manager. Accomplish additional training as soon as practical, schedule permitting.

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

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

6.11.2. All browser requests will be coordinated with the ATS training supervisor.

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

6.12. Aircraft Flights for ATS Training Instructors.

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

6.13. KC-135 ATS Facility Tours.

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

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

6.14. Aircrew Evaluation.

6.14.1. General. The Air Force examiner's decision as to the ability of the aircrew member's ability to meet qualification levels as set forth in AFI 11-202V2 and AFI 11-2KC-135V2 shall be final and will not be subject to question by the contractor. An AF Form 8 will be completed for all evaluations IAW AFI 11-2KC-135V2.

Chapter 7

ARMS EVENT IDENTIFIERS AND COURSE DESCRIPTIONS

7.1. Description. ARMS event identifiers are standardized for mobility crewmembers.

Table 7.1. ARMS Identifiers

Identifier	Group	Paragraph
A	Academic training	7.2.
AA	USAF-Specified	7.3.
AD	Airdrop	7.4. (N/A KC-135)
AS	Airland	7.5. (N/A KC-135)
B	Navigation & Individual Proficiency	7.6. (N/A KC-135)
C	Miscellaneous	7.7.1.
E	Miscellaneous	7.7.2.
FE	Miscellaneous	N/A
FR	Formation Departure & Recovery	N/A
F	Formation Training	7.8.
FF	Flight Surgeon Flight Training	7.9.
G	Ground Training	7.10.
H	N/A	N/A
LL	Aircrew Flight Equipment	7.11.
M	Mission Specific	7.12.
NV	NVG	7.13.
N	Crew Proficiency	7.14.
P	Individual Proficiency	7.14.18.
Q	Qualification and Certification	7.15.
R	Air Refueling	7.16.
RS	Tactical Approaches / Departures	N/A
S	Special Operations (SOAR)	7.17.
SK	Station Keeping Equipment (SKE)	N/A
SS	SERE	7.18.
V	MPD	7.19.
VL	Visual Low Level	N/A
VT	Visual Threat Recognition & Avoidance	7.20.
X	Unit Defined	7.21.

7.2. Academic (A) Training Events.

7.2.1. A001—Initial Qualification Academic Course.

7.2.2. A003—Senior Staff Orientation Course.

7.2.2.1. Two-day orientation for senior officers. Does not meet the requirements for A004., Senior Staff Course, and does not result in a qualification in the KC-135.

7.2.3. A004—Senior Officer Course (SOC).

7.2.3.1. This course is taught at the FTU, Altus AFB.

7.2.4. A006—MPRS Familiarization Training.

7.2.4.1. Purpose: Allows crewmembers to fly MPRS aircraft with pods installed.

7.2.4.2. Description: Training for MPRS including system overview, normal procedures, performance considerations, abnormal procedures, cautions, and warnings. Training does not include certification to operate the MPRS equipment.

7.2.4.3. OPR: AMC/A3TK.

7.2.4.4. Training Media: CBT.

7.2.4.5. Instructor: USAF IP/IB.

7.2.4.6. Additional Information: See **Paragraph** 5.6.4.3 and **Table** 5.7 for course details.

7.2.5. A009— Instructor Pre-Attendance Academics Training.

7.2.5.1. Will complete the appropriate lessons in KC-135 IAC or KC-135 IB syllabi. See related workbook as ARMS event identifier A044.

7.2.6. A017—Instructions/Directives/Knowledge/Use.

7.2.6.1. Review assigned publications, including AFI 11-2KC-135 Volume 3., applicable T.O.s, and AFTTP 3-3.KC-135 with emphasis on amplified checklists systems knowledge and procedures.

7.2.7. A018—Aircraft Commander Responsibilities.

7.2.8. A032—Difference Course (KC-135T-model).

7.2.8.1. Purpose: Allows crewmembers to fly KC-135T-model modified aircraft.

7.2.8.2. Description: Training to be familiar with and operate KC-135T-model aircraft. This training must be accomplished by all Pilots, Navigators, and Boom Operators during MCT, if unit equipped. Previous closed book difference test incorporated into the CBT.

7.2.8.3. Training Media: CBT.

7.2.8.4. Instructor: USAF IP/IB.

7.2.8.5. Additional Information: See **Paragraph** 2.5.2 for certification requirements.

7.2.9. A034—Requalification Course

7.2.10. A037—OPLAN-801X / EWO Performance Training.

7.2.10.1. Must be accomplished by all Pilots in units with an OPLAN-801X mission. Review of EWO Takeoff and Climbout section of T.O. 1C-135 (K)R-1-1 to include: Definition of Terms, Takeoff Planning, Climb Performance, and Climbout Procedure. Calculation of EWO Takeoff Data using performance charts and FSAS calculator required. A037 must be accomplished prior to accomplishing P027 event.

7.2.11. A044—Instructor Training Course Workbook.

7.2.11.1. Reference **Chapter 5** for additional information. Complete before attending formal course (i.e., IAC) or conducting in-unit upgrade. A sub-part to the overall Instructor course. See related ARMS event description, A009.

7.2.12. A051-Difference Course (KC-135RT-model).

7.2.12.1. Pilots must be qualified in the KC-135R-model before completing this course. Training does not include certification to operate the RT equipment, but does allow crewmembers to operate RT equipped aircraft in the tanker role. Unit with receiver mission will develop the course and coordinate with AMC/A3TK for distribution; see AMC/A3TK SharePoint® for baseline lesson plan and presentation.

7.2.13. A052—Receiver ARR Indoctrination.

7.2.14. A053—Receiver ARR (Initial) Course.

7.2.15. A060—Flight Examiner Course.

7.2.16. A045---Block 45 Difference Course.

7.3. USAF-Specified (AA) Events . See AFI 11-202V2 & AFI 11-2KC-135V2.

7.3.1. AA01—Qualification Evaluation.

7.3.2. AA02—Qualification Evaluation, Simulator .

7.3.3. AA11—Instrument Evaluation .

7.3.4. AA12—Instrument Evaluation, Simulator.

7.3.5. AA21—Combined Qualification and Instrument Evaluation.

7.3.6. AA22—Combined Qualification and Instrument Evaluation, Simulator.

7.3.6.1. AA22A INSTR/QUAL Sim Profile 1.

7.3.6.2. AA22B INSTR/QUAL Sim Profile 2.

7.3.6.3. AA22C INSTR/QUAL Sim Profile 3.

7.3.6.4. AA22D INSTR/QUAL Sim Profile 4.

7.3.6.5. AA22E INSTR/QUAL Sim Profile 5.

7.3.6.6. AA22F INSTR/QUAL Sim Profile 6.

7.4. Airdrop (AD) Events. (N/A KC-135).

7.5. Airland (AS) Events. (N/A KC-135).

7.6. Navigation & Individual Proficiency (B) Events . (N/A KC-135).

7.7. Miscellaneous (C, E, H, FE) Events.

7.7.1. C040—Mobility Folder Review.

7.7.1.1. Purpose: Ensure Air Force Personnel are prepared for deployment to locations specified by tasking order.

7.7.1.2. Description: The unit Commander ensures unit personnel prepare for deployment IAW this AFI, AFMAN 10-401 Volume 2, Planning Formats and Guidance, and AFI 36-507, Mobilization of the Civilian Work Force. In addition to the aircrew specific training items contained in this AFI, Air Force members have Air Force specific and theater specific requirements that must be met prior to deployment. The unit UDM is responsible to ensure all personnel meet these additional ancillary and mobility training requirements.

7.7.1.3. OPR: Unit Commander, Unit Deployment Manager, and individual crewmembers.

7.7.1.4. Training Media: Individual Mobility Folder.

7.7.1.5. Instructor: Unit mobility office.

7.7.1.6. Additional Information: See AFI 10-403., Deployment Planning and Execution. Frequency of this event will be determined by the Installation Deployment Plan (IDP).

7.7.2. E030—Official Passport-Primary (No-fee/maroon).

7.7.2.1. Purpose: Track passport expiration dates for crewmembers.

7.7.2.2. Description: It is AMC policy for all crewmembers to have a current official US passport in order to comply with country entry requirements specified in the Foreign Clearance Guide. Passport due date in ARMS should be 3 months before passport expiration to prevent passport from expiring.

7.7.2.3. OPR: Unit Commander, Unit Deployment Manager, and individual crewmembers.

7.7.2.4. Training Media: N/A.

7.7.2.5. Instructor: N/A.

7.7.2.6. Additional Information: Do not delay MCT completion to accomplish this event. Utilize the date of submission of the passport application to establish a reference date.

7.7.3. E035—Official Passport-Secondary (No-fee/maroon).

7.7.3.1. Purpose: Track passport expiration dates for crewmembers.

7.7.3.2. Description: As required for unit mission. Primary use is for visa applications required for unit missions (i.e., Strategic Arms Reduction Treaty (START), FMS, etc.) as specified in the Foreign Clearance Guide.

7.7.3.3. OPR: Unit Commander, Unit Deployment Manager, and individual crewmembers.

7.7.3.4. Training Media: N/A.

7.7.3.5. Instructor: N/A.

7.7.3.6. Additional Information: Every effort will be made to ensure Primary and Secondary passports do not expire within 6 months of each other if Secondary passport is deemed required.

7.8. Formation Training (F) Events.

7.8.1. F020—Formation.

7.8.1.1. Purpose: Gain proficiency to include preflight and operating ETCAS during KC-135 formations (station keeping).

7.8.1.2. Description: Two or more aircraft with the same intended route of flight, maintaining station-keeping operations by either or both visual and electronic means. The formation will be flown with successive tankers in line astern and stepped up or down behind the leader. Must be flown through completion of level-off or join-up (whichever occurs first) and a minimum 30 minutes in formation. Includes buddy departure for credit. AC must brief the portion of the mission that they will be lead. Recommend use of EMCON 2 procedures (not applicable for formal schoolhouse).

7.8.1.3. OPR: AMC/A3TK.

7.8.1.4. Training Media: OFT or Aircraft.

7.8.1.5. Instructor: Not required for continuation training.

7.8.1.6. Additional Information: Pilot Monitoring (PM) may log events when performing PM duties. Plan HAVE QUICK and SECURE RADIO Operation during each formation flight (N/A when accomplished in OFT). For continuation training, any formation position is **creditable**. Log only one F020 per sortie.

7.8.2. F030—Large Formation.

7.8.2.1. Purpose: Gain proficiency to include preflight and operating ETCAS during KC-135 formations (station keeping) with three or more aircraft.

7.8.2.2. Description: Three or more aircraft with the same intended route of flight, maintaining station-keeping operations by either or both visual and electronic means (KC-135s or a mix with KC-10s). Any formation position is **creditable**. Must be flown through completion of level-off or join-up (whichever occurs first) and minimum 30 minutes of formation.

7.8.2.3. OPR: AMC/A3TK.

7.8.2.4. Training Media: OFT or Aircraft.

7.8.2.5. Instructor: Not required for continuation training.

7.8.3. F060—AAR Formation.

7.8.3.1. Purpose: Gain proficiency to include preflight and operating ETCAS during KC-135 formations (station keeping) while conducting aerial refueling.

7.8.3.2. Description: Two or more aircraft with the same intended route of flight, maintaining station-keeping operations by either or both visual and electronic means (KC-135s or a mix with KC-10s). Minimum 15 minutes of AAR formation time required.

Includes rendezvous and AAR procedures in ATP-56(B), AFTTP 3-3.KC-135 and AFI 11-2KC-135V3.

7.8.3.3. OPR: AMC/A3TK.

7.8.3.4. Training Media: OFT or Aircraft.

7.8.3.5. Instructor: Not required for continuation training.

7.8.3.6. Additional Information: Credit may be taken if receiver aborts, provided a sampling of AAR formation positions, are accomplished. Not creditable in lead position if receiver aborts. Attempt to balance lead and number two positions (wing) during training period.

7.9. Flight Surgeon (FF) Events. Events defined in AFI 11-202V1.

7.10. Ground Training (G) Events.

7.10.1. Records and Documentation. Units will use AF Form 1522, reports/certificates generated from Air Force approved automated systems or other locally developed forms IAW AFI 11-202V1. Record G280, Small Arms Training on AF Form 522, USAF Ground Weapons Training Data, IAW AFI 36-2654., Combat Arms Program. The course Instructor will deliver the completed forms to the appropriate scheduling and training documentation sections within one duty day after the class is taught. A crewmember that instructs (a class) may receive credit for the academic training requirement.

7.10.2. Flight Physical.

7.10.2.1. Purpose: Ensure that aircrew members are physically fit to perform aircrew duties.

7.10.2.2. Description: IAW AFI 44-170, Preventive Health Assessment, flight physicals become due 366 days after the previous physical, and expire after the 455th day or as indicated on the AF Form 1042, whichever occurs first. The required frequency may vary to address waivers and/or individual physical limitations (as determined by the Flight Surgeon), but in no case will exceed 455 days.

7.10.2.3. OPR: AMC/SG.

7.10.2.4. Training Media: N/A.

7.10.2.5. Instructor: N/A.

7.10.2.6. Additional Information: N/A.

7.10.3. Physiological Refresher.

7.10.3.1. Purpose: Familiarize aircrew members with physiological conditions associated with aircrew duties.

7.10.3.2. Description: See course details in AFI 11-403., Aerospace Physiological Training Program.

7.10.3.3. OPR: Air Force Medical Support Agency (AFMSA)/SG3PT.

7.10.3.4. Training Media: N/A.

7.10.3.5. Instructor: N/A.

7.10.3.6. Additional Information: Flying restrictions are required after expiration date. Individual will not fly until required event is accomplished.

7.10.4. G002—Aircraft Marshaling Training and Examination.

7.10.4.1. Purpose: Ensure designated crewmembers understand the proper marshaling procedures and signals to help prevent aircraft taxi incidents.

7.10.4.2. Description: Review of AFI 11-218, AMC Taxi Training slides, and AFI 11-2KC-135V3 taxi restrictions/limitations followed by a 20-question examination or as directed in MAJCOM supplement. All ground and aircrew personnel who are or could be directly involved with aircraft movement will be tested on their knowledge of marshaling signals, airport markings, lights and signs. This test will occur within 30 days after reporting for duty following a permanent change of station (N/A if tested at a formal school within previous 6 months). Aircraft Marshaling Signal questions may be incorporated into the crewmembers open book examination according to AFI 11-202V2.

7.10.4.3. OPR: AMC/A3T.

7.10.4.4. Training Media: Use AF Visual Aid (AFVA) 11-224., Aircraft Marshaling Signals, HQ AMC/A3T approved PowerPoint Slides.

7.10.4.5. Instructor: Qualified Aircrew Instructor.

7.10.4.6. Additional Information: A self-contained CBT software program is available, see ETCA course description for information to request a copy.

7.10.5. G003—Flightline Security and Drivers Examination.

7.10.5.1. Purpose: Ensure crewmembers understand proper flightline driving and security procedures.

7.10.5.2. Description: Training, examination, and certification to drive vehicles on the flight line according to local procedures. Also, includes a briefing by the flightline **ConsTable** covering the physical layout of restricted areas and owner or user responsibility for security reporting and detection. Sq/CC directed training for crewmembers that will drive on an USAF flightline.

7.10.5.3. OPR: AMC/A7F/SFO.

7.10.5.4. Training Media: IBT, CBT, Practical.

7.10.5.5. Instructor: Chief, Airfield Management and Flightline **ConsTable**.

7.10.5.6. Additional Information: Crewmembers who are required to drive on the flight line must receive this course. Individual must possess valid state driver's license or international equivalent prior to driving on the flight line.

7.10.6. G009—Tactics Open-Book Examination.

7.10.6.1. Purpose: To test aircrew tactics knowledge as part of Q044 or G060.

7.10.6.2. Description: An annual open book 25 question tactics test using AMC/A3D test bank.

7.10.6.3. OPR: AMC/A3D.

7.10.6.4. Training Media: IBT.

7.10.6.5. Instructor: Graduate of the USAFWS, the AFEC Tactics School, Basic Aircrew Tactics Studies (BATS), CATS, or the AATTC Aircrew Course.

7.10.6.5.1. (MILDENHALL) Graduates of CATS-MECOC, CATS only, or MECOC only can also teach this course.

7.10.6.6. Additional Information:

7.10.7. G025—Aircraft Field Trip.

7.10.7.1. Purpose: Familiarize students with the aircraft, model, or aircraft system to include all crew stations and perhaps functions of other crewmembers to facilitate proper crew coordination.

7.10.7.2. Description: Instructors determine field trip content based on the training objective (e.g., MPRS), student experience, and training status of the student. If necessary, the Instructor will discuss or demonstrate the student's responsibilities during emergency conditions. Accomplish before initial flight.

7.10.7.3. OPR: AMC/A3TK.

7.10.7.4. Training Media: Aircraft.

7.10.7.5. Instructor: Qualified Aircrew Instructor.

7.10.7.6. Additional Information: May be accomplished in conjunction with LL03., Emergency Egress Training-Non-Ejection. Initial qualification Boom Operator must install nose gear down lock pin from lower nose compartment through observation window.

7.10.8. G030— OPLAN-801X Command and Control.

7.10.8.1. Purpose: To ensure positive control crewmembers understand command and control procedures as they relate to the OPLAN-801X mission.

7.10.8.2. Description: Practice in OPLAN-801X message decoding and operational reporting procedures as outlined in EAP-STRAT Volume 5, AFI 10-207 AMC SUP 1, and the AMC 801X Command and Control Procedures (CCP) Annual Training Plan (ATP). The ATP outlines the minimum refresher training requirements. These include self-study items, emergency action message (EAM) processing exercises and evaluations. Evaluations are conducted with a tape scenario and an open-book written test on concepts from EAP-STRAT, Volume 5. Crew members must be able to proficiently demonstrate knowledge and required actions upon receipt of EAMs.

7.10.8.3. OPR: AMC/A3NC.

7.10.8.4. Training Media: AMC OPLAN-801X Unit Training Plan, CCP Instructor, unit developed tests and training/ evaluation tape scenario's; PC training material, as required.

7.10.8.5. Instructor: Command post personnel designated (in writing) as a Command and Control Procedures Instructor.

7.10.8.6. Additional Information: For units with OPLAN-801X mission requirement only. Units based OCONUS, MAJCOM will define requirements in MAJCOM Supplement.

7.10.9. G031—Initial OPLAN-801X Command and Control Procedures.

7.10.9.1. Purpose: To ensure positive control crewmembers understand command and control procedures as they relate to the OPLAN-801X mission.

7.10.9.2. Description: Practice in OPLAN-801X message decoding and operational reporting procedures as outlined in EAP-STRAT, Volume 5, AFI 10-207 AMC SUP 1, and the AMC 801X CCP ATP. The ATP outlines the minimum initial training requirements. These include self-study items, EAM processing exercises and evaluations. Evaluations are conducted with a tape scenario and an open-book written test on concepts from EAP-STRAT, Volume 5. Crew members must be able to proficiently demonstrate knowledge and required actions upon receipt of EAMs.

7.10.9.3. OPR: AMC/A3NC.

7.10.9.4. Training Media: AMC OPLAN-801X Unit Training Plan, CCP Instructor, unit developed tests and training/ evaluation tape scenario's; PC training material, as required.

7.10.9.5. Instructor: Command post personnel designated (in writing) as a Command and Control Procedures Instructor.

7.10.9.6. Additional Information: For units with OPLAN-801X mission requirement only. Units based OCONUS; MAJCOM will define requirements in MAJCOM Supplement.

7.10.10. G033—Unit Alert Procedures.

7.10.10.1. Purpose: To ensure newly assigned crewmembers understand local procedures, policies, and requirements associated with Alpha and Bravo Standby Force, and Modified and Hard Alert, as applicable.

7.10.10.2. Description: Course includes required professional gear, crew rest requirements, alerting procedures, alert area entry and exit procedures, standard maintenance procedures, alert response routing, specialized briefing requirements, aircraft acceptance and cocking, uncocking and recocking, scramble procedures, daily alert preflight, and alert postures. Scramble and alert start procedures require a tour of the physical layout of local alert taxi routes for launch, increased posture, and exercise recoveries. Emphasis to hazards of taxi obstacles, sharp turns, excessive taxi speed, adverse weather, and darkness. Covers all local base and wing directives concerning local and satellite alert operations.

7.10.10.3. OPR: AMC/A3TK.

7.10.10.4. Training Media: IBT, Practical.

7.10.10.5. Instructor: CCP Instructor.

7.10.10.6. Additional Information: For units whose missions include alert response as specified in local supplement or OGI. Units based OCONUS, MAJCOM will define

requirements the appropriate MAJCOM Supplement. Initial accomplishment of G210 may be done in conjunction with G033., Unit Alert Procedures.

7.10.11. G034—Minimum Interval Takeoff (MITO) Procedures.

7.10.11.1. Purpose: Review procedures and techniques used to launch the maximum number of aircraft in a minimum time interval (improve survivability of KC-135 force in an emergency war order situation).

7.10.11.2. Description: Instructor-led discussion on the aerodynamic differences between a 12 to 15-second MITO and a 30-second formation takeoff, to include local area procedures.

7.10.11.3. OPR: AMC/A3TK.

7.10.11.4. Training Media: CBT (when available) and MITO Instructor guide.

7.10.11.5. Instructor: ATS contractor and squadron.

7.10.11.6. Additional Information: For units with OPLAN-801X mission requirement only. Units based OCONUS; MAJCOM will define requirements in MAJCOM Supplement.

7.10.12. G035—PLZT Goggle Training.

7.10.12.1. Purpose: Familiarize crews with proper handling, donning, testing and storage of Electro-optics Equipment Unit (EEU) 2/P and 2A/P Series Lead-Lanthanum-Zirconate-Titanate Ceramic Materials (PLZT) goggles.

7.10.12.2. Description: On modification of their helmet, and with the assistance of an Aircrew Flight Equipment technician, each crewmember will demonstrate how to properly handle, don, test and store the PLZT goggles to include locating and installing the power cables. In addition, crews will be familiar with all contents of the flash blindness kits.

7.10.12.3. OPR: AMC/A3T.

7.10.12.4. Training Media: PLZT goggles, modified helmet.

7.10.12.5. Instructor: Qualified AFE Continuation Training Instructor.

7.10.12.6. Additional Information: For units with OPLAN-801X mission requirement only.

7.10.13. G036—Flash Blindness and Thermal Protection.

7.10.13.1. Purpose: Familiarize crews with proper handling and installation of thermal curtains and donning the eye patch.

7.10.13.2. Description: Each crewmember will demonstrate where to locate and how to properly handle and install the thermal curtains and don the eye patch.

7.10.13.3. OPR: AMC/A3T.

7.10.13.4. Training Media: CBT and Instructor led demonstration in the aircraft.

7.10.13.5. Instructor: Qualified Aircrew Instructor.

7.10.13.6. Additional Information: Units based OCONUS; MAJCOM will define requirements in MAJCOM Supplement.

7.10.14. G040—OPLAN-801X Study.

7.10.14.1. Purpose: Provides crewmembers the information necessary for the effective and successful completion of the unit's OPLAN-801X mission.

7.10.14.2. Description: This course will review United Strategic Command (USSTRATCOM) and AMC OPLAN-801X procedures. The lesson should be based on any procedural changes that have been implemented. Crews should be given a period of crew-study to assist in strengthening weak areas. Staff specialists should be available to answer crewmember questions. The unit's OPLAN-801X study should cover the overall OPLAN operational details with emphasis on the unit's OPLAN-801X mission.

7.10.14.3. OPR: AMC/A3TK.

7.10.14.4. Training Media: IBT.

7.10.14.5. Instructor: XP and applicable wing staff agencies, as required.

7.10.14.6. Additional Information: All crewmembers in units with a primary or secondary OPLAN-801X mission will receive this training. Units based OCONUS, MAJCOM will define requirements in MAJCOM Supplement.

7.10.15. G041—Unit Mission Briefing.

7.10.15.1. Purpose: Inform and educate Wing crewmembers on unit mission.

7.10.15.2. Description: Briefing by unit operations plans on sortie requirements and operations procedures applicable to the unit's mission(s).

7.10.15.3. OPR: Wing XP.

7.10.15.4. Training Media: IBT.

7.10.15.5. Instructor: Wing XP or designated Qualified Instructor.

7.10.15.6. Additional Information:

7.10.15.7. G041A—Unit Mission Briefing (Conventional).

7.10.15.7.1. Purpose: Inform and educate Wing crewmembers on unit conventional mission.

7.10.15.7.2. Description: Briefing on sortie requirements, operations procedures for conventional missions in the unit DOC.

7.10.15.7.3. OPR: Wing XP.

7.10.15.7.4. Training Media: IBT.

7.10.15.7.5. Instructor: Wing XP or designated Qualified Instructor. Additional Information: May be accomplished in conjunction with G041B.

7.10.15.8. G041B—Unit Mission Briefing (OPLAN-801X).

7.10.15.8.1. Purpose: Initial and Annual briefing covering updated procedures and changes to unit's OPLAN-801X mission.

- 7.10.15.8.2. Description: Briefing on sortie requirements, operations procedures, and changes applicable to the unit's OPLAN-801X mission.
- 7.10.15.8.3. OPR: Wing XP.
- 7.10.15.8.4. Training Media: IBT.
- 7.10.15.8.5. Instructor: Unit operations plans.
- 7.10.15.8.6. Additional Information: Applicable to OPLAN-801X tasked units.
- 7.10.16. G060—Aircrew Tactics Training.
- 7.10.16.1. Purpose: To provide the crewmember with information necessary for effective and successful execution of the unit's assigned employment mission.
- 7.10.16.2. Description: G060 will be administered semi-annually using courseware approved by AMC/A3D; complete one G009 Tactics Open-Book Examination in conjunction with this training annually (see **Paragraph** 7.10.6). OG/CC may specify an alternate frequency for Tactics training, but it must be accomplished at least annually. The courseware is posted on the AMC Combat Operations Secret Internet Protocol RouterNetwork (SIPRNET) site <http://intelshare.intelink.sgov.gov/sites/amca3d/amca3dt/tanker/> and <https://afkm.wrightpatterson.af.smil.mil/community/views/home.aspx?Filter=238>. The course is based on information found in AFTTP 3-1.General Planning, 3-1.Threat Guide, 3-1.KC-135, and 3-3.KC-135, this document, as well as any other documents pertaining to the execution of the unit's mission.Units must complete a tactics assessment directed by the Chief of Tactics to complete G060. This assessment may consist of an Instructor evaluated scenario, verbal evaluation, or open book evaluation. (T-3).
- 7.10.16.2.1. (**MILDENHALL**) 100 OG aircrews will accomplish G060 on an annual basis. A Tactics Test, G009, will be accomplished in conjunction with this event, as per **Paragraph** 7.10.16.2.
- 7.10.16.3. OPR: AMC/A3D.
- 7.10.16.4. Training Media: Interactive lecture. Secret PowerPoint capable computer and projector.
- 7.10.16.5. Instructor: Graduate of the USAFWS, the AFEC Tactics School, Basic Aircrew Tactics Studies (BATS), CATS, or the AATTC Aircrew Course.
- 7.10.16.5. (**MILDENHALL**) Only graduates of the USAFWS, CATS, or CATS-MECOC shall be an instructor. A MECOC-only, AFEC Tactics School, BATS, or AATTC Aircrew Course graduate does not qualify as an instructor.
- 7.10.16.6. Additional Information: May be accomplished in conjunction with VT05. Additional information may be added to the course by the unit tactician, weapons officer (if applicable) or by the direction of the OG/CC. CATS attendance (St. Joseph, MO) meets semi-annual requirement. May be conducted in conjunction with G070 as determined by agreement between local Intel and Tactics offices. WIC Instructors, cadre and students may credit G060 with completion of formal weapons syllabus. (T-3).
- 7.10.17. G065—Special Departure Procedure (SDP) Training.

7.10.17.1. Purpose: Provide Pilots the knowledge required to effectively use SDPs. SDPs will provide engine-out escape routing when loss of an engine occurs at or after S1.

7.10.17.2. Description: Course will provide Pilots with details on Jeppesen® website usage, how data is developed, and how to incorporate SDPs into mission planning and execution. One-time training event.

7.10.17.3. OPR: AMC/A3TK.

7.10.17.4. Training Media: PowerPoint slides, see AMC/A3TK SharePoint®. Slides must be presented via IBT.

7.10.17.5. Instructor: Qualified IPs.

7.10.17.6. Additional Information:

7.10.18. G070—Aircrew Intelligence Training (AIT).

7.10.18.1. Purpose: Provide crews fundamentals of threat knowledge, visual recognition, and collection and reporting requirements. Enhance crewmember understanding of threats to unit assets with a direct impact on mission success and aircrew survival.

7.10.18.2. Description: Course will provide aircrew with details concerning how, when and what to include in Mission Reports (MISREP), Ops-Intel interface. Request for Information (RFI), Escape and Evasion procedures and the development and coordination of Evasion Plans of Action (EPA). See AMCI 14-105, Unit Intelligence Mission and Responsibilities, AFI 14-105_AMC Supplement 1, and AFI 11-2KC-135V 3 for further guidance. The unit intelligence officer will administer an AIT-related test to determine if training objectives are being met.

7.10.18.3. OPR: AMC/A2.

7.10.18.4. Training Media: Lecture.

7.10.18.5. Instructor: Qualified Intelligence Instructor. Additional Information: May be conducted in conjunction with G060 as determined by agreement between local Intel and Tactics offices.

7.10.19. G080—Comm Procedures.

7.10.19.1. Purpose: Ensure crewmembers possess a thorough knowledge of all communication and Communication Security (COMSEC) requirements applicable to their unit's mission.

7.10.19.2. Description: This course includes detailed discussion of equipment operation, procedures, and training requirements applicable to peacetime and wartime communications operations. Training should cover: Authentication procedures, OPLAN-801X (if applicable), Identification, Friend or Foe, Selected Identification Features (IFF/SIF) codes, code loading devices (e.g., Simple Key Loader (SKL), equipment operation, Air Force Spectrum Interference Resolution (AFSIR), HAVE QUICK, Flight Information Handbook (FIH), KY-58, SECURE VOICE Radio, AMCH 33-1, AMC Tanker Airlift Communications Handbook, L-Band SATCOM (if applicable), COMSEC user requirements, (including other communications information pertinent to the unit.

7.10.19.3. OPR: AMC/A3T/A3A/CPSS/STSP.

7.10.19.4. Training Media: AF Form 4168, COMSEC Responsible Officer and User Training Checklist.

7.10.19.5. Instructor: Wing, Operations Group, and Squadron training personnel, and Combat Crew Communications.

7.10.19.6. Additional Information: OG/CC may approve an extension of six months. (T-3).

7.10.20. G081—L-Band SATCOM.

7.10.20.1. Purpose: Ensure crewmembers possess a thorough knowledge of all communication and COMSEC requirements applicable to their unit's mission.

7.10.20.2. Description: Training in the operation on the [MILSAT] SATCOM operation.

7.10.20.3. OPR: AMC/A3T.

7.10.20.4. Training Media: IBT and Aircraft.

7.10.20.5. Instructor: Qualified Aircrew Instructor.

7.10.20.6. Additional Information: If equipped and if required in the unit's DOC statement only. Unit developed.

7.10.21. G082—KY58 Radio--Academics.

7.10.21.1. Purpose: Ensure crewmembers possess a thorough knowledge of all communication and COMSEC requirements applicable to their unit's mission.

7.10.21.2. Description: This course includes detailed discussion of equipment operation, procedures, and training requirements applicable to peacetime and wartime communications operations. Training will cover KY-58.

7.10.21.3. OPR: AMC/A3T/A3A/CPSS/STSP.

7.10.21.4. Training Media: COMSEC Responsible Officer and User Training Checklist.

7.10.21.5. Instructor: Wing, Operations Group, and Squadron training personnel, and Combat Crew Communications.

7.10.21.6. Additional Information:

7.10.22. G090—Anti-Hijacking.

7.10.22.1. Purpose: Provide crewmembers with training on USAF policy that includes war and peacetime requirements for arming USAF personnel and the use of deadly force. Training includes the process to identify and train aircrews armed to protect resources, use of force model, and preventing/resisting acts of aircraft piracy (hijacking).

7.10.22.2. Description: This training will meet requirements in AFPD 16-8, Arming Of Aircrew, Mobility, And Oversea Personnel, and AFI 36-2654., to include procedures in AFI 31-117 and AFI 13-207, Arming And Use Of Force By Air Force Personnel. This course will supplement training in G280, Small Arms Training.

7.10.22.3. OPR: AMC/A3T AMC/A7S.

7.10.22.4. Training Media: CBT and/or IBT.

7.10.22.5. Instructor: Qualified Aircrew Instructor.

7.10.22.6. Additional Information: The unit may supplement CBT training with Instructor led discussions based on the Use of Force Model in AFI 31-117 and locally developed criterion test.

7.10.23. G100—Law of Armed Conflict (LOAC).

7.10.23.1. Purpose: Ensures Air Force personnel understand the LOAC training as governed by AFGM2015-10-01, Expeditionary Readiness

7.10.23.2. Description: Airmen should refer to the AEF Online, Pre-deployment Training Information page (<https://aef.afpc.randolph.af.mil/Predeployment.aspx>) for Basic Airman Readiness and Basic Deployment Readiness training requirements and frequencies and accomplish those requirements, IAW the posted checklists. All commanders will ensure that assigned personnel are trained in the principles and rules of LOAC.

7.10.23.3. OPR: JA Staff.

7.10.23.4. Training Media: LOAC training is available in several formats including web-based training at: <https://golearn.csd.disa.mil/> or via AF Portal link , MAJCOM/JA staff websites. LOAC may be taught during G070, Aircrew Intelligence Training. Completion of any LOAC training course fulfills the requirement of this AFI.

7.10.23.5. Instructor: CBT or IBT.

7.10.23.6. Additional Information: Due to different mission requirements, units may increase emphasis on those areas in the course of particular interest to them. During wartime or contingency operations, commanders may direct staff to conduct LOAC training in coordination between JA.

7.10.24. G120—ISOPREP Review.

7.10.24.1. Purpose: All crewmembers will have two current, accurate and identical hard copy ISOPREP cards on file IAW Joint Personnel Recovery Agency (JRPC) guidance.

7.10.24.2. Description: Complete review on DD Form 1833., Isolated Personnel Report (ISOPREP) or electronic version. See Joint Pub 3-50.

7.10.24.3. OPR: AMC/A2.

7.10.24.4. Training Media: Individual ISOPREP.

7.10.24.5. Instructor: Unit Intel personnel.

7.10.24.6. Additional Information: May be completed during an aircrew's G070, Evasion and Recovery (E&R) Training. Once completed, the ISOPREP card is classified CONFIDENTIAL and must be safeguarded according to. Individuals with an ISOPREP card will review the card at least every six months. During employment operations, personnel will review ISOPREP upon deployment, prior to the first mission of the day and as often as necessary thereafter. Frequency in cited references is annual while MAF aircrews standardize at 180 days. AFI 11-2KC-135V1 is not the governing directive for completion of this event.

7.10.25. G130—Instrument Refresher Course.

7.10.25.1. Purpose: Ensure Pilots possess a sufficient knowledge of all applicable directives, procedures, and techniques to assure safe and professional instrument flying.

7.10.25.2. Description: Guidance for development of unit IRC programs, including topics and subject outlines, course length, Instructor prerequisites, and methods of instruction are contained in AFMAN 11-210. IRC is accomplished according to AFI 11-2KC-135V2 and applicable MAJCOM Supplement. If using CBT, complete KC-135 IRC web-based program: <https://amc.csd.disa.mil/kc/login/login.asp>. Use Common Access Card Login (tied to ADLS gateway) or register to receive a login ID and a password. After log-in, select “course list,” then the “Instrument Refresher” dropdown, then select “KC-135 Instrument Refresher Course.” The CBT must be complemented by a 2-hour IBT prior to signing off G130. This course is no longer linked with the requisite instrument examination. This course (G130) must be completed every fourth quarter after completion IAW AFMAN 11-210. Complete requisite instrument examination within the evaluation eligibility period according to AFI 11-202V2. See AFMAN 11- 210.

7.10.25.3. OPR: AMC/A3T.

7.10.25.4. Training Media: Course is available from web based program with a follow-on 2-hour IBT. The IBT may source from the core IRC including “hot topics” ; IRC testing software and questions are available from AFFSA SharePoint®.

7.10.25.5. Instructor: USAF AIS Graduate.

7.10.25.6. Additional Information: Crewmembers on active flying status must complete IRC every fourth quarter after completion IAW AFMAN 11-210, Instrument Refresher Program. This course is not linked with the IRC examination which is to be completed in the check cycle.

7.10.25.7. (MILDENHALL) The AMC-approved Instrument Refresher Course (IRC) computer Based Training (CBT) program designed for the KC-135 is an approved CBT for USAFE KC-135 aircrews. In accordance with AFMAN 11-210, Instrument Refresher Program (IRP), **Paragraph 1.3.3.2.**, CBT Credit, completion of the approved CBT may fulfill up to four hours of the IRC classroom requirement. Any CBT program will be supplemented with a minimum of two hours of Instructor Based Training (IBT). Aircrew who complete a CBT program will provide a completion certificate to the IRC instructor. IBT will remain the preferred method of IRC training; however, CBT programs may be used when an individual risks non-currency due to extenuating circumstances.

7.10.26. G145—MPRS Ground Training.

7.10.26.1. Purpose: Review MPRS limitations and procedures.

7.10.26.2. Description: CBT based review of MPRS system including limitations and procedures.

7.10.26.3. OPR: AMC/A3T.

7.10.26.4. Training Media: CBT.

7.10.26.5. Instructor: MPRS Certified Instructor, as required.

7.10.26.6. Additional Information: Continuation training required after one-time Q033-MPRS Certification. Members not Q033 MPRS certified do not require this event.

7.10.27. G150—Approach Plate Familiarization Training .

7.10.27.1. Purpose: Provide Boom Operators with the knowledge and skills necessary to monitor the briefed departure and approach and advise the Pilots of any deviations that would compromise safety.

7.10.27.2. Description: Review of multiple Instrument Approach Procedure (IAP)s with emphasis on CRM and Pilot backup considerations.

7.10.27.3. OPR: AMC/A3T.

7.10.27.4. Training Media: CBT.

7.10.27.5. Instructor: N/A.

7.10.27.6. Additional Information:

7.10.28. G160—Overwater Navigation Procedures.

7.10.28.1. Purpose: To provide instruction and review of procedures and restrictions for Atlantic and Pacific oceanic crossing and international airspace.

7.10.28.2. Description: The training will cover oceanic crossing requirements, contingencies, ACFP review, Equal Time Point (ETP), and RNP/RNAV.

7.10.28.3. OPR: AMC/A3T.

7.10.28.4. Training Media: PowerPoint slides, see AMC/A3TK SharePoint®.

7.10.28.5. Instructor: Qualified Instructor.

7.10.28.6. Additional Information: G160 presentation/discussion required for mission certification ground training for all initial qualifications and AC upgrades.

7.10.29. G180 – Cargo and Passenger Handling Procedures.

7.10.29.1. Purpose: Ensures KC-135 Boom Operators are knowledgeable in cargo planning and loading procedures and are able to properly handle passengers when they are transported on KC-135 aircraft.

7.10.29.2. Description: Teaches proper and effective interaction with passengers, and defines acceptable and unacceptable behaviors while teaching communication skills and problem solving when dealing with passengers.

7.10.29.3. OPR: AMC/A3TK.

7.10.29.4. Training Media: IBT.

7.10.29.5. Instructor: Qualified Aircrew Instructor

7.10.29.6. Additional Information: This course is a pre-requisite to IBO training at the FTU.

7.10.30. G182—Hazardous Cargo Training.

7.10.30.1. Purpose: To familiarize Pilots with procedures and restrictions when carrying hazardous materials.

7.10.30.2. Description: Provides instruction reviewing mobility aircrew hazardous materials procedures and AFMAN 24-204 (I), Preparing Hazardous Materials for Military Air Shipments; and AFJI 11-204., Operational Procedures for Aircraft Carrying Hazardous Materials. The syllabus includes: Hazardous Classification, Aircraft Loading and Passenger Movement, Packaging, Tactical and Contingency Airlift, Marking and Labeling, Aircrew Responsibilities, and Certification.

7.10.30.3. OPR: AMC/A3T.

7.10.30.4. Training Media: CBT

7.10.30.5. Instructor: N/A.

7.10.30.6. Additional Information:

7.10.30.7. G182A—Hazardous Cargo Training.

7.10.30.7.1. Purpose: To familiarize Boom Operators with procedures and restrictions when carrying hazardous materials.

7.10.30.7.2. Description: Provides instruction reviewing mobility aircrew hazardous materials procedures and AFMAN 24-204 (I), and AFJI 11-204. The syllabus includes: Hazardous Classification, Aircraft Loading and Passenger Movement, Packaging, Tactical and Contingency Airlift, Marking and Labeling, Aircrew Responsibilities, and Certification.

7.10.30.7.3. OPR: AMC/A3T.

7.10.30.7.4. Training Media: CBT.

7.10.30.7.5. Instructor: Qualified IBO.

7.10.30.7.6. Additional Information:

7.10.30.7.6.1. G183—Floor Loading. .

7.10.31.1. Purpose: To provide instruction in floor loading cargo on the KC-135 aircraft.

7.10.31.2. Description: CBT and cargo loading exercise.

7.10.31.3. OPR: AMC/A3TK.

7.10.31.4. Training Media: CBT.

7.10.31.5. Instructor: Qualified IBO.

7.10.31.6. Additional Information:

7.10.32. G184—Palletized Cargo Loading.

7.10.32.1. Purpose: To provide instruction on loading palletized cargo on the KC-135 aircraft.

7.10.32.2. Description: CBT and cargo loading exercise.

7.10.32.3. OPR: AMC/A3T.

- 7.10.32.4. Training Media: CBT.
 - 7.10.32.5. Instructor: Qualified IBO.
 - 7.10.32.6. Additional Information:
- 7.10.33. G185—Cargo Loading Training.
- 7.10.33.1. Purpose: To provide instruction in loading cargo on the KC-135 aircraft.
 - 7.10.33.2. Description: Training consists of two CBTs: G183—Floor Loading, and G184—Palletized Cargo Loading, a cargo loading exercise, manual DD Form 365-4., Weight and Balance Clearance Form F— Transport/Tactical computation, and emergency procedures review. Planned cargo load plans will be loaded on the aircraft and critiqued by the Instructor and can be either floor loaded or palletized loads. Emphasis will be focused on proper checklist procedures, computation of restraint, hazardous cargo, and weight and balance.
 - 7.10.33.3. OPR: AMC/A3TK.
 - 7.10.33.4. Training Media: CBT.
 - 7.10.33.5. Instructor: Qualified IBO.
 - 7.10.33.6. Additional Information: The OG/CC is the waiver authority for this event and may exempt highly experienced Boom Operators from the cargo loading exercise (i.e., FTL-A). (T-3).
- 7.10.34. G190—Aircraft Servicing.
- 7.10.34.1. Purpose: To ensure all crewmembers are familiar with the procedures necessary to service their aircraft when qualified maintenance support is not available.
 - 7.10.34.2. Description: CBT and a field trip covering servicing requirements of the aircraft, safety, approved fuels, lubricants and fluids, frequency of servicing, and aircraft servicing locations and requirements; field trip for hands-on demonstration by qualified maintenance personnel or a unit IBO who has completed the Maintenance Qualification Training Program (MQTP) for servicing.
 - 7.10.34.3. OPR: AMC/A3TK.
 - 7.10.34.4. Training Media: CBT.
 - 7.10.34.5. Instructor: Qualified maintenance personnel/unit IBO who has completed MQTP
 - 7.10.34.6. Additional Information: Completion of this course does NOT qualify crews to perform maintenance tasks, but does allow them to assist qualified maintenance personnel in ground refueling operations.
- 7.10.35. G210—Ground Alert Start Procedures.
- 7.10.35.1. Purpose: To ensure Pilots and Boom Operators are able to perform the procedures required to quick start an aircraft cocked on alert status.

7.10.35.2. Description: Course covers the physical characteristics, operating procedures, checklists, and cockpit indications of normal and abnormal APU alert starts. Use ground training course to review aircraft hazardous areas and limits during alert starts.

7.10.35.3. OPR: AMC/A3TK.

7.10.35.4. Training Media: CBT.

7.10.35.5. Instructor: Qualified Aircrew Instructor.

7.10.35.6. Additional Information: Complete G210 before accomplishing initial P290, Aircraft Alert Start Procedures.

7.10.36. G215—EADI Multifunction Display (CBT).

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

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

7.10.36.3. OPR: AMC/A3TK.

7.10.36.4. Training Media: CBT.

7.10.36.5. Instructor: N/A.

7.10.36.6. Additional Information: This CBT is intended for Boom Operators only.

7.10.37. G220—Aircraft Systems

7.10.37.1. Purpose: Annual review of critical aircraft systems.

7.10.37.2. Description: Computer-based scenario that introduces the Pilot or Boom Operator to a series of randomly generated aircraft system training modules with progressive advancement based on criterion testing and aircraft system knowledge.

7.10.37.3. OPR: AMC/A3TK.

7.10.37.4. Training Media: CBT.

7.10.37.5. Instructor: N/A.

7.10.37.6. Additional Information: Complete the training event and log as a single ARMS entry. After completing GST lessons, log G220. GST lessons cover hydraulic system, flight controls, fuel system, electrical system, environmental system, and engines, propulsion system, and APU. Boom Operators use G229-Air Refueling Systems, G227BR-APU, and G228R-Electrics and Fuels CBTs.

7.10.38. G221—CNS/ATM Refresher.

7.10.38.1. Purpose: Annual CBT review exercise of the Block 40.x (GATM) system updates.

7.10.38.2. Description: This lesson provides communication, navigation, surveillance/air traffic management (CNS/ATM) continuation training using equipment that has been added by Block 40 modifications. This part of the lesson covers information and procedures that cannot be trained on the GATM interactive hand controller part-task trainer (GIPTT). After this CBT lesson, an exercise will be completed on the GIPTT that

will allow hands-on training for the data message transmission and reception. Practice exercises and questions are integrated with the tutorial to enhance learning. A final Review Questions segment evaluates mastery of the material.

7.10.38.3. OPR: AMC/A3TK.

7.10.38.4. Training Media: CBT.

7.10.38.5. Instructor: N/A.

7.10.38.6. Additional Information: If overdue, may not fly sorties in a datalink environment.

7.10.39. G227—APU Systems.

7.10.39.1. Purpose: Annual review of aircraft systems for Boom Operators.

7.10.39.2. Description: This lesson reviews APU system normal, abnormal, and emergency procedures in the context of a mission scenario. Practice exercises and questions are integrated with the tutorial to enhance learning.

7.10.39.3. OPR: AMC/A3TK.

7.10.39.4. Training Media: CBT.

7.10.39.5. Instructor: N/A.

7.10.39.6. Additional Information: BO covers APU portion of G220 via the G227BR CBT.

7.10.40. G228—Electrics and Fuels Systems.

7.10.40.1. Purpose: Annual review of aircraft systems for Boom Operators.

7.10.40.2. Description: This lesson reviews the location and functions of the fuel system components as well as connecting or disconnecting external power.

7.10.40.3. OPR: AMC/A3TK.

7.10.40.4. Training Media: CBT.

7.10.40.5. Instructor: N/A.

7.10.40.6. Additional Information: BO covers Electrics and Fuels portion of G220 via the G228R CBT.

7.10.41. G229—Air Refueling Systems.

7.10.41.1. Purpose: Annual review of aircraft systems for Boom Operators.

7.10.41.2. Description: This lesson reviews air refueling operations. Both normal and emergency procedures are reviewed in the context of situational scenarios. Practice exercises and questions are integrated with the tutorial to enhance learning.

7.10.41.3. OPR: AMC/A3TK.

7.10.41.4. Training Media: CBT.

7.10.41.5. Instructor: N/A.

7.10.41.6. Additional Information: BO covers Air Refueling portion of G220 via the G229 CBT.

7.10.42. G230—Crew Resource Management (CRM) Refresher--Academics.

7.10.42.1. Purpose: Mission-specific continuation CRM training conducted according to AFI 11-290.

7.10.42.2. Description: Reinforces initial CRM training through an academic review of the common core subjects (according to AFI 11-290) with specific emphasis on an annual refresher topic. Training should be conducted within G240 simulator profiles.

7.10.42.3. OPR: AMC/A3T.

7.10.42.4. Training Media: IBT.

7.10.42.5. Instructor: ATS contractor.

7.10.42.6. Additional Information: Dual-log with G240. CRM pre-briefing should be accomplished before conducting G240 CRM simulator profile; completion of CRM pre-work is required before attending CRM refresher training. Pre-work will be distributed to organizations in sufficient time and supply to allow completion. Crewmembers may also receive credit for attending formal CRM training (by ATS contractor).

7.10.43. G231—Initial Crew Resource Management (CRM).

7.10.43.1. Purpose: Aircraft and crew-specific CRM training conducted according to AFI 11-290.

7.10.43.2. Description: Introduces common core subjects (according to AFI 11-290). If initial CRM is not accomplished at the formal school, it must be accomplished within 1-year of reporting to home station. Units may use G230 courseware if G231 is not taught locally. Dual-log with G230.

7.10.43.3. OPR: AMC/A3T.

7.10.43.4. Training Media: IBT.

7.10.43.5. Instructor: ATS contractor.

7.10.43.6. Additional Information: Completion of any CRM pre-work, if applicable, is required prior to attending CRM training. Pre-work will be distributed to organizations in sufficient time and supply to allow completion. Initial CRM Simulator may be accomplished in a Tactics Profile DMO (Linked) Simulator.

7.10.44. G232—Instructor and Evaluator CRM.

7.10.44.1. Purpose: Aircraft and crew-specific from an Instructor and Evaluator perspective CRM training conducted according to AFI 11-290.

7.10.44.2. Description: Reinforces initial CRM training through an academic review of the common core subjects (according to AFI 11-290) with specific emphasis on an annual refresher topic.

7.10.44.3. OPR: AMC/A3T.

7.10.44.4. Training Media: IBT.

7.10.44.5. Instructor: ATS contractor.

7.10.44.6. Additional Information: One-time requirement taught during Instructor upgrade.

7.10.45. G240—CRM/TEM MOST Sim.

7.10.45.1. Purpose: To provide hands-on application of classroom-presented CRM refresher concepts during a mission oriented OFT profile. Highlights human factor issues in a realistic mission scenario as a crew. Profiles are subject to periodic change/adjustments to meet evolving requirements.

7.10.45.2. Description: CRM concepts conducted according to AFI 11-290. Simulator pre-brief, OFT period, and debrief will highlight particular CRM topics; emphasis should include the CRM Topic-of-the-Year.

7.10.45.3. OPR: AMC/A3T.

7.10.45.4. Training Media: OFT.

7.10.45.5. Instructor: ATS contractor.

7.10.45.6. Additional Information: Should be accomplished in conjunction with and dual logged with G230, CRM Refresher. Optimal scheduling of CRM simulator is not later than 5 days following completion of G230.

7.10.46. G244—Crew Coordination.

7.10.46.1. Purpose: To improve non-Pilot crewmembers knowledge of standard indications and settings for the Pilot's instruments and flight controls for takeoff, approach and landing.

7.10.46.2. Description: Course details the proper settings for trim, spoilers, flaps, brakes, etc., and proper indications for altimeters, starter switches, fuel panel, etc., for takeoff, approach, and landing phases. Available for units as a unit directed event (UDE).

7.10.46.3. OPR: AMC/A3TK.

7.10.46.4. Training Media: CBT.

7.10.46.5. Instructor: N/A.

7.10.46.6. Additional Information:

7.10.47. G250, G261-G264—Proficiency Simulators.

7.10.47.1. Purpose: To improve Pilot proficiency.

7.10.47.2. Description: ATS contractor-administered simulator courses for Pilots. Course consists of 4 (G261-G264) defined profiles as well as G250. Each profile will have a mixture of normal and emergency procedures, and malfunctions. Profiles are subject to periodic change/adjustments to meet evolving requirements.

7.10.47.3. OPR: AMC/A3TK.

7.10.47.4. Training Media: OFT.

7.10.47.5. Instructor: ATS contractor. USAF IP acceptable for G250.

7.10.47.6. Additional Information: Completion of FTU Initial Qualification, Instructor, or Transition (TX) courses (see **Table 6.1**) or profile completion in conjunction with AMC/A3T approved in-unit requalification or upgrade training (see **Paragraph 1.5.5**) is credited towards continuation currency requirements (see **Paragraph 4.4.1**). This event will be tracked in ARMS as Annual. Event currency is Semi-Annual; both Phase 1 & 2 and 3 & 4 Sims should be accomplished during their respective Semi-Annual calendar period (1/2 in the first half & 3/4 in the second half).

7.10.48. G250—Proficiency Simulator. FTL-C MPDs should conduct this event quarterly. Training profile may include CRM topics, formation, M010 Proficiency Sortie, flight procedures listed in AFMAN 11-217, corrective action training, unit or MAJCOM Special Interest Items, etc. Units may develop processes to use this profile to satisfy pre-deployment training or flying training in **Table 4.3**. Cannot be dual logged with CRM Simulator (G240), Refresher Simulators, Phase 1-4 training (G261-264) or a Qualification and Instrument evaluation (AA22). Not Applicable for non-collocated units.

7.10.49. G261—Refresher Simulator, Phase 1. Event will consist of a pre/post-briefing and mission profile with review of electric systems as well as stabilizer trim, FMS, Multi-Function Display (MFD), collision avoidance system operations and Hot Weather operations. This event will be tracked in ARMS as Annual. Event currency is Semi-Annual.

7.10.50. G262—Refresher Simulator, Phase 2. Event will consist of a pre/post-briefing and mission profile with review of engine and fuel systems. This event will be tracked in ARMS as Annual. Event currency is Semi-Annual.

7.10.51. G263—Refresher Simulator, Phase 3. Event will consist of a pre/post-briefing and mission profile with review of hydraulic systems and Cold Weather Operations. This event will be tracked in ARMS as Annual. Event currency is Semi-Annual.

7.10.52. G264—Refresher Simulator, Phase 4. Event will consist of a pre/post-briefing and mission profile with review of pneumatic systems, flight controls, and aircraft aerodynamic characteristics. This event will be tracked in ARMS as Annual. Event currency is Semi-Annual.

7.10.53. G280—Small Arms Training.

7.10.53.1. Purpose: To train crewmembers in successful engagement of enemy targets within the range and capabilities of their assigned weapon.

7.10.53.2. Description: Academics and firing range exercise; includes use of force, live fire, or firearms simulator training; simulator training may not be used for initial training. Include Rules of Engagement (ROE), and Arming and the Use of Force (UOF) ancillary training event according to AFI 36-2654 and AFI 31-117. Aircrew are categorized as “Arming Group A” for anti-hijacking/protecting resources purposes.

7.10.53.3. OPR: AMC/A7F.

7.10.53.4. Training Media: CATM Range, PowerPoint presentation, IBT.

7.10.53.5. Instructor: Qualified SF combat arms Instructor.

7.10.53.6. Additional Information: AD aircrews follow frequency in **Table 4.2**. IAW AFI 36-2654., “MAJCOMs may link “Group A” aircrew firearms training to an aircrew

ground training cycle program.” All aircrew will follow requirement of **Table 4.2**. ARC training program should meet this requirement level; see AFI 36-2654 for additional guidance.

7.10.54. G281—Self Aid/Buddy Care (SABC) Training.

7.10.54.1. Purpose: Provide basic life and limb-saving techniques to help wounded or injured personnel survive in medical emergencies until medical help is available. Mobility aircrews are required, for global operations, to be able to provide Self Aid. See AFI 36-2644., Self-Aid and Buddy Care Training.

7.10.54.2. Description: Complete initial then refresher training that includes completion of an ADLS CBT and Hands on Training. See unit UETM for additional guidance.

7.10.54.3. OPR: AMC/SG.

7.10.54.4. Training Media: CBT and practical instruction.

7.10.54.5. Instructor: Qualified Instructor.

7.10.54.6. Additional Information:

7.10.55. G300—Hydroplaning.

7.10.55.1. Purpose: To teach Pilots how to react to hydroplaning situations on wet runways.

7.10.55.2. Description: Course describes how to recognize hydroplaning on wet runway surfaces and what actions to take for braking.

7.10.55.3. OPR: AMC/A3T.

7.10.55.4. Training Media: CBT.

7.10.55.5. Instructor: N/A.

7.10.55.6. Additional Information: Course is available on CBT and is available for units as a unit directed training event if desired.

7.10.56. G310—Weather Avoidance Radar.

7.10.56.1. Purpose: Instruct Pilots and Navigator/CSOs how to tune radar for weather detection and avoidance.

7.10.56.2. Description: In-depth review on procedures and techniques for optimum tuning of the radar indicator for thunderstorm detection.

7.10.56.3. OPR: AMC/A3T.

7.10.56.4. Training Media: CBT.

7.10.56.5. Instructor: N/A.

7.10.56.6. Additional Information: Unit directed training event (UDE) only.

7.10.57. G400— AIR Card User Training

7.10.57.1. Purpose: Ensure the AIR Card primary and alternate Agency Program Coordinators (APC) have a detailed knowledge and understanding of all policies,

guidance and procedures related to the off-station procurement of aviation fuel and ground services, and understand the consequences of inappropriate actions.

7.10.57.2. Description: Complete initial AIR Card user training IAW AFI 11-253., Managing Off-Station Purchases of Aviation Fuel and Ground Services. The training is hosted on the Joint Knowledge Online website, <https://jkodirect.jten.mil> (course number J4OP-US1185 or under the title AIR Card User Training).

7.10.57.3. OPR: AF/A3OR

7.10.57.4. Training Media: CBT.

7.10.57.5. Instructor: N/A.

7.10.57.6. Additional Information: Complete initial training prior to using the Air Card; complete refresher training at least once every 3 years.

7.10.58. G401— Instructor/Evaluator Calibration

7.10.58.1. Purpose: Provides all aircrew Instructors and Evaluators continuation training focused on calibration to AMC standards.

7.10.58.2. Description: Delivery will be via group discussion led by pilots assigned to OGV, OST, or unit leadership (Sq/CC or DO). A presentation including scenarios for discussion will be provided by AMC/A3T.

7.10.58.3. OPR: AMC/A3T.

7.10.58.4. Training Media: AMC/A3T I & E Calibration PowerPoint Presentation.

7.10.58.5. Instructor: OGV, OST, or unit leadership (Sq/CC or DO).

7.10.58.6. Additional Information: For Aircrew Instructors and Evaluators only.

7.10.59. G755—Roll-On Beyond-Line-of-Sight Communications Equipment (ROBE) Training.

7.10.59.1. Purpose: To train aircrew members on the proper loading, restraint, and use of installed ROBE communications equipment.

7.10.59.2. Description: This just-in-time training to be conducted either at home station or at deployed location prior to operation of ROBE equipment.

7.10.59.3. OPR: Air Force Command and Control Integration Center (AFC2IC).

7.10.59.4. Training Media: Lecture, CBT, and/or PowerPoint presentation.

7.10.59.5. Instructor: CBT and/or ROBE qualified Instructor.

7.10.59.6. Additional Information: Annual refresher training required prior to handling or flying with ROBE equipment.

7.10.60. G801—Initial SOAR Training.

7.10.60.1. Purpose: To train aircrew members on Special Operations AR Procedures.

7.10.60.2. Description: In-depth discussion of AFI 11-2KC-135V3., Addenda C.

7.10.60.3. OPR: 22 OG/OGS.

- 7.10.60.4. Training Media: See 22 ARW-Specific Training Program.
- 7.10.60.5. Instructor: SOAR Qualified Instructor or Special Operations Mission Manager
- 7.10.60.6. Additional Information:
- 7.10.61. G802—Recurring SOAR Ground Training.
 - 7.10.61.1. Purpose: Recurring special operations aerial refueling training.
 - 7.10.61.2. Description: A review of AFI 11-2KC-135V3., Addenda C, communications, and operations security procedures.
 - 7.10.61.3. OPR: 22OG/OGS.
 - 7.10.61.4. Training Media: See 22 ARW-Specific Training program.
 - 7.10.61.5. Instructor: SOAR Qualified Instructor or Special Operations Mission Manager.
 - 7.10.61.6. Additional Information:
- 7.10.62. BOWST/BOSS Training Profiles.
 - 7.10.62.1. G983-G988—WST Profile 1 (BOWST/BOSS Continuation profiles).
 - 7.10.62.1.1. Purpose: Continuation training for Boom Operators in normal and emergency operations.
 - 7.10.62.1.2. Description: ATSc contractor/BOSSinstructor-administered BOWST/BOSS courses for Boom Operators. Course consists of 6 profiles. Each profile will have a mixture of emergency procedures, normal and Tanker Manual Operation (TMO) AAR, and malfunctions. BOWST/BOSS profiles are subject to period change/adjustments to meet evolving requirements.
 - 7.10.62.1.3. OPR: AMC/A3TK.
 - 7.10.62.1.4. Training Media: BOWST/BOSS.
 - 7.10.62.1.5. Instructor: ATS contractor.
 - 7.10.62.1.6. Additional Information: All BOWST/BOSS profiles will be rotated to avoid duplication of training. Event currency is annual for non-collocated units.
 - 7.10.62.1.7. G983—M010 Proficiency Sortie. Operational day mission, refueling a heavy receiver aircraft using EMCON 2. Boom Operators will accomplish all applicable boom compartment checklist items and appropriate communication/interphone procedures. Boom Operators will correctly troubleshoot, analyze, and correct various malfunctions in order to complete an air refueling mission under operational conditions and will apply malfunction analysis and CRM to correct for multiple abnormal and emergency procedures impacting their ability to continue AAR. To complete BOWST/BOSS -applicable M010 proficiency sortie requirements, Boom Operators must accomplish at least one normal contact, one TMO contact, and one practice emergency separation during the training period. Instructor led briefings covering cargo and passenger handling will be accomplished apart from the BOWST/BOSS training period. These briefings must be accomplished by a qualified Instructor prior to logging M010 for credit.

7.10.62.1.8. G984—Fighter Currency: A dusk mission, refueling fighter aircraft using EMCON 1. Boom Operators will accomplish all applicable boom compartment checklists items and appropriate communications/interphone procedures. Troubleshoot, analyze, and correct various malfunctions in order to complete an air refueling mission under training conditions and will apply malfunction analysis and CRM to correct for multiple abnormal and emergency procedures impacting their ability to continue AAR. The use of dusk and night AAR conditions for this profile allows Boom Operators to update currency in contact, night contact, and fighter air refueling currency.

7.10.62.1.9. G985—Heavy AAR Day. Operational day mission, refueling a heavy receiver aircraft using EMCON 1. Boom Operators will accomplish all applicable boom compartment checklist items and appropriate communications/interphone procedures. Boom Operators will troubleshoot, analyze, and correct various malfunctions in order to complete an air-refueling mission under operational conditions and will apply malfunction analysis and CRM to correct for multiple abnormal and emergency procedures. Air refueling activity includes training in accomplishing boom refueling contacts and disconnects with heavy receiver aircraft, conducting heavy offloads, and operating under the aerodynamic effects of refueling heavy receivers.

7.10.62.1.10. G986—Signal System Abnormal/Emergency Procedures. Day mission refueling fighter aircraft using EMCON 2 and Quick Flow AAR procedures under operational conditions. This mission presents progressive signal system abnormal and emergency malfunctions requiring the Boom Operator to correctly analyze and compensate for compounding system malfunctions. Boom Operators will accomplish all applicable boom compartment checklists items and appropriate communications/interphone procedures. Boom Operators will correctly troubleshoot, analyze and correct various malfunctions in order to complete an air refueling mission under operational conditions and will apply.

7.10.62.1.11. G987—EMCON 3 and Rare Malfunctions. Day mission, refueling receiver aircraft using EMCON 3., under radio silent operational conditions. This mission presents a progressive, rare abnormal and emergency procedures scenario, requiring the Boom Operator to correctly analyze and compensate for compounding system malfunctions. Boom Operators will accomplish all applicable boom compartment checklist items and appropriate communications/interphone procedures. Boom Operators will troubleshoot, analyze and correct various malfunctions in order to complete an air-refueling mission under operational conditions and will apply malfunction analysis and CRM to correct for multiple abnormal and emergency procedures impacting their ability to continue AAR.

7.10.62.1.12. G988—MPRS/BDA and Rendezvous Visibility Closure Procedures. Operational dusk mission refueling multiple probe-equipped receiver aircraft using both the Boom Drogue Adapter (BDA) kit and the MPRS under EMCON 2. Boom Operators will accomplish all applicable boom compartment checklists items, and appropriate communications/interphone procedures and demonstrate proficiency using the MPRS and BDA systems. Additionally, Boom Operators will demonstrate proficiency conducting air refueling operations while controlling receiver aircraft

movements during simultaneous wing tip pod operations under adverse weather conditions.

7.10.62.2. G989-G992—WST Profile 2 (BOWST/BOSS MCT profiles).

7.10.62.2.1. Purpose: MCT training for Boom Operators in normal and emergency operations.

7.10.62.2.2. Description: Course is administered during Mission Certification Training to assist with Qualification/Certification events. Each profile will consist of specialties consistent with MCT flying requirements. BOWST/BOSS profiles are subject to period change/adjustments to meet evolving requirements.

7.10.62.2.3. OPR: AMC/A3TK.

7.10.62.2.4. Training Media: BOWST/BOSS.

7.10.62.2.5. Instructor: ATS contractor.

7.10.62.2.6. Additional Information: Collocated Boom Operators will complete each profile during MCT with consideration given to previous certifications and Altus recommendations. N/A for non-collocated Boom Operator. Implement upon initial delivery of ATS contractor profiles and courseware.

7.10.62.2.7. G989—Day/Night Fighters: A dusk/night training mission, refueling fighter receivers using EMCON 1. Boom Operators will accomplish all applicable boom compartment checklist items and appropriate communications/interphone procedures. For initial Q022 and/or Q023 category qualification missions, the Instructor will demonstrate day/night contact and disconnect procedures and techniques. If collocated, G989 is a prerequisite if collocated with BOWST/BOSS to Q022 certification.

7.10.62.2.8. G990—Day/Night Heavy Q028 and Q029 GOLF Qualification. Dusk/night mission refueling two heavy receivers using EMCON 1. Boom Operators will accomplish all applicable boom compartment checklist items and appropriate communications interphone procedures. For initial Q028 and/or Q029 category qualification missions, the Instructor will demonstrate day/night contact and disconnect procedures and techniques. If collocated, G990 is a prerequisite to Q028 or Q029 (accomplish prior to Q029 if only Q028 certified off of FTU recommendation.)

7.10.62.2.9. G991—MPRS & Probe and Drogue Refueling. Day/night MPRS training mission refueling probe receivers using EMCON 1. Boom Operators will accomplish all applicable boom compartment checklist items, and appropriate communications/interphone procedures and demonstrate proficiency using the Multi-Point Refueling System. Additionally, Boom Operators will demonstrate proficiency conducting air-refueling operations while controlling receiver aircraft movements during simultaneous wingtip pod operations. For initial Q033., Boom Operators must complete A006, MPRS Familiarization Training, within 90 days of accomplishing this BOWST/BOSS profile.

7.10.62.2.10. G992A—Pre-Deployment ALPHA. Day/night mission, refueling multiple receivers using EMCON 3. Boom Operators will accomplish all applicable

boom compartment checklist items and appropriate communications/interphone procedures. This operational profile focuses on both malfunction analysis and airrefueling under restricted communications day/night. It allows Boom Operators to gain proficiency using Emission Option 3 and Radio Silent Air Refueling procedures. Additionally, Boom Operators should demonstrate sound CRM decision-making skills to resolve various malfunctions while accomplishing restricted communications air refueling under operational conditions.

7.10.62.2.11. G992B —Pre Deployment BRAVO. BDA day/night mission refueling various probe-equipped receiver aircraft using EMCON 2. Accomplish all applicable boom compartment checklists items and appropriate communications/interphone procedures. Boom Operators will demonstrate proficiency in both day and night BDA AAR procedures while conducting operational air refueling with multiple probe and drogue receiver aircraft. For initial Q021 category qualification missions, the Instructor will discuss day/night contact & disconnect procedures and techniques

7.10.62.3. G995-G996—WST Profile 3 (BOWST/BOSS IBO-Upgrade Profiles).

7.10.62.3.1. Purpose: Course is administered to assist candidates completing Boom Operator Pre-Instructor Training.

7.10.62.3.2. Description: ATScontractor/BOSSinstructor-administered BOWST/BOSS courses for Boom Operators. BOWST/BOSS profiles are subject to period change/adjustments to meet evolving requirements.

7.10.62.3.3. OPR: AMC/A3TK.

7.10.62.3.4. Training Media: BOWST/BOSS.

7.10.62.3.5. Instructor: ATS contractor.

7.10.62.3.6. Additional Information: Collocated Boom Operators will complete the following profiles during Pre-Instructor Training. Implement upon initial delivery of ATS contractor profiles and courseware.

7.10.62.3.7. G995—Instructor Intervention Profile 1. Day AAR training with receiver using EMCON 1. The CAE Instructor will demonstrate a student briefing and critique. During the mission, the ATS Instructor will demonstrate instructional methods and techniques for the candidate to practice. Focus attention on developing the Instructor candidate's techniques for proper positioning to provide assistance to students and takeover of AR controls. Discuss student note-taking skills and review techniques commonly used to allow Instructors to accurately recreate and conduct training session critiques.

7.10.62.3.8. G996—Instructor Intervention Profile 2. Operational night AAR using EMCON 2. The Instructor candidate will complete a student briefing based on conducting an in-theater orientation sortie with a first-time deployed Boom Operator during an operational Fighter AAR. Student candidate should apply appropriate instructional methods and techniques to prepare a mission briefing, instruct a student through air refueling, and conduct a detailed critique.

7.10.62.4. G997—WST Profile 4 (A LA Carte BOWST/BOSS profiles).

7.10.62.4.1. Purpose: Proficiency / Corrective / Deficiency training

7.10.62.4.2. Description: ATS contractor/BOSS instructor-administered simulator courses for Boom Operators. Profiles consist of training modules to include CRM, Boom Operator proficiency, Fighter AAR, Heavy AAR, Emergency Procedures, malfunctions, and corrective action training.

7.10.62.4.3. OPR: AMC/A3TK.

7.10.62.4.4. Training Media: BOWST/BOSS.

7.10.62.4.5. Instructor: ATS contractor.

7.10.62.4.6. Additional Information: Event will be logged in ARMS as G997. Implement upon initial delivery of ATS contractor profiles and courseware.

7.10.62.4.7. G997A—Boom Operator Proficiency . Operational night mission refueling using EMCON 3. Boom Operators will accomplish all applicable boom compartment checklists items and appropriate communications/interphone procedures. Boom Operators will correctly troubleshoot, analyze and correct various malfunctions in order to complete an air refueling mission under operational conditions and will apply malfunction analysis and CRM to correct for multiple abnormal and emergency procedures impacting their ability to continue AAR. The use of night AAR conditions for this profile allows Boom Operators to update/regain currency in night and fighter refueling currency.

7.10.62.4.8. G997B—Fighter AAR. Day training mission using EMCON 2. Boom Operators will accomplish all applicable boom compartment checklist items and appropriate communications/interphone procedures. Boom Operators will correctly troubleshoot, analyze and correct various malfunctions in order to complete an air-refueling mission under training conditions and will apply malfunction analysis and CRM to correct for multiple abnormal and emergency procedures impacting their ability to continue AAR. Boom Operators will practice controlling fighter aircraft movements and communications during AAR operations.

7.10.62.4.9. G997C—Heavy AAR. Night training mission refueling a large bow wave receiver aircraft using EMCON 1. Sortie is conducted under training conditions during a heavy offload with an unqualified receiver Pilot under supervision of a qualified Instructor Pilot. Boom Operators will accomplish all applicable boom compartment checklists items and appropriate communications/interphone procedures. Boom Operators will correctly troubleshoot, analyze and correct various malfunctions in order to complete an air refueling mission under training conditions and will apply malfunction analysis and CRM.

7.10.62.4.10. G997D—Abnormal/Emergency Procedures. Operational (overwater) day refueling using EMCON 2. This mission presents progressive system abnormal and emergency procedures, requiring the Boom Operator to analyze and compensate for compounding system malfunctions. Boom Operators will accomplish all applicable boom compartment checklist items and appropriate communications/interphone procedures. Boom Operators will complete an air-refueling mission under overwater deployment conditions to include towing a fighter.

Apply malfunction analysis and CRM to correct for multiple abnormal and emergency procedures affecting the ability to continue AAR.

7.10.62.4.11. G997E—Malfunctions Refresher. Night emergency refueling mission using EMCON 2. Mission is a KC-135 aircraft with a declared emergency. The student will accomplish all applicable boom compartment checklist items. Emergency AAR actions will begin at preparation for Air Refueling checklist after all normal Preflight through After Takeoff and Climb checklists have been completed.

7.11. Aircrew Flight Equipment (AFE) Training (LL) Events. MAJCOMs may combine and/or supplement courses to fulfill their needs, unless otherwise noted in the event description. Refer to AFI 11-301V1, Aircrew Flight Equipment (AFE) Program, for basic course descriptions.

7.11.1. LL01—Aircrew Flight Equipment Familiarization.

7.11.1.1. Purpose: The event should familiarize aircrew members with local AFE policies and procedures.

7.11.1.2. Description: One-time event, per every base assignment. It should be conducted during aircrew in-processing. At a minimum, ensure this requirement is complete prior to the first flight at home station to familiarize aircrew members with local AFE availability, issue, use, pre-flight, and post-flight procedures.

7.11.1.3. OPR: AMC/A3T.

7.11.1.4. Unit : Squadron Aircrew Flight Equipment.

7.11.1.5. Curriculum Development : Each unit is responsible for tailoring training to meet unit needs.

7.11.1.6. Instructor: Qualified Aircrew Flight Equipment Technician. The AFE technician does not need to be certified AFE Continuation Training Instructor to instruct and sign off LL01.

7.11.1.7. Training Aids : Instructor based training with AFE training aids.

7.11.2. LL03—Emergency Egress Training, Non-Ejection Seat.

7.11.2.1. Purpose: Understand aircraft egress procedures.

7.11.2.2. Description: Evaluates aircrew and passenger ability to demonstrate proficiency in air and ground emergency egress procedures. Stress the importance of aircrew coordination, aircrew and passenger responsibilities and use of appropriate emergency egress equipment. Ensure aircrews are aware of their responsibilities for conducting safety and passenger briefings IAW AFI 11-202, Vol 3. Non-Instructor Boom Operators may teach non-ejection emergency egress training, (ARMS task identification code, LL03), for Aeromedical Evacuation Crew Members (AECM) prior to flight, provided that the training is “hands-on,” covers all requirements of LL03 as outlined in AFI 11-301V1, **Paragraph** 5.3.3., and is documented on AF Form 1522.

7.11.2.3. OPR: AMC/A3T.

7.11.2.4. Unit : Squadron Aircrew Flight Equipment.

7.11.2.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.11.2.6. Instructor: Qualified Instructor aircrew.

7.11.2.7. Training Aids: Aircraft and IBT with AFE training aids for initial training. Continuation training can be completed via aircraft IBT or CBT.

7.11.3. LL04— Aircrew Chemical Biological Radiological and Nuclear (ACBRN). Formally Aircrew Chemical Defense Training (ACDT).

7.11.3.1. Purpose: Understand ACBRN procedures.

7.11.3.2. Description: An academic and equipment training session in which the aircrew member demonstrates and performs donning, doffing, and buddy dressing procedures using either the first or second generation 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. Each aircrew will demonstrate procedures during their initial class; subsequent classes require a minimum of 10 percent of aircrew participants to dress out and demonstrate Aircrew Contamination Control Area (ACCA) processing procedures. Crewmembers who accomplish initial ACBRN at a Technical Training Unit (TTU), Replacement Training Unit (RTU), or Formal Training Unit (FTU) will receive credit for initial training on arrival at their permanent duty station. Units will not combine this training with G010, CBRN Training.

7.11.3.3. OPR: AMC/A3T.

7.11.3.4. Unit: Squadron Aircrew Flight Equipment.

7.11.3.5. Curriculum Development : Each unit is responsible for tailoring training to meet unit needs.

7.11.3.6. Instructor :Qualified Aircrew Flight Equipment Continuation Training instructor.

7.11.3.7. Training Aids : Instructor based training with AFE training aids.

7.11.4. LL05— Egress Training with ACBRN. Formally Egress Training with Aircrew Chemical Defense Equipment (ACDE).

7.11.4.1. Purpose: LL05 Egress Training with ACBRN equipment.

7.11.4.2. Description: A one-time event, or change of MDS to evaluate the aircrew's ability to demonstrate proficiency in the use of primary as well as secondary air and ground egress procedures while wearing ACBRN equipment. Training will stress the unique changes in procedures to include added difficulties aircrew would and could experience as a result of wearing ACBRN equipment. This training must be accomplished before the aircrew's one-time ACBRN flight requirement. This event should be taught concurrently with LL04 so that the AFE instructor (LL04) can assist/guide the LL05 instructor if needed. Accomplishing this training also satisfies the requirements in LL03 if all LL03 objectives are met.

7.11.4.3. OPR: AMC/A3T.

- 7.11.4.4. Unit : Squadron Aircrew Flight Equipment.
- 7.11.4.5. Curriculum Development : Each unit is responsible for tailoring training to meet unit needs.
- 7.11.4.6. Instructor :Qualified Aircrew Flight Equipment Continuation Training instructor.
- 7.11.4.7. Training Aids : Instructor based training with AFE training aids.
- 7.11.5. LL06— Aircrew Flight Equipment Training (AFET).
 - 7.11.5.1. Purpose: To familiarize aircrew with aircrew flight equipment.
 - 7.11.5.2. Description: An academic and equipment training event, in which aircrew members demonstrate their ability to locate, preflight, and use all aircrew and passenger AFE carried aboard unit aircraft or issued to aircrew members. This training includes the limitations and safety issues related to AFE. Additionally, include aircrew clothing items and information on hazards associated with improper wear and failure to use only authorized clothing and equipment items.
 - 7.11.5.3. OPR: AMC/A3T.
 - 7.11.5.4. Unit : Squadron Aircrew Flight Equipment.
 - 7.11.5.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.
 - 7.11.5.6. Instructor :Qualified Aircrew Flight Equipment Continuation Training Instructor.
 - 7.11.5.7. Training Aids : Instructor based training with AFE training aids.
- 7.11.6. LL07—Aircrew Flight Equipment (AFE) Fit Check.
 - 7.11.6.1. Purpose: To ensure proper fit of individually-fitted AFE.
 - 7.11.6.2. Description: Triennial requirement that ensures AFE gear worn during flight in non-ejection seat aircraft will be fit checked and verified for size/fit (e.g. any sized/fitted item to include PLZT mounting, NVG mounting, ALEP, etc.). Fit checks for all non-ejection seat aircraft will also include ACBRN equipment.
 - 7.11.6.3. OPR: AMC/A3T.
 - 7.11.6.4. Unit : Squadron Aircrew Flight Equipment.
 - 7.11.6.5. Curriculum Development : None AFE technician will use appropriate technical order references.
 - 7.11.6.6. Instructor :Any qualified AFE technician. The AFE technician does not need to be qualified AFE Continuation Training Instructor to instruct and sign off LL07.
 - 7.11.6.7. Training Aids: None.
- 7.11.7. LL09—358 Series Quick Don Mask (QDM) Version 4/5 Differences Training (As required).

7.11.7.1. Purpose : Ensure aircrew receive proper training on physical and operational differences between the legacy 358-1506V/V-1/V-2 QDM and the upgraded full face V-4/V-5 QDM.

7.11.7.2. Description : One time event to brief physical and operational differences between the legacy 358-1506V/V-1/V-2 QDM and the upgraded full face V-4/V-5 QDM. The AFECTI will emphasize QDM differences and enhancements, in face-fit, emergency donning/doffing, and the continuous venting feature of the upgraded QDM. LL09 may be taught as a single event or combined with LL06.

7.11.7.3. OPR: HQ AMC/A3T.

7.11.7.4. Unit : Squadron Aircrew Flight Equipment.

7.11.7.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs and updating LL06 Master Lesson Plans (MLPs) to incorporate future refresher training requirements.

7.11.7.6. Instructor : Certified AFECTI qualified on the fundamentals 358-1506V-4/5 QDM.

7.11.7.7. Training Aids : Instructor Based Training with AFE training aids.

7.12. Mission Specific Training (M) Events.

7.12.1. M001—Basic Sortie.

7.12.1.1. Purpose: Maintain aircrew proficiency.

7.12.1.2. Description: Log one M001 for each aircraft sortie.

7.12.1.3. OPR: AMC/A3T.

7.12.1.4. Training Media: Aircraft.

7.12.1.5. Instructor: N/A.

7.12.1.6. Additional Information:

7.12.2. M005—Dual Qualification Sortie.

7.12.2.1. Purpose: Maintain Pilot proficiency.

7.12.2.2. Description: Multiple aircraft qualified Pilots, will accomplish one event quarterly in each aircraft model qualified (qualified/maintaining currency in two MDS model aircraft, e.g., KC-135R and RC-135W).

7.12.2.3. OPR: AMC/A3T.

7.12.2.4. Training Media: Aircraft.

7.12.2.5. Instructor: Qualified Instructor Pilot.

7.12.2.6. Additional Information:

7.12.3. M007—CNS/ATM Data Link Proficiency Sortie.

7.12.3.1. Purpose: Maintain Pilot proficiency.

7.12.3.2. Description: Accomplish Controller Pilot Data Link Communications (CPDLC) and/or Automatic Dependent Surveillance (ADS) operations. Dual-log when completing G240 or G261-G264 if data link is included in simulator profile.

7.12.3.3. OPR: AMC/A3TK.

7.12.3.4. Training Media: OFT or Aircraft.

7.12.3.5. Instructor: Not required for continuation training.

7.12.3.6. Additional Information: Pilots may log event complete if accomplishing PF or PM duties.

7.12.4. M010—Proficiency Sortie.

7.12.4.1. Purpose: Maintain aircrew proficiency.

7.12.4.2. Description: The requirements are listed by crew position below.

7.12.4.3. OPR: AMC/A3TK.

7.12.4.4. Training Media: OFT or Aircraft.

7.12.4.5. Instructor: USAF Instructor or Evaluator of like specialty.

7.12.4.6. Additional Information: A review of boldface emergency procedures will be accomplished no later than crew debrief.

7.12.4.7. Pilots —Must be accomplished under the supervision of an USAF IP. IPs must accomplish at least one M010 under the supervision of another USAF IP (N/A for FTU Instructors). As a minimum, a Pilot proficiency sortie or OFT profile will consist of:

7.12.4.7.1. Three instrument approaches (at least one Precision (P100) and one Non-Precision (P110)), one Missed Approach (P160), one VFR pattern (P140) (WX permitting), one Full Flap (50-Degree) landing (P193), one Partial Flap (30 Degree) Landing (P194). Holding pattern (P071.) or procedure turn entry procedure will be accomplished (if available). If accomplished in the simulator, one of each of the following events will be accomplished unless volume/currency for that event has already been met: EFTOC (P040), Appr & Go Around (Sim Engine Out) (P170), Appr & Landing (Sim Engine Out), (P180). Exception: Units with MAJCOM/A3 approval may conduct simulated engine-out training in the aircraft (weather permitting). Note: If circumstances prevent completion on one sortie or OFT profile, credit may be taken after a second USAF IP-supervised sortie or OFT profile, provided the combined activity fulfills the intent of this event. Instructors should tailor each M010 to the individual Pilot's needs. Particular emphasis should be placed on simulated systems malfunctions, simulated-engine out operations, and instrument procedures.

7.12.4.8. Navigator/CSO —Complete in-flight duties to include management of FMS and MFD operations. The sortie will include CRM skills for 4-person operation. SOAR Navigator/CSO, include the items above plus flight planning/data loading, loading/operating communication systems, and rendezvous (S036- SOAR Rendezvous, if available).

7.12.4.9. Boom Operator —Must be accomplished under IB/EB supervision (N/A for FTU Instructors) on a flight or in BOWST/BOSS. If accomplished on the aircraft, complete all primary ground and in-flight duties to include air refueling. If accomplished in BOWST/BOSS, complete all applicable primary ground and in-flight duties to include air refueling and verbal instruction for all other checklists. Emphasis should be placed on CRM and air refueling procedures, including normal and TMO contacts and practice emergency separation. A review of cargo loading procedures and passenger handling procedures with an IB will be accomplished during pre-briefings. (The intent of this event is to review and reinforce all Boom Operator responsibilities while under Instructor/Evaluator supervision). Note: If circumstances prevent completion on one sortie/ BOWST/BOSS profile, credit may be taken after a second IB/EB supervised sortie/ BOWST/BOSS profile, provided the combined activity fulfills the intent of this event.

7.12.5. M020—Unit Specific Sortie.

7.12.5.1. Purpose: Maintain aircrew proficiency.

7.12.5.2. Description: Unit defined sortie to accomplish mission specific training events. The following is a suggested listing of events that can be used on a M020: Any individual training event (approaches, landings, AAR); Exercise training (i.e., RED FLAG, MAPLE FLAG); US Navy or Marine Corps drogue training; practice mobility training; night formations; large formations; Night receivers and refueling; special mission tasking; special operations tasking; and composite exercises.

7.12.5.2.1. **(MILDENHALL)** For experience and development, pilots and boom operators should complete a different type of training event for each M020 logged in an annual period.

7.12.5.2.2. **(MILDENHALL)** Pilots may log an M020 when completing one of the following events:

7.12.5.2.2.1. **(MILDENHALL)** Any off-station mission, defined as a recovery or launch from any airfield other than RAF Mildenhall.

7.12.5.2.2.2. **(MILDENHALL)** Any transition (minimum of 2 approaches) at an airfield other than RAF Mildenhall.

7.12.5.2.2.3. **(MILDENHALL)** Participation as a crew member in a Large Force Exercise, Contingency Operation, or any Priority 1 or Close Watch mission (i.e. Neptune Falcon, BALTOPS, combat sortie, etc.).

7.12.5.2.2.4. **(MILDENHALL)** Oceanic sortie in the North Atlantic High Level Airspace (dual log with M030).

7.12.5.2.2.5. **(MILDENHALL)** Passenger or cargo mission.

7.12.5.2.2.6. **(MILDENHALL)** Any coronet emphasizing enroute procedures with AMD/TACC.

7.12.5.2.2.7. **(MILDENHALL)** “Practice Pan” emphasizing the recovery to a Military Emergency Diversion Airfield (MEDA).

7.12.5.2.3. (MILDENHALL) The volume requirement for a Boom Operator is one per semi-annual period. A MB must accomplish the M020 with an IB. An IB may dual-log the M020 with a MB.

7.12.5.2.3.1. (MILDENHALL) Boom Operators may log an M020 when completing one of the following events:

7.12.5.2.3.2. (MILDENHALL) Either Floor loading or palletized cargo loading during a Large Force Exercise, Contingency Operation, or training mission.

7.12.5.2.3.3. (MILDENHALL) Locally accomplished static cargo load.

7.12.5.2.3.4. (MILDENHALL) Any off-station trainer.

7.12.5.2.3.5. (MILDENHALL) Completing both manual gear and flap extension (flap extension may be accomplished on the ground).

7.12.5.2.3.6. (MILDENHALL) Any completed AAR (boom, drogue, or MPRS).

7.12.5.3. OPR: AMC/A3TK.

7.12.5.3.1. Training Media: Aircraft.

7.12.5.4. Instructor: Not required for continuation training.

7.12.5.5. Additional Information: (MILDENHALL) Only one M020 may be logged per sortie. An M020 may be dual logged with an M010.

7.12.6. M030—Oceanic Sortie.

7.12.6.1. Purpose: To ensure crews are proficient in oceanic procedures and to familiarize crewmembers with evolving ATC and 618 AOC (TACC) procedures necessary for worldwide mobility taskings.

7.12.6.2. Description: Sortie includes primary aircrew logging Primary, Secondary, Instructor, or Evaluator time outside the CONUS associated with a procedural oceanic crossing (i.e. HF position reporting, datalink, position plotting, etc.) as well as a review of oceanic procedures and overseas (non-FAA) airspace regulations. Airspace considerations (Minimum Navigation Performance Specification (MNPS), RNAV/RNP, AP1/2/3/4., etc.) for the intended route of flight will also be covered as well as a review of associated documents (to include but not limited to the North Atlantic Minimum Navigation Performance Specification Airspace (MNPSA) Manual, a sample North Atlantic Track (NAT) Message, North American Routes, Pacific Organized Track System (PACOT), and the North Atlantic European Routing System (NERS). Crewmembers must also review oceanic re-routing procedures. Discussions must emphasize critical CRM activities associated with a re-route, with a focus on updating the master oceanic log, the oceanic plotting chart and the FMS. Crewmembers should also review fuel conservation guidance in AFI 11-2MDS Vol 3., **Chapter 14** and applicable MAJCOM guidance.

7.12.6.3. OPR: AMC/A3T

7.12.6.4. Training Media: Aircraft

7.12.6.5. Instructor: Required for MPD Phase III credit; not required for continuation training.

7.12.6.6. Additional Information: Initial M030 must be accomplished within 180 days (365 days for ARC) of MCT completion. OG/CC may substitute CONUS operational sorties for overseas sorties when tanker/airlift requirements or crewmember availability is insufficient for accomplishing the overseas sortie requirement. Consecutive CONUS sortie substitutions are not permitted. (T-3).

7.12.6.7. (**MILDENHALL**) 100 OG/CC approves off-station credit for this event if an oceanic sortie is unavailable and waiting would delay the qualification, certification, or cause the individual to go NMR at the end of an annual/semi-annual period. To accomplish an M030 on an off-station mission a thorough review of the procedures listed in **Paragraph** 7.12.6.3 must be accomplished. Refer to **Paragraph** 7.12.7., Overwater Navigation, for an appropriate reference to discuss oceanic procedures in detail. Consecutive off-station sortie substitutions are not permitted.

7.12.7. M050—Tactical Sortie.

7.12.7.1. Purpose: Maintain aircrew proficiency.

7.12.7.2. Description: Units will develop a tactical sortie. Mission must be flown using a tactical scenario (i.e., Intel, ATO/ Special Instructions (SPINS), Threats, Bulls Eye, etc.) and may be logged during a large force exercise, AOR or local sortie/simulator. For credit, should include a minimum of three of the following events: P062, Tactical Departure; P063., Tactical Arrival; P064., Slide; P065, Scram; P067, Contingency Rejoin; P068, Combat Descent, or P069 Defending Climb; See AFTTP 3-3.KC-135 for event descriptions.

7.12.7.3. OPR: AMC/A3D.

7.12.7.4. Training Media: OFT or Aircraft.

7.12.7.5. Instructor: Not required for continuation training.

7.12.7.6. Additional Information: Pilots may log event if accomplishing PF or PM duties in the seat to maximize CRM reactions during the tactical scenario. Actively integrate Navigator/CSOs and Boom Operators in all phases of the mission to the max extent possible (lookout doctrine, command and control, etc.). Use and engage extra crew members (N or BO) as CRM resources to monitor operational parameters necessary for safe maneuver/mission accomplishment (pitch, bank, altitude, airspeed, AOA, etc.).

7.12.7.7. (**MILDENHALL**) 100 OG aircrews are encouraged to use the 100 OSS/OSK tactics continuation training simulator guides.

7.12.8. M051—MPRS Sortie.

7.12.8.1. Purpose: Maintain aircrew proficiency.

7.12.8.2. Description: Review of MPRS procedures for certified crewmembers. Must include the extension and retraction of at least one drogue.

7.12.8.3. OPR: AMC/A3TK.

7.12.8.4. Training Media: BOWST/BOSS or Aircraft.

7.12.8.5. Instructor: Not required for continuation training.

7.12.8.6. Additional Information:

7.13. Night Vision Goggles (NV) Events.

7.13.1. NV01—Initial NVG Training.

7.13.1.1. Purpose: Night Vision equipment training and qualification.

7.13.1.2. Description: Qualification training for SOAR qualified aircrew and USAFWS crews on the operation, care, and use of Night Vision Goggles.

7.13.1.3. OPR: AMC/A3D.

7.13.1.4. Training Media: Aircraft and NVG training **Table** with approved NVG training syllabus.

7.13.1.5. Instructor: NVG qualified aircrew Instructor.

7.13.1.6. Additional Information:

7.13.2. NV02—NVG Sortie.

7.13.2.1. Purpose: Tracking of NVG events.

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

7.13.2.3. OPR: AMC/A3D.

7.13.2.4. Training Media: Aircraft.

7.13.2.5. Instructor: Not required for continuation training.

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

7.13.3. NV03—NVG Ground Refresher Training.

7.13.3.1. Purpose: Continuation training for Night Vision equipment in-flight operation, including preflight checks.

7.13.3.2. Description: See SOAR local training, USAFWS directives, and AFI 11-202V1 requirements.

7.13.3.3. OPR: AMC/A3D.

7.13.3.4. Training Media: IBT.

7.13.3.5. Instructor: NVG qualified aircrew Instructor.

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

7.14. Crew and Individual Proficiency Events “N & P” .

7.14.1. N010—Tanker RV.

7.14.1.1. Purpose: Maintain aircrew proficiency.

7.14.1.2. Description: Any rendezvous and air refueling accomplished using the procedures in ATP-56(B), Allied Tactical Publication. Credit when receiver joins the

tanker at “pre-contact.” Includes RV Golf, RV Delta, RV Alpha and AWACS directed methods. Dual-log with N0xx RV procedure.

7.14.1.3. OPR: AMC/A3TK.

7.14.1.4. Training Media: OFT or Aircraft.

7.14.1.5. Instructor: Not required for continuation training.

7.14.1.6. Additional Information: Instructors and Evaluators may take credit for any RV they instruct or evaluate (see **Paragraph** 4.4.4).

7.14.2. N011—Rendezvous—Emission Option 1.

7.14.2.1. Purpose: Maintain aircrew proficiency.

7.14.2.2. Description: Rendezvous procedures primarily used for FTU-level training. Any and all emitters are authorized, see ATP-56(B).

7.14.2.3. OPR: AMC/A3TK.

7.14.2.4. Training Media: OFT or Aircraft.

7.14.2.5. Instructor: Not required for continuation training.

7.14.2.6. Additional Information: Dual-log with N010.

7.14.3. N012—Rendezvous—Emission Option 2.

7.14.3.1. Purpose: Maintain aircrew proficiency.

7.14.3.2. Description: Normal procedure for rendezvous and AAR. Radio silent formation except for RV and AAR which is conducted with limited radio exchange. All other emitters are authorized. Essential radio transmissions for flight safety may be made, see ATP-56(B).

7.14.3.3. OPR: AMC/A3TK.

7.14.3.4. Training Media: OFT or Aircraft.

7.14.3.5. Instructor: Not required for continuation training.

7.14.3.6. Additional Information: Dual-log with N010.

7.14.4. N013—Rendezvous—Emission Option 3.

7.14.4.1. Purpose: Maintain aircrew proficiency.

7.14.4.2. Description: Radio silent operations including formation, RV and AAR. The use of other emitters is authorized unless specifically prohibited; see ATP-56(B).

7.14.4.3. OPR: AMC/A3TK.

7.14.4.4. Training Media: OFT or Aircraft.

7.14.4.5. Instructor: Not required for continuation training.

7.14.4.6. Additional Information: Dual-log with N010.

7.14.5. N014—Rendezvous—Emission Option 4.

7.14.5.1. Purpose: Maintain aircrew proficiency.

7.14.5.2. Description: No emitters will be used unless specifically authorized by the plan which the AAR is supporting (ATO, Rules of Engagement (ROE)), Operations plan, Safe Passage procedures, or other mission directive). Includes radio(s), aircraft Data LINK (if applicable), radio navigation transmitters, radar, radio altimeters, IFF, exterior lighting. Do not practice during operations unless specifically tasked due to FAA and ICAO identification requirements, see ATP-56(B).

7.14.5.3. OPR: AMC/A3TK.

7.14.5.4. Training Media: OFT or Aircraft.

7.14.5.5. Instructor: Not required for continuation training.

7.14.5.6. Additional Information: Dual-log with N010.

7.14.6. N015—Tanker Alternate Rendezvous.

7.14.6.1. Purpose: Maintain aircrew proficiency.

7.14.6.2. Description: Any tanker rendezvous not using the FMS as the primary means. May include timing, ATC directed, etc.

7.14.6.3. OPR: AMC/A3TK.

7.14.6.4. Training Media: OFT or Aircraft.

7.14.6.5. Instructor: Not required for continuation training.

7.14.6.6. Additional Information: Dual-log with N010.

7.14.7. N016—Tanker RV Overrun Procedures.

7.14.7.1. Purpose: Maintain aircrew proficiency.

7.14.7.2. Description: Recognition of and application of the appropriate procedures when the receiver's closure rate prevents stabilizing in the pre-contact position, or when forward movement of the receiver is considered excessive during contact or approach to contact.

7.14.7.3. OPR: AMC/A3TK.

7.14.7.4. Training Media: OFT or Aircraft.

7.14.7.5. Instructor: Not required for continuation training.

7.14.7.6. Additional Information: Dual-log with N010.

7.14.8. N020—Tanker RV Golf.

7.14.8.1. Purpose: Maintain aircrew proficiency.

7.14.8.2. Description: See ATP 56(B), formerly called enroute RV.

7.14.8.3. OPR: AMC/A3TK.

7.14.8.4. Training Media: OFT or Aircraft.

7.14.8.5. Instructor: Not required for continuation training.

7.14.8.6. Additional Information: Pilots dual-log with N010.

7.14.9. N030—Tanker RV Delta.

- 7.14.9.1. Purpose: Maintain aircrew proficiency.
- 7.14.9.2. Description: See ATP 56(B), formerly called point parallel rendezvous.
- 7.14.9.3. OPR: AMC/A3TK.
- 7.14.9.4. Training Media: OFT or Aircraft.
- 7.14.9.5. Instructor: Not required for continuation training.
- 7.14.9.6. Additional Information: Pilots dual-log with N010.

7.14.10. N040—Tanker RV Alpha.

- 7.14.10.1. Purpose: Maintain aircrew proficiency.
- 7.14.10.2. Description: See ATP-56(B), formerly called anchor rendezvous. Includes any rendezvous in an anchor area tanker, receiver, or Ground Control Intercept (GCI) and Airborne Warning and Control System (AWACS)-directed.
- 7.14.10.3. OPR: AMC/A3TK.
- 7.14.10.4. Training Media: OFT or Aircraft.
- 7.14.10.5. Instructor: Not required for continuation training.
- 7.14.10.6. Additional Information: Pilots dual-log with N010.

7.14.11. N100—INS Airborne Alignment .

- 7.14.11.1. Purpose: Maintain aircrew proficiency.
- 7.14.11.2. Description: Completing an airborne alignment of either INU-1 or INU-2 while in-flight.
- 7.14.11.3. OPR: AMC/A3TK.
- 7.14.11.4. Training Media: ATD or Aircraft.
- 7.14.11.5. Instructor: Not required for continuation training.
- 7.14.11.6. Additional Information:

7.14.12. N110—Comm Procedures.

- 7.14.12.1. Purpose: Maintain aircrew proficiency.
- 7.14.12.2. Description: N/A for units permanently based overseas. Crewmembers will copy at least one emergency action message using both High Frequency (HF) and Ultra High Frequency (UHF) radios (only the first six elements of a UHF message, are necessary). Crewmembers will verify message currency with radio not used to obtain original message. Contact a global command and control station using HF radio. Crewmembers will accomplish launch and authentication check and maintain a log of all communications.
- 7.14.12.3. OPR: AMC/A3N.
- 7.14.12.4. Training Media: Aircraft.

- 7.14.12.5. Instructor: Not required for continuation training.
- 7.14.12.6. Additional Information:
- 7.14.13. N130—Receiver RV .
 - 7.14.13.1. Purpose: Maintain aircrew proficiency.
 - 7.14.13.2. Description: Pilots accomplish IAW the ATP-56(B).
 - 7.14.13.3. OPR: AMC/A3TK.
 - 7.14.13.4. Training Media: OFT or Aircraft.
 - 7.14.13.5. Instructor: Not required for continuation training.
 - 7.14.13.6. Additional Information:
- 7.14.14. N131—Receiver RV Golf.
 - 7.14.14.1. Purpose: Maintain aircrew proficiency.
 - 7.14.14.2. Description: See ATP 56(B), formerly called enroute RV.
 - 7.14.14.3. OPR: AMC/A3TK.
 - 7.14.14.4. Training Media: OFT or Aircraft.
 - 7.14.14.5. Instructor: Not required for continuation training.
 - 7.14.14.6. Additional Information: Pilots dual-log with N130.
- 7.14.15. N132—Receiver RV Delta.
 - 7.14.15.1. Purpose: Maintain aircrew proficiency.
 - 7.14.15.2. Description: See ATP 56(B), formerly called point parallel rendezvous.
 - 7.14.15.3. OPR: AMC/A3TK.
 - 7.14.15.4. Training Media: OFT or Aircraft.
 - 7.14.15.5. Instructor: Not required for continuation training.
 - 7.14.15.6. Additional Information: Pilots dual-log with N130.
- 7.14.16. N135—Receiver RV Echo.
 - 7.14.16.1. Purpose: Maintain aircrew proficiency
 - 7.14.16.2. Description: See ATP-56(B), formerly called alternate rendezvous.
 - 7.14.16.3. OPR: AMC/A3TK
 - 7.14.16.4. Training Media: OFT or Aircraft
 - 7.14.16.5. Instructor: Not required for continuation training
 - 7.14.16.6. Additional Information: Dual-log with N130.
- 7.14.17. N136—Receiver RV Overrun Procedures.
 - 7.14.17.1. Purpose: Maintain aircrew proficiency.

7.14.17.2. Description: See ATP-56(B). Log an overrun when the receiver's closure rate prevents stabilizing in the pre-contact position, or when forward movement of the receiver is considered excessive during contact or approach to contact.

7.14.17.3. OPR: AMC/A3TK.

7.14.17.4. Training Media: ATD or Aircraft.

7.14.17.5. Instructor: Not required for continuation training.

7.14.17.6. Additional Information:

7.14.18. P006—Airwork/In-Flight Demonstrations.

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

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

7.14.18.3. OPR: AMC/A3T.

7.14.18.4. Training Media: OFT or Aircraft.

7.14.18.5. Instructor: Not required for continuation training.

7.14.18.6. Additional Information:

7.14.19. P007—Stall Recognition and Recovery.

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

7.14.19.2. Description: Pilots will be given situations in the OFT to recover from stall or near stall conditions both at altitude and in the traffic pattern using appropriate procedures and CRM.

7.14.19.3. OPR: AMC/A3T.

7.14.19.4. Training Media: OFT Only.

7.14.19.5. Instructor: Not required for continuation training.

7.14.19.6. Additional Information:

7.14.20. P010—Takeoff—Initial.

7.14.20.1. Purpose: Continuation training for Pilots.

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

7.14.20.3. OPR: AMC/A3T.

- 7.14.20.4. Training Media: OFT or Aircraft.
- 7.14.20.5. Instructor: Not required for continuation training.
- 7.14.20.6. Additional Information: SOC Pilots (Colonels and above) who require in-flight supervision may log a P010 after accomplishing (Pilot flying) an initial takeoff or touch-and-go. Dual-log with P020. All Pilots (i.e., EP, IP, MP, FP) will log left and right seat takeoffs and landings to ensure balanced exposure of the entire Pilot crew force.
- 7.14.21. P011—Takeoff—Night.
 - 7.14.21.1. Purpose: Continuation training for Pilots.
 - 7.14.21.2. Description: Includes all night activity from initiation of the takeoff checklist up to and including establishment of climb configuration and airspeed.
 - 7.14.21.3. OPR: AMC/A3T.
 - 7.14.21.4. Training Media: OFT or Aircraft.
 - 7.14.21.5. Instructor: Not required for continuation training.
 - 7.14.21.6. Additional Information: All Pilots (i.e., EP, IP, MP, FP) will log left and right seat takeoffs and landings to ensure balanced exposure of the entire Pilot crew force.
- 7.14.22. P012—Takeoff—Flight Director Off.
 - 7.14.22.1. Purpose: Continuation training for Pilots.
 - 7.14.22.2. Description: Takeoff using max mode climb procedures without assistance of Rotation Go-Around (RGA) command bars.
 - 7.14.22.3. OPR: AMC/A3T.
 - 7.14.22.4. Training Media: OFT or Aircraft.
 - 7.14.22.5. Instructor: Not required for continuation training.
 - 7.14.22.6. Additional Information: All Pilots (i.e., EP, IP, MP, FP) will log left and right seat takeoffs and landings to ensure balanced exposure of the entire Pilot crew force.
- 7.14.23. P015—Instrument Departure.
 - 7.14.23.1. Purpose: Continuation training for Pilots.
 - 7.14.23.2. Description: That portion of flight after establishing climb configuration and airspeed through SID routing or first en route point on the radar departure.
 - 7.14.23.3. OPR: AMC/A3T.
 - 7.14.23.4. Training Media: OFT or Aircraft.
 - 7.14.23.5. Instructor: Not required for continuation training.
 - 7.14.23.6. Additional Information:
- 7.14.24. P018—PM Takeoff and Climb Duties.
 - 7.14.24.1. Purpose: Continuation training for Pilots.

- 7.14.24.2. Description: Practice PM takeoff duties, to include setting takeoff power and monitoring aircraft performance and acceleration through cleanup altitude.
- 7.14.24.3. OPR: AMC/A3T.
- 7.14.24.4. Training Media: OFT or Aircraft.
- 7.14.24.5. Instructor: Not required for continuation training.
- 7.14.24.6. Additional Information:
- 7.14.25. P020—Takeoff.
 - 7.14.25.1. Purpose: Continuation training for Pilots.
 - 7.14.25.2. Description: Initial takeoff or takeoff following touch and go landing.
 - 7.14.25.3. OPR: AMC/A3T.
 - 7.14.25.4. Training Media: OFT or Aircraft.
 - 7.14.25.5. Instructor: Not required for continuation training.
 - 7.14.25.6. Additional Information: Dual-log with P028 or P029 as applicable. All Pilots (i.e., EP, IP, MP, FP) will log left and right seat takeoffs and landings to ensure balanced exposure of the entire Pilot crew force.
- 7.14.26. P026—Takeoff and Climb Procedures.
 - 7.14.26.1. Purpose: Continuation training for Pilots.
 - 7.14.26.2. Description: Practice PF takeoff duties, to include initial takeoff power setting, navigation procedures, and monitoring aircraft performance and acceleration through cleanup altitude.
 - 7.14.26.3. OPR: AMC/A3T.
 - 7.14.26.4. Training Media: OFT or Aircraft.
 - 7.14.26.5. Instructor: Not required for continuation training.
 - 7.14.26.6. Additional Information:
- 7.14.27. P027—EWO Departure.
 - 7.14.27.1. Purpose: Continuation training for Pilots.
 - 7.14.27.2. Description: (Simulator only) 330 KIAS airspeed will be established after flap retraction and maintained until level off or climb Mach is attained. Pilots may receive credit as PF or PM.
 - 7.14.27.3. OPR: AMC/A3T.
 - 7.14.27.4. Training Media: OFT only.
 - 7.14.27.5. Instructor: Not required for continuation training.
 - 7.14.27.6. Additional Information: Additional Information: This event is for OPLAN 801X units only. May be accomplished in conjunction with any simulator profile. Pilots will accomplish A037 prior to event.

7.14.28. P028—Right Seat Takeoff.

- 7.14.28.1. Purpose: Continuation training for Pilots.
- 7.14.28.2. Description: All Pilots will track right seat takeoffs completed on each sortie.
- 7.14.28.3. OPR: AMC/A3T.
- 7.14.28.4. Training Media: OFT or Aircraft.
- 7.14.28.5. Instructor: Not required for continuation training.
- 7.14.28.6. Additional Information: Dual-log with P020. All Pilots (i.e., EP, IP, MP, FP) will log left and right seat takeoffs and landings to ensure balanced exposure of the entire Pilot crew force.

7.14.29. P029—Left Seat Takeoff.

- 7.14.29.1. Purpose: Event to track seasoning and experience of Pilots.
- 7.14.29.2. Description: All Pilots will track left seat takeoffs completed on each sortie.
- 7.14.29.3. OPR: AMC/A3T.
- 7.14.29.4. Training Media: OFT or Aircraft.
- 7.14.29.5. Instructor: Not required for continuation training.
- 7.14.29.6. Additional Information: Loss of currency does not result in a loss of mission ready status. Dual-log with P020. All Pilots (i.e., EP, IP, MP, FP) will log left and right seat takeoffs and landings to ensure balanced exposure of the entire Pilot crew force.

7.14.30. P030—Max Mode Takeoff, 30 Flap.

- 7.14.30.1. Purpose: Continuation training for Pilots.
- 7.14.30.2. Description: All Pilots will track Max Mode Takeoff, 30 Flap takeoffs completed on each sortie.
- 7.14.30.3. OPR: AMC/A3T.
- 7.14.30.4. Training Media: OFT or Aircraft.
- 7.14.30.5. Instructor: Not required for continuation training.
- 7.14.30.6. Additional Information: Dual-log with P020.

7.14.31. P035—PMC-Off.

- 7.14.31.1. Purpose: Continuation training for Pilots.
- 7.14.31.2. Description: Takeoff with simulated outboard engine PMC inoperative. Set the PMC switch for the engine to “OFF” and accomplish takeoff (TO) PMC-off procedures.
- 7.14.31.3. OPR: AMC/A3T.
- 7.14.31.4. Training Media: OFT only.
- 7.14.31.5. Instructor: Not required for continuation training.
- 7.14.31.6. Additional Information:

- 7.14.32. P040—Simulated Engine Failure, Takeoff Continued.
- 7.14.32.1. Purpose: Continuation training for Pilots.
 - 7.14.32.2. Description: Practice procedures for engine failure after takeoff or touch and go.
 - 7.14.32.3. OPR: AMC/A3T.
 - 7.14.32.4. Training Media: OFT or Aircraft.
 - 7.14.32.5. Instructor: If accomplished in the aircraft, direct IP supervision is required.
 - 7.14.32.6. Additional Information: Units collocated with an OFT will accomplish in the OFT. Non-collocated units will accomplish semi-annually and attempt to accomplish as many training requirements as possible during G250 or G261-264 Proficiency Simulator profiles; however, may accomplish in the aircraft during operational or continuation training missions on a non-interference basis. Waiver authority is MAJCOM/CC (or MAJCOM/A3 if appropriately delegated). If required by an AMC/A3T approved training syllabus, FTU instructors may accomplish in the aircraft. Dual-log with P020. (T-2).
- 7.14.33. P045—Simulated Engine Failure on the Runway.
- 7.14.33.1. Purpose: Continuation training for Pilots.
 - 7.14.33.2. Description: Practice procedure for simulated engine failure on the runway.
 - 7.14.33.3. OPR: AMC/A3T.
 - 7.14.33.4. Training Media: OFT only.
 - 7.14.33.5. Instructor: Not required for continuation training.
 - 7.14.33.6. Additional Information:
- 7.14.34. P061—VFR Overhead.
- 7.14.34.1. Purpose: Continuation training for Pilots.
 - 7.14.34.2. Description: The overhead approach is designed to allow the maximum number of aircraft to recover at an airfield in the minimum amount of time. See AFTTP 3-3.KC-135 for techniques on the set-up and execution of this event and the common errors associated with the VFR Overhead.
 - 7.14.34.3. OPR: AMC/A3T.
 - 7.14.34.4. Training Media: OFT or Aircraft.
 - 7.14.34.5. Instructor: Not required for continuation training.
 - 7.14.34.6. Additional Information:
- 7.14.35. P062—Tactical Departure.
- 7.14.35.1. Purpose: Continuation training for Pilots.
 - 7.14.35.2. Description: Event will be flown using a tactical scenario developed by local unit. If departing VFR, comply with all VFR guidance in AFI 11-202V3., Flight Information Publications (FLIP) General Planning (GP) and Area Planning (AP), Federal

Aviation Regulations (FAR)s, and applicable host nation guidance. Any AFTTP 3-3.KC-135 Tactical Departure maneuver may be accomplished for P062 credit.

7.14.35.3. OPR: AMC/A3T.

7.14.35.4. Training Media: OFT or Aircraft.

7.14.35.5. Instructor: Not required for continuation training.

7.14.35.6. Additional Information: Units collocated with simulator should perform this event in the simulator but may accomplish in the aircraft during training, operational or continuation training missions on a non-interference basis. LAHSD will only be trained in the simulator. See AFTTP 3-3.KC-135 for maneuver options, techniques, and procedures. (Exception: 509 WPS/KC-135 Weapons Instructor Course). See event M050-Tactical Sortie. Pilots may log event complete if accomplishing Pilot Flying (PF) or Pilot Monitoring (PM) duties.

7.14.36. P063—Tactical Arrival.

7.14.36.1. Purpose: Continuation training for Pilots.

7.14.36.2. Description: Event will be flown using a tactical scenario developed by local unit. If arriving VFR, comply with all VFR guidance in AFI 11-202V3., FLIP GP and AP, FARs, and applicable host nation guidance. Units collocated with simulator should perform this event in the simulator but may be accomplished in the aircraft during operational or continuation training missions on a non-interference basis. Any AFTTP 3-3.KC-135 Tactical Arrival maneuver, not including P061, may be accomplished for P063 credit.

7.14.36.3. OPR: AMC/A3T

7.14.36.4. Training Media: OFT or Aircraft.

7.14.36.5. Instructor: Not required for continuation training.

7.14.36.6. Additional Information: LAHSA will only be trained in the simulator. See AFTTP 3-3.KC-135 for maneuver options, techniques, and procedures. (Exception: 509 WPS / KC-135 Weapons Instructor Course. See event M050-Tactical Sortie. Pilots may log event complete if accomplishing PF or PM duties.

7.14.37. P064—Slide.

7.14.37.1. Purpose: Continuation training for Pilots.

7.14.37.2. Description: Accomplish this maneuver in tactical context single ship or in formation. Complete the event in aircraft/ Level C+ certified OFT. See AFTTP 3-3.KC-135 for techniques on the set-up and execution of this event and the common errors associated with Slides.

7.14.37.3. OPR: AMC/A3T.

7.14.37.4. Training Media: OFT or Aircraft.

7.14.37.5. Instructor: Not required for continuation training.

7.14.37.6. Additional Information: Pilots may log the event if accomplishing PF or PM duties. See event M050-Tactical Sortie.”

7.14.38. P065—Scram.

7.14.38.1. Purpose: Continuation training for Pilots.

7.14.38.2. Description: Accomplish this maneuver in a tactical context. Complete the event in aircraft/Level C+ certified OFT. See AFTTP 3-3.KC-135 for techniques on the set-up and execution of this event and the common errors associated with Scrams.

7.14.38.3. OPR: AMC/A3T.

7.14.38.4. Training Media: OFT or Aircraft.

7.14.38.5. Instructor: Not required for continuation training.

7.14.38.6. Additional Information: Pilot may log the event if accomplishing PF or PM duties. See event M050-Tactical Sortie.

7.14.39. P066—Steep Turns.

7.14.39.1. Purpose: Continuation training for Pilots.

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

7.14.39.3. OPR: AMC/A3T.

7.14.39.4. Training Media: OFT or Aircraft.

7.14.39.5. Instructor: Not required for continuation training.

7.14.39.6. Additional Information:

7.14.40.1. P067—Contingency Rejoin.

7.14.40.1.1. Purpose: Continuation training for Pilots.

7.14.40.2. Description: Rejoin with another aircraft using visual turning rejoin techniques, timing, Rules of Eight, or Whiz Wheel as described in AFTTP 3-3.KC-135. Pilots will only log the event as the maneuvering aircraft (joining aircraft). Pilot may log the event if accomplishing PF or PM duties. Day/Visual Meteorological Conditions (VMC) are required to accomplish visual turning rejoin techniques, all others may be accomplished and logged in Instrument Meteorological Conditions (IMC) or night conditions. See AFTTP 3-3.KC-135 for techniques on the set-up and execution of this event and the common errors associated with Mid-Mission Join Ups.

7.14.40.3. OPR: AMC/A3T.

7.14.40.4. Training Media: OFT or Aircraft.

7.14.40.5. Instructor: Not required for continuation training.

7.14.40.6. Additional Information: Complete the event in aircraft or Level C+ certified OFT. Dual-log with N040 when performed in an anchor area.

7.14.41. P068—Combat Descent.

7.14.41.1. Purpose: Continuation training for Pilots.

7.14.41.2. Description: This event is broken into two types; Turning and Straight ahead. Complete the event in either the aircraft or Level C+ certified OFT. Combat descents done in conjunction with formation scram training require IP supervision on one of the aircraft for the purpose of managing formation deconfliction. When accomplishing a turning combat descent as single ship or formation, conduct in VMC under IP supervision. See AFTTP 3-3.KC-135 for maneuver options, techniques, and procedures.

7.14.41.3. OPR: AMC/A3T.

7.14.41.4. Training Media: OFT or Aircraft.

7.14.41.5. Instructor: Not required for continuation training.

7.14.41.6. Additional Information: Pilots may log if accomplishing PF or PM duties. See event M050-Tactical Sortie.

7.14.42. P069—Defending Climb.

7.14.42.1. Purpose: Continuation training for Pilots.

7.14.42.2. Description: A defending climb is an evasive maneuver flown in response to surface fire. See AFTTP 3-3.KC-135 for techniques on the set-up and execution of this event and the common errors associated with Defending Climbs. Complete the event in either aircraft/Level C+ certified OFT.

7.14.42.3. OPR: AMC/A3T.

7.14.42.4. Training Media: OFT or Aircraft.

7.14.42.5. Instructor: Not required for continuation training.

7.14.42.6. Additional Information: Pilots may log event complete if accomplishing PF or PM duties in the seat to maximize CRM reactions during the tactical scenario.

7.14.43. P070—Instrument Approach.

7.14.43.1. Purpose: Continuation training for Pilots.

7.14.43.2. Description: Training for Pilots to fly Instrument Approach Procedures. Any precision (P100) or non-precision (P110) approach may be flown and credited if the crew could safely land out of the IAP. While the entire IAP need not be flown, the portion from the final approach fix through the decision height or missed approach and either a landing or an ATC coordinated missed approach procedure or instructions will be accomplished.

7.14.43.3. OPR: AMC/A3T.

7.14.43.4. Training Media: OFT or Aircraft.

7.14.43.5. Instructor: Not required for continuation training.

7.14.43.6. Additional Information:

7.14.44. P071—Holding.

7.14.44.1. Purpose: Continuation training for Pilots.

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

- 7.14.44.3. OPR: AMC/A3T.
- 7.14.44.4. Training Media: OFT or Aircraft.
- 7.14.44.5. Instructor: Not required for continuation training
- 7.14.44.6. Additional Information: Accomplish during a M010 (if available).
- 7.14.45. P072—Penetration (Published or STAR).
 - 7.14.45.1. Purpose: Continuation training for Pilots.
 - 7.14.45.2. Description: Training in procedures defined in AFMAN11-217V1
 - 7.14.45.3. OPR: AMC/A3T.
 - 7.14.45.4. Training Media: OFT or Aircraft.
 - 7.14.45.5. Instructor: Not required for continuation training.
 - 7.14.45.6. Additional Information:
- 7.14.46. P073—En Route Descent.
 - 7.14.46.1. Purpose: Continuation training for Pilots.
 - 7.14.46.2. Description: Training in procedures defined in AFMAN11-217V1
 - 7.14.46.3. OPR: AMC/A3T.
 - 7.14.46.4. Training Media: OFT or Aircraft.
 - 7.14.46.5. Instructor: Not required for continuation training.
 - 7.14.46.6. Additional Information:
- 7.14.47. P080—Instrument Approach (Manual or Coupled).
 - 7.14.47.1. Purpose: Continuation training for Pilots.
 - 7.14.47.2. Description: Training for Pilots to fly Instrument Approach Procedures either with the assistance of the flight director or coupled to the auto-pilot. Any precision (P100) or non-precision (P110) approach may be flown and credited if the crew could safely land out of the IAP. While the entire IAP need not be flown, the portion from the final approach fix through the decision height or missed approach and either a landing or an ATC coordinated missed approach procedure or instructions will be accomplished.
 - 7.14.47.3. OPR: AMC/A3T.
 - 7.14.47.4. Training Media: OFT or Aircraft.
 - 7.14.47.5. Instructor: Not required for continuation training.
 - 7.14.47.6. Additional Information:
- 7.14.48. P100—Precision Approach.
 - 7.14.48.1. Purpose: Continuation training for Pilots.
 - 7.14.48.2. Description: Training for Pilots to fly using Instrument Approach Procedures with the aid of glide slope and course guidance information. Any Precision Approach Radar (PAR) or ILS approach may be credited if the crew could safely land out of the

IAP. While the entire IAP need not be flown, the portion from the final approach fix through the decision height and either a landing or an ATC coordinated missed approach procedure or instructions will be accomplished.

7.14.48.3. OPR: AMC/A3T.

7.14.48.4. Training Media: OFT or Aircraft.

7.14.48.5. Instructor: Not required for continuation training.

7.14.48.6. Additional Information: Dual-log with P070.

7.14.49. P101—ILS Approach.

7.14.49.1. Purpose: Continuation training for Pilots.

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

7.14.49.3. OPR: AMC/A3T.

7.14.49.4. Training Media: OFT or Aircraft.

7.14.49.5. Instructor: Not required for continuation training.

7.14.49.6. Additional Information: Dual-log with P100 and P070.

7.14.50. P102—ILS (Flight Director Off).

7.14.50.1. Purpose: Continuation training for Pilots.

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

7.14.50.3. OPR: AMC/A3T.

7.14.50.4. Training Media: OFT or Aircraft.

7.14.50.5. Instructor: Not required for continuation training.

7.14.50.6. Additional Information: Dual-log with P100 and P070.

7.14.51. P103—PAR Approach (if available).

7.14.51.1. Purpose: Continuation training for Pilots.

7.14.51.2. Description: Training for Pilots to fly using Instrument Approach Procedures with the aid of glide slope and course guidance information. Any PAR approach may be credited if the crew could safely land out of the IAP. While the entire IAP need not be flown, the portion from the final approach fix through the decision height and either a

landing or an ATC coordinated missed approach procedure or instructions will be accomplished.

7.14.51.3. OPR: AMC/A3T.

7.14.51.4. Training Media: OFT or Aircraft.

7.14.51.5. Instructor: Not required for continuation training.

7.14.51.6. Additional Information: Dual-log with P100 and P070.

7.14.52. P110—Non-Precision Approach.

7.14.52.1. Purpose: Continuation training for Pilots.

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

7.14.52.3. OPR: AMC/A3T.

7.14.52.4. Training Media: OFT or Aircraft.

7.14.52.5. Instructor: Not required for continuation training.

7.14.52.6. Additional Information: Dual-log with P070.

7.14.53. P111—VOR/TACAN/FMS Procedures.

7.14.53.1. Purpose: Requalification training for Pilots.

7.14.53.2. Description: Includes fix-to-fix navigation, course interception, and general radio aid navigation. This event does not include an instrument approach.

7.14.53.3. OPR: AMC/A3T.

7.14.53.4. Training Media: OFT or Aircraft.

7.14.53.5. Instructor: Qualified Pilot Instructor.

7.14.53.6. Additional Information:

7.14.54. P112—VOR/TACAN/Localizer/FMS Approach.

7.14.54.1. Purpose: Requalification training for Pilots.

7.14.54.2. Description: Training for Pilots to fly an instrument approach procedure with course guidance but without the aid of glideslope information. Any VOR, TACAN, localizer, or RNAV approach may be credited if the crew could safely land out of the approach. While the entire IAP need not be flown, the portion from the final approach fix through the missed approach and either a landing or an ATC coordinated missed approach procedure or instructions, will be accomplished.

7.14.54.3. OPR: AMC/A3T.

- 7.14.54.4. Training Media: OFT or Aircraft.
- 7.14.54.5. Instructor: Qualified Pilot Instructor.
- 7.14.54.6. Additional Information: Dual-log with P110 and P070.
- 7.14.55. P113— Approach Surveillance Radar (ASR).
 - 7.14.55.1. Purpose: Continuation training for Pilots.
 - 7.14.55.2. Description: Training for Pilots to fly an instrument approach procedure with course guidance but without the aid of glideslope information. Any ASR approach may be credited if the crew could safely land out of the approach. While the entire IAP need not be flown, the portion from the final approach fix through the missed approach and either a landing or an ATC coordinated missed approach procedure or instructions, will be accomplished.
 - 7.14.55.3. OPR: AMC/A3T.
 - 7.14.55.4. Training Media: OFT or Aircraft.
 - 7.14.55.5. Instructor: Qualified Pilot Instructor.
 - 7.14.55.6. Additional Information: Dual-log with P110 and P070.
- 7.14.56. P117—RNAV Approach.
 - 7.14.56.1. Purpose: Continuation training for Pilots.
 - 7.14.56.2. Description: Training for Pilots to fly an instrument approach procedure using RNAV/GPS procedures. While the entire IAP need not be flown, the portion from the final approach fix through the missed approach point and either a landing or an ATC coordinated missed approach procedure or instructions, will be accomplished.
 - 7.14.56.3. OPR: AMC/A3T.
 - 7.14.56.4. Training Media: OFT or Aircraft.
 - 7.14.56.5. Instructor: Not required for continuation training.
 - 7.14.56.6. Additional Information: Dual-log with P110 and P070.
- 7.14.57. P130—Circling Approach.
 - 7.14.57.1. Purpose: Continuation training for Pilots.
 - 7.14.57.2. Description: Training for Pilots to fly a non-precision IAP to one runway and then safely land on another runway (at the same airport) or opposite direction. Any circling approach may be credited if the crew could safely land out of the circling approach. While the entire non-precision IAP need not be flown, the portion from the final approach fix through the missed approach point through the circle to either a landing or an ATC coordinated missed approach procedure or instructions, will be accomplished.
 - 7.14.57.3. OPR: AMC/A3T.
 - 7.14.57.4. Training Media: OFT or Aircraft.
 - 7.14.57.5. Instructor: Not required for continuation training.

- 7.14.57.6. Additional Information: Dual-log with type approach flown.
- 7.14.58. P140—Visual Traffic Pattern.
 - 7.14.58.1. Purpose: Continuation training for Pilots.
 - 7.14.58.2. Description: Maneuver flown to position aircraft for landing from the visual traffic pattern.
 - 7.14.58.3. OPR: AMC/A3T.
 - 7.14.58.4. Training Media: OFT or Aircraft.
 - 7.14.58.5. Instructor: Not required for continuation training.
 - 7.14.58.6. Additional Information: May be dual-logged with P061.
- 7.14.59. P160—Missed Approach.
 - 7.14.59.1. Purpose: Continuation training for Pilots.
 - 7.14.59.2. Description: Procedures resulting from an approach not completed by landing for any reason.
 - 7.14.59.3. OPR: AMC/A3T.
 - 7.14.59.4. Training Media: OFT or Aircraft.
 - 7.14.59.5. Instructor: Not required for continuation training
 - 7.14.59.6. Additional Information:
- 7.14.60. P170—Approach and Go-Around, Simulated Engine-Out.
 - 7.14.60.1. Purpose: Continuation training for Pilots.
 - 7.14.60.2. Description: Approach and Go-Around with simulated loss of an engine.
 - 7.14.60.3. OPR: AMC/A3T.
 - 7.14.60.4. Training Media: OFT or Aircraft.
 - 7.14.60.5. Instructor: Not required for continuation training.
 - 7.14.60.6. Additional Information: Units collocated with an OFT will accomplish in the OFT. Non-collocated units will accomplish semi-annually and attempt to accomplish as many training requirements as possible during G250 or G261-264 Proficiency Simulator profiles; however, may accomplish in the aircraft during operational or continuation training missions on a non-interference basis. If accomplished in the aircraft, IP supervision or qualified AC. Waiver authority is MAJCOM/CC (or MAJCOM/A3 if appropriately delegated). If required by an AMC/A3T approved training syllabus, FTU instructors may accomplish in the aircraft. Dual log with P160. (T-2).
- 7.14.61. P171—Approach and Go-Around, Simulated Engine-Out, Power Rudder Off.
 - 7.14.61.1. Purpose: Continuation training for Pilots.
 - 7.14.61.2. Description: Approach and Go-Around with simulated loss of an engine and loss of powered rudder. Simulator Only for units collocated with an OFT. Non-collocated units should perform this event in the OFT but may accomplish in the aircraft

during operational or continuation training missions on a non-interference basis. If accomplished in the aircraft, direct IP supervision required.

7.14.61.3. OPR: AMC/A3T.

7.14.61.4. Training Media: OFT or Aircraft.

7.14.61.5. Instructor: Not required for continuation training.

7.14.61.6. Additional Information: Waiver authority is MAJCOM/CC (or MAJCOM/A3 if appropriately delegated). If required by an AMC/A3T approved training syllabus, FTU instructors may accomplish in the aircraft. Dual-log with P160 & P170. (T-2).

7.14.62. P172—Approach and Go-Around, Simulated Engine-Out, FCAS Off.

7.14.62.1. Purpose: Continuation training for Pilots.

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

7.14.62.3. OPR: AMC/A3T.

7.14.62.4. Training Media: OFT or Aircraft.

7.14.62.5. Instructor: Not required for continuation training.

7.14.62.6. Additional Information: Simulator Only for units collocated with an OFT. Non-collocated units should perform this event in the OFT but may accomplish in the aircraft during operational or continuation training missions on a non-interference basis. Accomplish under direct IP supervision, if accomplished in the aircraft, with rudder power on to low approach only. Waiver authority is MAJCOM/CC (or MAJCOM/A3 if appropriately delegated). If required by an AMC/A3T approved training syllabus, FTU instructors may accomplish in the aircraft. Dual-log with P160 & P170. (T-2).

7.14.63. P180—Approach and Landing, Simulated Engine-Out

7.14.63.1. Purpose: Continuation training for Pilots.

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

7.14.63.3. OPR: AMC/A3T.

7.14.63.4. Training Media: OFT or Aircraft.

7.14.63.5. Instructor: Not required for continuation training.

7.14.63.6. Additional Information: Units collocated with an OFT will accomplish in the OFT. Non-collocated units will accomplish semi-annually and attempt to accomplish as many training requirements as possible during G250 or G261-264 Proficiency Simulator profiles; however, may accomplish in the aircraft during operational or continuation training missions on a non-interference basis. If accomplished in the aircraft, IP supervision or qualified AC. Waiver authority is MAJCOM/CC (or MAJCOM/A3 if appropriately delegated). If required by an AMC/A3T approved training syllabus, FTU instructors may accomplish in the aircraft. Dual log with P190. (T-2).

7.14.64. P190—Landing.

7.14.64.1. Purpose: Continuation training for Pilots.

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

7.14.64.3. OPR: AMC/A3T.

7.14.64.4. Training Media: OFT or Aircraft.

7.14.64.5. Instructor: Not required for continuation training .

7.14.64.6. Additional Information: All Pilots (i.e., EP, IP, MP, FP) will log left and right seat takeoffs and landings to ensure balanced exposure of the entire Pilot crew force.

7.14.65. P192—Landing, Night (unaided).

7.14.65.1. Purpose: Continuation training for Pilots

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

7.14.65.3. OPR: AMC/A3T.

7.14.65.4. Training Media: OFT or Aircraft.

7.14.65.5. Instructor: Not required for continuation training.

7.14.65.6. Additional Information: Dual-log with P190. All Pilots (i.e., EP, IP, MP, FP) will log left and right seat takeoffs and landings to ensure balanced exposure of the entire Pilot crew force.

7.14.66. P193—Landing, Full Flaps (50-Degree).

7.14.66.1. Purpose: Continuation training for Pilots.

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

7.14.66.3. OPR: AMC/A3T.

7.14.66.4. Training Media: OFT or Aircraft.

7.14.66.5. Instructor: Not required for continuation training .

7.14.66.6. Additional Information: Dual-log with P190. All Pilots (i.e., EP, IP, MP, FP) will log left and right seat takeoffs and landings to ensure balanced exposure of the entire Pilot crew force.

7.14.67. P194—Landing, Partial Flaps (30-Degree).

7.14.67.1. Purpose: Continuation training for Pilots.

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

7.14.67.3. OPR: AMC/A3T.

- 7.14.67.4. Training Media: OFT or Aircraft.
- 7.14.67.5. Instructor: Not required for continuation training.
- 7.14.67.6. Additional Information: Dual-log with P190. All Pilots (i.e., EP, IP, MP, FP) will log left and right seat takeoffs and landings to ensure balanced exposure of the entire Pilot crew force.
- 7.14.68. P195—Landing, Simulated Engine-Out, 4 Engine Takeoff.
 - 7.14.68.1. Purpose: Requalification training for Pilots.
 - 7.14.68.2. Description: Approach and landing with simulated loss of an engine followed by a normal, four engine takeoff. If accomplished in the aircraft, IP supervision or qualified AC is required. Simulator Only for units collocated with an OFT. Non-collocated units should perform this event in the OFT but may accomplish in the aircraft during operational or continuation training missions on a non-interference basis.
 - 7.14.68.3. OPR: AMC/A3T.
 - 7.14.68.4. Training Media: OFT or Aircraft.
 - 7.14.68.5. Instructor: Not required for continuation training .
 - 7.14.68.6. Additional Information: Direct IP supervision, if accomplished in the aircraft. All Pilots (i.e., EP, IP, MP, FP) will log left and right seat takeoffs and landings to ensure balanced exposure of the entire Pilot crew force.
- 7.14.69. P196—Landing, Full-Stop.
 - 7.14.69.1. Purpose: Continuation training for Pilots.
 - 7.14.69.2. Description: Training for Pilots to maintain proficiency landing the aircraft not to a touch-and-go.
 - 7.14.69.3. OPR: AMC/A3T.
 - 7.14.69.4. Training Media: OFT or Aircraft.
 - 7.14.69.5. Instructor: Not required for continuation training .
 - 7.14.69.6. Additional Information: Dual-log with P190. All Pilots (i.e., EP, IP, MP, FP) will log left and right seat takeoffs and landings to ensure balanced exposure of the entire Pilot crew force.
- 7.14.70. P198—Landing, Right Seat.
 - 7.14.70.1. Purpose: Event to track seasoning and experience of Pilots
 - 7.14.70.2. Description: Training for Pilots to maintain proficiency landing the aircraft. Any landing actually accomplished (full stop, touch-and-go, stop-and-go) from the right seat.
 - 7.14.70.3. OPR: AMC/A3T.
 - 7.14.70.4. Training Media: OFT or Aircraft.
 - 7.14.70.5. Instructor: Not required for continuation training.

7.14.70.6. Additional Information: Dual-log with P190. All Pilots (i.e., EP, IP, MP, FP) will log left and right seat takeoffs and landings to ensure balanced exposure of the entire Pilot crew force.

7.14.71. P199—Landing, Left Seat.

7.14.71.1. Purpose: Event to track seasoning and experience of Pilots

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

7.14.71.3. OPR: AMC/A3T

7.14.71.4. Training Media: OFT or Aircraft

7.14.71.5. Instructor: Not required for continuation training

7.14.71.6. Additional Information: Dual-log with P190, Loss of currency does not result in a loss of mission ready status. All Pilots (i.e., EP, IP, MP, FP) will log left and right seat takeoffs and landings to ensure balanced exposure of the entire Pilot crew force.

7.14.72. P200—Touch-and-Go Landing.

7.14.72.1. Purpose: Continuation training for Pilots.

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

7.14.72.3. OPR: AMC/A3T.

7.14.72.4. Training Media: OFT or Aircraft.

7.14.72.5. Additional Information: Currency requirement for touch and go certified AC only (not applicable to IP or EP). Loss of currency does not result in a loss of mission ready status. Dual-log with P020, P190, and P192 as applicable. All Pilots (i.e., EP, IP, MP, FP) will log left and right seat takeoffs and landings to ensure balanced exposure of the entire Pilot crew force.

7.14.73. P215—Landing Attitude Demonstration.

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

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

7.14.73.3. OPR: AMC/A3T.

7.14.73.4. Training Media: OFT or Aircraft.

7.14.73.5. Instructor: Qualified IP.

7.14.73.6. Additional Information: Dual-log with P190 and P200. Direct IP supervision.

7.14.74. P240—Landing Gear Manual Extension.

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

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

7.14.74.3. OPR: AMC/A3T.

7.14.74.4. Training Media: Aircraft.

7.14.74.5. Instructor: Not required for continuation training.

7.14.74.6. Additional Information: If utilizing BOWST/BOSS in-lieu of third sortie, the minimum is 2 but will be briefed by candidate to an instructor during the pre-brief.

7.14.75. P250—Main Flap Manual Operation.

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

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

7.14.75.3. OPR: AMC/A3T.

7.14.75.4. Training Media: Aircraft.

7.14.75.5. Instructor: Not required for continuation training.

7.14.75.6. Additional Information: Exercise can be accomplished before, during, or after flight. If utilizing BOWST/BOSS in-lieu of third sortie, the minimum is 2 but will be briefed by candidate to an instructor during the pre-brief.

7.14.76. P260—HAVE QUICK.

7.14.76.1. Purpose: Continuation training for aircrew.

7.14.76.2. Description: Training consists of properly configuring the radio for HAVE QUICK operation and making at least one transmission and reception using HAVE QUICK mode of operation with any source. When practical, rendezvous and refueling should be accomplished utilizing the HAVE QUICK mode of operation. Does not require flight.

7.14.76.3. OPR: AMC/A3T.

7.14.76.4. Training Media: Aircraft.

7.14.76.5. Instructor: Not required for continuation training.

7.14.76.6. Additional Information: Must be accomplished in aircraft.

7.14.77. P270—Secure Voice.

7.14.77.1. Purpose: Continuation training for aircrew.

7.14.77.2. Description: Training consists of properly loading SECURE VOICE code and making at least one transmission and reception using SECURE VOICE with like equipped aircraft. BO and SOAR Navigator/CSO proficiency for loading SECURE VOICE codes only.

7.14.77.3. OPR: AMC/A3T.

7.14.77.4. Training Media: Aircraft.

7.14.77.5. Instructor: Not required for continuation training.

7.14.77.6. Additional Information: Must be accomplished in aircraft. Dual-log with P272 when accomplished. See AMCH 33-1.

7.14.78. P271—Authentication Procedures.

7.14.78.1. Purpose: Continuation training for aircrew.

7.14.78.2. Description: Training consists of demonstrating proper challenge and reply authentication procedures using the triad authenticator. Units will determine how best to accomplish the training (i.e., authenticate a transmission with command post, between aircraft in formation, etc.).

7.14.78.3. OPR: AMC/A3T.

7.14.78.4. Training Media: TRIAD authenticator.

7.14.78.5. Instructor: Not required for continuation training.

7.14.78.6. Additional Information:

7.14.79. P272—KY-58 Radio Operation .

7.14.79.1. Purpose: Continuation training for aircrew.

7.14.79.2. Description: Crewmembers will demonstrate keying (e.g., SKL, etc.), loading KY-58, and completing secure radio transmission with another aircraft as well as demonstrate proper procedures to zeroize KY-58 and/or KYK-13.

7.14.79.3. OPR: AMC/A3T.

7.14.79.4. Training Media: KY-58 and/or KYK-13.

7.14.79.5. Instructor: Not required for continuation training.

7.14.79.6. Additional Information:

7.14.80. P280—P280AircrewChemicalBiologicalRadiologicalNuclear (ACBRNTQT).
Formally ACDTQT.

7.14.80.1. Purpose: To enable crewmembers to become aware of their limitations while wearing the equipment. Complications of heat exhaustion, fatigue, hyperventilation, limited dexterity, and hampered communication.

7.14.80.2. Description: An exercise emphasizing hands-on training, dressed out in partial chemical defense (CD) ensemble. Do not accomplish in conjunction with a formation take-off or a night formation departure.

7.14.80.3. OPR: AMC/A3T.

7.14.80.4. Training Media: Flying helmet (if applicable); MBU-19/P hood and mask assembly; Filter pack with filters and CQU-7/P blower assembly with filter canisters and batteries; MXU-835 intercom assembly; Filter pack suspension straps; and Glove set (cotton, butyl, Nomex).

7.14.80.5. Instructor: Qualified Aircrew Flight Equipment Instructor and/or qualified IP/IB.

7.14.80.6. Additional Information: ACBRNTQT should be accomplished in an OFT (government-use time) with visual displays, provided a simulator exists or is available. If accomplished in a simulator, Instructors may observe the exercise, no other supervision is required. There is no restrictions for who (and how many crewmembers) may wear the gear. If performed in the aircraft, only one Pilot will be dressed out at any time. The AC will be supervised by an IP occupying the right seat. CP and MPD Pilots will be supervised by an IP or experienced AC (as determined by the Sq/CC) in the Pilot seat. A safety observer crewmember will occupy the jump seat. Pilots will don the gear and accomplish at least one take-off, approach, and landing, and complete all crew position checklists associated with approach and landing. Navigator/CSOs will be supervised by another Navigator/CSO (Boom Operator may supervise KC-135 Navigator/CSOs) and wear the gear for a minimum of 30 minutes. Boom Operators, supervised by another crewmember will wear the gear during take-off, approach, and landing. Crewmember will be current in LL04 before accomplishing this event in the OFT or Aircraft.

7.14.81. P290—Aircraft Alert Start Procedures.

7.14.81.1. Purpose: Continuation training for aircrew.

7.14.81.2. Description: Crew (two Pilots and one Boom Operator) must respond via normal alert notification (which requires engine start) or from a wing tip position and accomplish alert start and taxi checklist items while in the chocks.

7.14.81.3. OPR: AMC/A3T.

7.14.81.4. Training Media: OFT or Aircraft.

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

7.14.81.6. Additional Information: See also G210, Ground Alert Start Procedures. The initial accomplishment must be in an aircraft that has been cocked to simulate alert status (i.e., windshield cover, pitot covers, engine plugs, etc., installed, if appropriate). Pilots must receive a thorough briefing by a unit IP on APU operation before performing an alert start. Subsequent requirements may be accomplished in an OFT or the aircraft.

7.14.82. P300—Cargo Loading.

7.14.82.1. Purpose: Continuation training for Boom Operators.

7.14.82.2. Description: Accomplish either floor loading or palletized cargo loading during a deployment, operational or training mission or exercise. A Cargo Load event consists of all T.O. 1C-135-9 checklists from Loading Coordination/Preparation through Cargo Off-loading. If unable to complete Cargo Off-loading due to mission requirements, those items must be reviewed prior to logging this event.

- 7.14.82.3. OPR: AMC/A3T.
- 7.14.82.4. Training Media: Aircraft.
- 7.14.82.5. Instructor: Qualified IB.
- 7.14.82.6. Additional Information: Initial P300 event must be IB supervised. P300 may be dual-logged with successful completion of Q180-Cargo MSN Eval.
- 7.14.83. P310—Instructor and Evaluator Duties.
 - 7.14.83.1. Purpose: Event to track seasoning for IP/N/B's and EP/N/B's.
 - 7.14.83.2. Description: Credit **Table** when providing instruction or AFI 11-2KC-135V2 evaluation in-flight or instructing in the OFT.
 - 7.14.83.3. OPR: AMC/A3T.
 - 7.14.83.4. Training Media: OFT or Aircraft.
 - 7.14.83.5. Instructor: Qualified IP/N/B's and EP/N/B's.
 - 7.14.83.6. Additional Information:
- 7.14.84. P355—Trouble Shooting AAR Equipment Malfunctions.
 - 7.14.84.1. Purpose: Upgrade training for Boom Operators.
 - 7.14.84.2. Description: FTU or Instructor Course with BOWST only.
 - 7.14.84.3. OPR: AMC/A3T.
 - 7.14.84.4. Training Media: BOWST.
 - 7.14.84.5. Instructor: Qualified Boom Instructor.
 - 7.14.84.6. Additional Information:
- 7.14.85. P360—Mission Planning and Briefing.
 - 7.14.85.1. Purpose: Continuation and upgrade training for aircrew.
 - 7.14.85.2. Description: All missions start with good planning. All crew members must have a thorough understanding of all facets of the mission. Mission planning will provide a framework for aircrew to brief from so that all necessary items are covered in order to successfully accomplish the mission.
 - 7.14.85.3. OPR: AMC/A3T.
 - 7.14.85.4. Training Media: ATD or Aircraft.
 - 7.14.85.5. Instructor: Not required for continuation training.
 - 7.14.85.6. Additional Information:
 - 7.14.85.7. P360A—Air Force Mission Support System (AFMSS) Mission Planning.
 - 7.14.85.8. P360B—AFMSS DAFIF Data Loading. Identify, load and verify successful update to on-board aircraft system installed on CNS/ATM aircraft.
 - 7.14.85.9. P360C—Manual Moment Computations. Compute weight and balance using manual moments. For Pre-Instructor Upgrade training, discussion should include

information found in applicable weight and balance technical orders and techniques for ensuring proper computations.

7.14.86. P361—Preflight.

7.14.86.1. Purpose: Continuation training for aircrew.

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

7.14.86.3. OPR: AMC/A3T.

7.14.86.4. Training Media: ATD or Aircraft.

7.14.86.5. Instructor: Not required for continuation training.

7.14.86.6. Additional Information:

7.14.87. P366—Checklist Procedures and Use.

7.14.87.1. Purpose: Continuation training for aircrew.

7.14.87.2. Description: The ability to utilize aircrew checklists in a timely & accurate manner.

7.14.87.3. OPR: AMC/A3T.

7.14.87.4. Training Media: ATD or Aircraft.

7.14.87.5. Instructor: Not required for continuation training.

7.14.87.6. Additional Information:

7.14.88. P367—Crew Coordination.

7.14.88.1. Purpose: Continuation training for aircrew.

7.14.88.2. Description: The ability to communicate effectively & timely; sustain a climate of ready and prompt assistance; effectively manage, coordinate, & prioritize planned actions, unexpected events, & workload distribution and provide situational aircraft control, obstacle avoidance, & mission advisories.

7.14.88.3. OPR: AMC/A3T.

7.14.88.4. Training Media: ATD or Aircraft.

7.14.88.5. Instructor: Not required for continuation training.

7.14.88.6. Additional Information:

7.14.89. P369—Aircraft Equipment Operation.

7.14.89.1. Purpose: Requalification and Upgrade Training For Aircrew.

7.14.89.2. Description: Use this event when the crewmember demonstrates proficiency in operating the appropriate aircraft equipment: 1. Ground start and taxi procedures (P, CP). 2. Hydraulic system (P, CP). 3. Fuel panel management (P, CP). 4. Pneumatic system (P, CP). 5. APU (ALL). 6. AAR system (BO). 7. Radar and navigation systems (P, CP, N). 8. Communication radios (ALL). 9. MPRS (P, CP, BO, if applicable).

7.14.89.3. OPR: AMC/A3T.

7.14.89.4. Training Media: ATD or Aircraft.

7.14.89.5. Instructor: Qualified aircrew Instructor.

7.14.89.6. Additional Information:

7.14.90. P380—Spoiler and Lateral Control Demonstration.

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

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

7.14.90.3. OPR: AMC/A3T.

7.14.90.4. Training Media: OFT or Aircraft.

7.14.90.5. Instructor: Qualified Pilot Instructor.

7.14.90.6. Additional Information: Requires IP supervision.

7.14.91. P382—Trim Demonstration.

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

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

7.14.91.3. OPR: AMC/A3T.

7.14.91.4. Training Media: OFT or Aircraft.

7.14.91.5. Instructor: Qualified Pilot Instructor.

7.14.91.6. Additional Information: Requires IP supervision.

7.14.92. P383—Jammed Stabilizer Demonstration.

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

7.14.92.2. Description: Leave stabilizer trim enabled for the entire demonstration. For a more effective demonstration, consider trimming the aircraft for approximately 15 knots greater than normal 20-flap pattern speed. In this condition the aircraft is trimmed for a greater airspeed, allowing for larger spoiler deflections to relieve control pressures while configuring for the approach and landing. It is also good to mention the different

techniques of trimming and why they are not as effective when compared to using spoilers (e.g., differential flaps and CG maintenance).

7.14.92.3. OPR: AMC/A3T.

7.14.92.4. Training Media: OFT.

7.14.92.5. Instructor: Qualified Pilot Instructor.

7.14.92.6. Additional Information: Requires IP supervision.

7.15. Qualifications and Certifications “Q” Events. The following codes provide the basis for tracking aircrew qualification events and aircrew certification using the ARMS database (see **Paragraph 1.8**). ARMS may be used to generate a computerized letter of X’s. MAJCOM/CC (or MAJCOM/A3 if appropriately delegated) may authorize additions and modifications to the purpose and description of the codes to meet specific unit and mission requirements. (T-1.).

7.15.1. Q001—Open-Book Qualification Examination.

7.15.2. Q002—Closed-Book Examination.

7.15.3. Q003—Mission Evaluation.

7.15.4. Q005—ATD Evaluation.

7.15.4.1. Administered in ATD (OFT, CTP, BOWST/BOSS), according to AFI 11-2KC-135 Volume 2 (Do not use for reoccurring checkride requirements). See FTU syllabi for evaluation conducted aboard KC-135 OFT simulators.

7.15.5. Q008—Instructor Evaluation.

7.15.6. Q010—OPLAN-801X Certification.

7.15.6.1. Upon completion of training, certification by Wg/CC or designated representative, IAW AMCI 13-520, Support of Nuclear Planning and Operations, that the aircrew member can perform the OPLAN-801X mission.

7.15.7. Q011—Formation Lead Certification.

7.15.7.1. Units will develop this program. See formation lead duties in AFI 11-2KC135 Volume 3. Designed to certify an AC (upgrading MPD Pilot) as formation lead.

7.15.8. Q014—Difference Certification.

7.15.8.1. Documents all training required to qualify individuals in a different MDS aircraft or different tactic requiring certification is complete (reference A0XX courses). Q014 is not required when an AA01 Qualification/Mission Difference Evaluation or AAXX series evaluation is accomplished in same MDS.

7.15.9. Q015—Special Operations Air Refueling (SOAR) Certification.

7.15.9.1. Certifies completion of all training required to air refuel special operations aircraft. Commanders will determine the requirement for this event and missions to be certified using this event.

7.15.10. Q016—Conventional/Mobility Certification.

7.15.10.1. Wing or Group Commander (or designated representative) certification that a crewmember is prepared to accomplish the unit's conventional or mobility mission as specified in the unit's DOC statement and AEF commitments.

7.15.11. Q017—ILS PRM Certification.

7.15.12. Q021-Q033—AAR Certification.

7.15.12.1. Q021—BRAVO Probe Equipped Receivers.

7.15.12.1.1. Complete video program # 1918 prior to flight or BOWST/BOSS profile. Video #1918 may be used for certification if probe receivers are not available and unit is collocated with BOWST/BOSS. If video certification is used, in-unit certification must complete Q022 prior to starting Q021 training. Students may accomplish Q021 prior to Q022 if actual receivers are used for Q021 certification.

7.15.12.2. Q022—Receptacle Equipped Fighters, Day.

7.15.12.2.1. Complete video program #1919 before flight.

7.15.12.3. Q023—Receptacle Equipped Fighters, Night.

7.15.12.3.1. Complete video program #1919 before flight.

7.15.12.4. Q028—GOLF Day Heavy Receiver. (KC-10, C-5, C-17, E-4., or B-2).

7.15.12.4.1. Accomplishment with one receiver aircraft will certify a Pilot and/or Boom Operator for all five MDS heavy aircraft.

7.15.12.5. Q029—GOLF Night Heavy Receiver. (KC-10, C-5, C-17, E-4., or B-2).

7.15.12.5.1. Accomplishment with one receiver aircraft will certify Boom Operator for all five MDS heavy aircraft (N/A for Pilots).

7.15.12.6. Q033—MPRS Certification.

7.15.12.6.1. This is a Sq/CC certification for crewmembers to operate KC-135 aircraft equipped with MPRS pods. Review A006 training material within 90 days of Q033 certification. See MPRS Certification Training at **Paragraph 5.6.4.3** for details. Boom Operators may accomplish Q033 certification in BOWST/BOSS; however, A006 must be accomplished prior to G991 profile.

7.15.13. Q043—ATD—OFT/WST/BOWST/BOSS Simulator Operator Training. See **Paragraph 5.6.5**

7.15.13.1. Ensure Sq/CC designated crewmembers are familiar with the OFT or WST safety systems, hazards/precautions associated motion systems, and emergency stop/emergency evacuation procedures. Q043 is a one-time certification after initial training with ATS contractor aboard Level C+ OFT training device.

7.15.13.2. Q043B-ATD-BOWST Simulator Operator Training

7.15.13.3. Q043C-BOSS Simulator Operator Training.

7.15.14. Q044—Tactics Cert. See **Paragraph 5.6.6** for details.

7.15.15. Q045—KC-135T-model Certification. See **Paragraph 7.2.8** for course details and **Paragraph 2.5.2** for certification requirements

7.15.16. Q050—Aircraft Commander Touch and Go Landing Certification. See **Paragraph 5.6.7** for details.

7.15.17. Q051—Supervision Of Touch and Go Landings Certification. See **Paragraph 5.6.7** for details.

7.15.18. Q052—AC Supervision of Receiver AR. See **Paragraph 5.6.7** for details.

7.15.19. Q060—EMCON 3 Certification.

7.15.19.1. Requires Sq/CC certification for crewmembers to accomplish EMCON 3 procedures during formation, rendezvous, and AAR on both operational and training sorties.

7.15.20. Q070—EMCON 4 Certification.

7.15.20.1. Requires Sq/CC certification for crewmembers to accomplish EMCON 4 procedures during formation, rendezvous, and AAR on both operational and training sorties.

7.15.21. Q160—Instrument Refresher Course Examination.

7.15.22. Q170—FEF Review.

7.15.23. Q180—Cargo Mission Evaluation.

7.15.24. Q340—Briefing and Control of Passengers Certification Training. See **Paragraph 5.6.10** for details.

7.15.25. Q450—Block 45 Certification

7.15.26. Q579—RNAV/GPS Operations Certification.

7.15.26.1. Course is designed for Pilots qualified on KC-135R aircraft equipped with FMS-800. RNAV/GPS CBT will be followed by a one hour minimum of IBT, which must include a thorough review of relevant publications, terminologies and environments followed by proficiency training in the OFT. OFT requirements in **Chapter 5**.

7.16. Air Refueling (R) Events.

7.16.1. R010—Receiver ARR .

7.16.1.1. Purpose: Qualification and continuation training for RT Pilots

7.16.1.2. Description: Qualification training consists of practice in receiver ARR including closure and contacts. The Instructor will demonstrate all limits and manual boom latching. The student must be able to establish contact under simulated conditions of radio silence, Pilot director lights out, and tanker auto-Pilot off. Students must be declared safe in day activity by an Instructor prior to advancing to night activity. The first night mission should include training during twilight and extend into the hours of darkness. During the hours of darkness, conduct practice in rendezvous, closure, and contacts until able to maintain contact for 10 minutes in a 20 minute period with limited inadvertent disconnects (no more than 2). Continuation training Pilots may credit one R010 per Tanker Air Refueling Control Time (ARCT) by accomplishing a closure from the pre-contact position and maintaining contact for 10 minutes in a 20 minute period with limited disconnects (no more than 2).

7.16.1.3. OPR: AMC/A3T.

7.16.1.4. Training Media: OFT or Aircraft.

7.16.1.5. Instructor: Dual-seat qualified (non-Instructor) ACs must be under direct IP supervision when attempting contacts from the right seat. Receiver Co-Pilots must be under direct Instructor supervision when attempting contacts from either seat.

7.16.1.6. Additional Information: Instructors and Evaluators should accomplish at least two receivers ARR while occupying the right seat. Dual-log with R013

7.16.2. R011—Receiver ARR, Indoctrination.

7.16.2.1. Purpose: Initial indoctrination training for RT Pilots

7.16.2.2. Description: Ability to maintain pre-contact position, recognize any unsafe condition, and safely separate one aircraft from the tanker.

7.16.2.3. OPR: AMC/A3T.

7.16.2.4. Training Media: OFT or Aircraft.

7.16.2.5. Instructor: Qualified IP.

7.16.2.6. Additional Information:

7.16.3. R012—Receiver ARR (Day).

7.16.3.1. Purpose: Continuation training for RT Pilots.

7.16.3.2. Description: The Pilot must be able to establish contact under simulated conditions of radio silence, pilot director lights out, and tanker auto-pilot off and maintain sustained contact for 10 minutes without a disconnect.

7.16.3.3. OPR: AMC/A3T.

7.16.3.4. Training Media: OFT or Aircraft.

7.16.3.5. Instructor: Qualified IP.

7.16.3.6. Additional Information:

7.16.4. R013— Receiver AAR, Aircraft.

7.16.4.1. Purpose: Continuation training for RT Pilots.

7.16.4.2. Description: The Pilot must be able to establish contact, day or night, under simulated conditions of radio silence, Pilot director lights out, and tanker auto-pilot off and maintain sustained contact for 10 minutes without a disconnect.

7.16.4.3. OPR: AMC/A3T.

7.16.4.4. Training Media: Aircraft.

7.16.4.5. Instructor: Qualified IP.

7.16.4.6. Additional Information: Dual-log with R010.

7.16.5. R020—Receiver AAR (Night).

7.16.5.1. Purpose: Continuation training for RT Pilots.

- 7.16.5.2. Description: The Pilot must be able to, during the hours of darkness, conduct practice in rendezvous, closure, and contacts until able to maintain sustained contact for 10 minutes without a disconnect.
- 7.16.5.3. OPR: AMC/A3T.
- 7.16.5.4. Training Media: OFT or Aircraft.
- 7.16.5.5. Instructor: Qualified IP.
- 7.16.5.6. Additional Information:
- 7.16.6. R035—Receiver ARR (Heavy Onload).
 - 7.16.6.1. Purpose: Qualification and continuation training for RT Pilots
 - 7.16.6.2. Description: Requires minimum on-load of 35,000 pounds of fuel. For qualification training, the Pilot must accomplish 10 minutes of contact time within a 20 minute period of arriving in the astern position.
 - 7.16.6.3. OPR: AMC/A3T.
 - 7.16.6.4. Training Media: OFT or Aircraft.
 - 7.16.6.5. Instructor: Qualified IP.
 - 7.16.6.6. Additional Information:
- 7.16.7. R040—Receiver AAR Breakaway.
 - 7.16.7.1. Purpose: Qualification and continuation training for RT Pilots.
 - 7.16.7.2. Description: Initiated with the receiver in the ARR envelope, see procedures in ATP-56(B). ACs must demonstrate proficiency in executing the breakaway. For Pilots, include checklist duties only. All crewmembers must be familiar with the requirements, conditions, and communication signals to initiate a breakaway.
 - 7.16.7.3. OPR: AMC/A3T.
 - 7.16.7.4. Training Media: OFT or Aircraft.
 - 7.16.7.5. Instructor: Qualified IP.
 - 7.16.7.6. Additional Information:
- 7.16.8. R050—Receiver ARR, Tanker Auto-Pilot-Off.
 - 7.16.8.1. Purpose: Qualification and continuation training for RT Pilots.
 - 7.16.8.2. Description: The tanker auto-pilot must be disengaged and ARR contacts should be practiced for a minimum of 10 minutes.
 - 7.16.8.3. OPR: AMC/A3T.
 - 7.16.8.4. Training Media: Aircraft.
 - 7.16.8.5. Instructor: Qualified IP.
 - 7.16.8.6. Additional Information:
- 7.16.9. R060—Tanker AAR.

- 7.16.9.1. Purpose: Continuation training for aircrew
- 7.16.9.2. Description: Credit only one R060 for each receiver cell/ARCT regardless of the number of aircraft in formation. Award credit if AAR contact is established (10 minute toggles engaged time is desirable).
- 7.16.9.3. OPR: AMC/A3T.
- 7.16.9.4. Training Media: ATD or Aircraft.
- 7.16.9.5. Instructor: Not required for continuation training.
- 7.16.9.6. Additional Information: ACs and Pilots may receive credit when occupying either seat position. Additional ACs, Pilots and BOs may log R060 if they accomplish refueling in their primary crewmember position.
- 7.16.10. R064—Pressure Disconnect. (Formal Instructor Course, Instructor only).
- 7.16.11. R065—Receiver Lateral Stability. (Formal Instructor Course, Instructor only).
- 7.16.12. R067—Simulated Receiver Engine-Out. (Formal Instructor Course, Instructor only).
- 7.16.13. R070—Tanker AAR Breakaway.
 - 7.16.13.1. Purpose: Continuation training for aircrew
 - 7.16.13.2. Description: Breakaway should be initiated with the receiver in the AAR envelope. The Pilot and BO must demonstrate proficiency in executing breakaway procedures.
 - 7.16.13.3. OPR: AMC/A3T.
 - 7.16.13.4. Training Media: ATD or Aircraft.
 - 7.16.13.5. Instructor: Not required for continuation training.
 - 7.16.13.6. Additional Information:
- 7.16.14. R071—Receiver-Only Separation. (Formal Instructor Course, Instructor only).
- 7.16.15. R072—Tanker-Only Separation. (Formal Instructor Course, Instructor only).
- 7.16.16. R073—MPRS AAR Pod Breakaway/Emergency Separation.
 - 7.16.16.1. Purpose: Qualification and continuation training for aircrew.
 - 7.16.16.2. Description: Breakaway should be initiated with the receiver in the AAR envelope. The Pilot and BO must demonstrate proficiency in executing MPRS breakaway procedures.
 - 7.16.16.3. OPR: AMC/A3T.
 - 7.16.16.4. Training Media: BOWST/BOSS or Aircraft.
 - 7.16.16.5. Instructor: Not required for continuation training.
 - 7.16.16.6. Additional Information:
- 7.16.17. R080—Tanker AAR Auto-Pilot Off.

- 7.16.17.1. Purpose: Continuation training for aircrew.
 - 7.16.17.2. Description: All axes of the tanker auto-pilot must be disengaged and AAR contacts must be practiced for a minimum of 10 minutes.
 - 7.16.17.3. OPR: AMC/A3T.
 - 7.16.17.4. Training Media: Aircraft.
 - 7.16.17.5. Instructor: Not required for continuation training.
 - 7.16.17.6. Additional Information:
- 7.16.18. R100—Tanker AAR, Heavy Receiver.
- 7.16.18.1. Purpose: Continuation training for aircrew.
 - 7.16.18.2. Description: AAR with any of the following designated heavy receivers: XX-135, XC-130, E-3A-D/F, E-4., E-6, E-8, C-5, C-17, C-32, B-52, B-1, B-2, and KC-10. Dual-log with R060.
 - 7.16.18.3. OPR: AMC/A3T.
 - 7.16.18.4. Training Media: Aircraft.
 - 7.16.18.5. Instructor: Not required for continuation training.
 - 7.16.18.6. Additional Information:
- 7.16.19. R120—Contacts.
- 7.16.19.1. Purpose: Qualification, certification, and continuation training for Boom Operators
 - 7.16.19.2. Description: Includes the total number of contacts accomplished.
 - 7.16.19.3. OPR: AMC/A3T.
 - 7.16.19.4. Training Media: BOWST/BOSS or Aircraft.
 - 7.16.19.5. Instructor: Not required for continuation training.
 - 7.16.19.5.1. Additional Information: Proficiency in day contacts must be demonstrated prior to attempting radio silent or night contacts. Boom Operators may only credit 3 contacts per BOWST/BOSS session.
- 7.16.20. R130—Night Contacts.
- 7.16.20.1. Purpose: Qualification certification and continuation training for Boom Operators.
 - 7.16.20.2. Description: Includes the total number of contacts accomplished during hours of twilight or darkness.
 - 7.16.20.3. OPR: AMC/A3T.
 - 7.16.20.4. Training Media: BOWST/BOSS or Aircraft.
 - 7.16.20.5. Instructor: Not required for continuation training.

- 7.16.20.5.1. Additional Information: Loss of night currency will not cause loss of MR status for day operations. Dual-log with R120/R140 (if applicable)/R150 (if applicable).
- 7.16.21. R135—Preparation for Contact Procedures.
- 7.16.21.1. Purpose: Requalification and certification training for aircrew.
 - 7.16.21.2. Description: Accomplishing the NORMAL PROCEDURES, AIR REFUELING Checklist contained in 1C-135(K)R(II)-1CL-1 and 1C-135(K)R(II)-1CL-3., BOOM OPERATOR'S Abbreviated Flight Crew Checklist.
 - 7.16.21.3. OPR: AMC/A3T.
 - 7.16.21.4. Training Media: ATD or Aircraft.
 - 7.16.21.5. Instructor: Not required for continuation training.
 - 7.16.21.6. Additional Information:
- 7.16.22. R140—Tanker Manual Contact.
- 7.16.22.1. Purpose: Qualification, certification, and continuation training for Boom Operators.
 - 7.16.22.2. Description: Receiver ARR system in normal operation, tanker AAR system in manual operation.
 - 7.16.22.3. OPR: AMC/A3T.
 - 7.16.22.4. Training Media: BOWST/BOSS or Aircraft.
 - 7.16.22.5. Instructor: Not required for continuation training.
 - 7.16.22.6. Additional Information: Prior to attempting, students must demonstrate knowledge of tanker manual operational equipment and procedures. Boom Operators may only credit 2 TMO contacts per BOWST/BOSS session. Dual-log R120.
- 7.16.23. R150—Fighter Contact.
- 7.16.23.1. Purpose: Qualification, certification, and continuation training for Boom Operators.
 - 7.16.23.2. Description: Log the actual number of contacts accomplished. BO must obtain a contact with the fighter.
 - 7.16.23.3. OPR: AMC/A3T.
 - 7.16.23.4. Training Media: BOWST/BOSS or Aircraft.
 - 7.16.23.5. Instructor: Not required for continuation training.
 - 7.16.23.6. Additional Information: Additional BOs may also log a R150 if they accomplish a contact. Currency is not required for alert duty not requiring this event (i.e., 801X, START alerts, etc.). BO may log R150 for B-1 refueling, provided the individual is Q022 qualified. Dual-log R120.
- 7.16.24. R155—Probe and Drogue Contact.

7.16.24.1. Purpose: Qualification, certification, and continuation training for Boom Operators.

7.16.24.2. Description: Log the actual number of contacts accomplished.

7.16.24.3. OPR: AMC/A3T.

7.16.24.4. Training Media: BOWST/BOSS or Aircraft.

7.16.24.5. Instructor: Not required for continuation training.

7.16.24.6. Additional Information: Additional BOs may also log a R150 if they accomplish a contact. Currency is not required for alert duty not requiring this event (i.e., 801X, START alerts, etc.).

7.16.25. R160—Radio Silent Breakaway.

7.16.25.1. Purpose: Qualification, certification, and continuation training for Boom Operators.

7.16.25.2. Description: Event is to be accomplished using radio silent procedures. No radio call will be made during accomplishment of breakaway unless it is needed due to actual emergency or system malfunction. This event may take place with the receiver in either the contact or pre-contact position. For the event to occur from the contact position, prior coordination must take place among the BO, tanker Pilot and receiver Pilot. As a minimum, the time of occurrence must be coordinated.

7.16.25.3. OPR: AMC/A3T.

7.16.25.4. Training Media: BOWST/BOSS or Aircraft.

7.16.25.5. Instructor: Not required for continuation training.

7.16.25.6. Additional Information: Should this event be scheduled as part of a radio silent AAR, coordination can be done any time prior to the flight. This event may also be accomplished during an AAR that does not involve radio silent procedures. Pilots may log R160 any time it is accomplished by the Boom Operator.

7.16.26. R165—Radio Silent AAR.

7.16.26.1. Purpose: Qualification, certification, and continuation training for Boom Operators

7.16.26.2. Description: For mission certification, Boom Operator will demonstrate the ability AAR radio silent to an IBO during an actual AAR. Any type receiver may be used for this training.

7.16.26.3. OPR: AMC/A3T.

7.16.26.4. Training Media: BOWST/BOSS or Aircraft.

7.16.26.5. Instructor: Not required for continuation training.

7.16.26.6. Additional Information: The individual's training records must show certification in radio silent AAR before achieving mission qualification status or participating in EMCON 3 or 4 operations see ATP-56(B) for EMCON descriptions. Pilots may log R165 any time it is accomplished by the Boom Operator.

- 7.16.27. R180—Radio Silent Visual Signals.
- 7.16.27.1. Purpose: Qualification, certification, and continuation training for aircrew.
 - 7.16.27.2. Description: See ATP-56(B).
 - 7.16.27.3. OPR: AMC/A3T.
 - 7.16.27.4. Training Media: BOWST/BOSS or Aircraft.
 - 7.16.27.5. Instructor: Not required for continuation training.
 - 7.16.27.6. Additional Information:
- 7.16.28. R195—Tanker Wing Pod AAR.
- 7.16.28.1. Purpose: Event to track currency in Wing Pod AAR.
 - 7.16.28.2. Description: Credit event if contact is made in-flight from either of two wing tip mounted air refueling (AAR) pods.
 - 7.16.28.3. OPR: AMC/A3T.
 - 7.16.28.4. Training Media: BOWST/BOSS or Aircraft.
 - 7.16.28.5. Instructor: Qualified Aircrew Instructor.
 - 7.16.28.6. Additional Information:
- 7.16.29. R220—Manual Boom Latching (MBL).
- 7.16.29.1. Purpose: Qualification, certification, and continuation training for Boom Operators.
 - 7.16.29.2. Description : Procedure for using receiver boom latching when receiver AAR system malfunctions. Both tanker AAR and receiver ARR systems in manual operation. Also known as Emergency/Override Boom Latching and Amplifier Override.
 - 7.16.29.3. OPR: AMC/A3T.
 - 7.16.29.4. Training Media: BOWST/BOSS or Aircraft.
 - 7.16.29.5. Instructor: Not required for continuation training.
 - 7.16.29.6. Additional Information: MBL procedures may only be accomplished under the following conditions: Direct IP supervision on board receiver aircraft (if other than fighter type). Limit contacts to minimum required. Receiver ARR and tanker AAR systems must be fully operable and a demonstrated receiver Pilot initiated disconnect capability must exist. Do not accomplish boom limit demonstrations, or practice emergency separations. The BO and receiver Pilot must coordinate all actions required by applicable directives and checklists when making AAR contacts during the situations listed above.
- 7.16.30. R225—Reverse Flow AAR. (AETC Instructor Cadre only).
- 7.16.31. R230—Emergency Boom Hoist. (FTU only).
- 7.16.32. R400—Tanker Power Management. (AETC Instructor Cadre only).
- 7.16.33. R410—Aerodynamic Effects of Boom Position. (AETC Instructor Cadre only).

- 7.16.34. R420—Simulated Loss of Tanker Engine During AAR. (AETC Instructor Cadre only).
- 7.16.35. R430—Tanker AAR Evaluation Platform. (AETC Instructor Cadre only).
- 7.16.36. R440—Aerodynamic Effects of Various Closures. (AETC Instructor Cadre only).
- 7.16.37. R450—Turns and Altitude Changes While In Contact. (AETC Instructor Cadre only).
- 7.16.38. R460—Night Light Demonstration. (AETC Instructor Cadre only).

7.17. Special Operations (S) Events. Note: “S” events are required for SOAR qualified crewmembers per the specific continuation training **Table**. Failure to complete the continuation training in the required training period does not result in NMR status.

7.17.1. S036—SOAR Rendezvous.

7.17.1.1. Purpose: Certification, and continuation training for SOAR aircrew.

7.17.1.2. Description: Special operations rendezvous utilizing enroute overtaking rendezvous procedures (see AFI 11-2KC-135V3 Addenda C).

7.17.1.3. OPR: AMC/A3D.

7.17.1.4. Training Media: Aircraft.

7.17.1.5. Instructor: SOAR qualified Instructor.

7.17.1.6. Additional Information: SOAR certified only.

7.17.2. S101—In-flight ARC-210 DAMA SATCOM Training.

7.17.2.1. Purpose: Certification, and continuation training for SOAR aircrew.

7.17.2.2. Description: Loading secure tape, uplink and downlink frequencies, and zeroizing procedures for the ARC-210 DAMA SATCOM radio.

7.17.2.3. OPR: AMC/A3T.

7.17.2.4. Training Media: Aircraft.

7.17.2.5. Instructor: Qualified Instructor.

7.17.2.6. Additional Information:

7.18. Survival Training (SS) Events. Refer to AFI 16-1301, for specific instructions and course requirements.

7.18.1. SS01—Local Area Survival.

7.18.1.1. Purpose: Identify local policies and procedures that could affect an aircrew member’s recovery. Determine personnel recovery tactics, techniques and procedures applicable to local area flying operations.

7.18.1.2. Description: Event requirements are defined in AFI 16-1301.

7.18.1.3. OPR: AMC/A3DT.

7.18.1.4. Training Media: IBT, SERE products.

7.18.1.5. Instructor: SERE Instructor or ARC Equivalent.

7.18.1.6. Additional Information: SS01 is a one-time requirement, to be accomplished prior to the first flight; each base of assignment. Units may combine and dual-log with Aircrew Flight Equipment Familiarization Training (LL01.). Each unit is responsible for tailoring training to meet unit needs.

7.18.2. SS02—Combat Survival Training (CST).

7.18.2.1. Purpose: Academic and field training designed for aircrew members whose duties may include overflight of or deployment to hostile territory. CST provides aircrew members an opportunity to demonstrate their ability to operate AFE, employ survival/evasion techniques, and practice rescue procedures under simulated combat conditions.

7.18.2.2. Description: See AFI 16-1301 and MAJCOM supplement. This course includes in-depth instruction for aircrew members to demonstrate their ability to operate aircrew flight equipment, employ survival/evasion techniques, and rescue procedures under simulated combat conditions.

7.18.2.3. OPR: AMC/A3D.

7.18.2.4. Training Media:

7.18.2.5. Instructor: Wing Tactics/SERE.

7.18.2.6. Additional Information: Course length will not exceed one training day. Units may schedule aircrew members to complete both CST and WST events in a single training day.

7.18.3. SS03—Conduct After Capture (CAC) Training.

7.18.3.1. Purpose: Training designed for crewmembers in units with a war fighting responsibility, commonly referred to as Resistance Training (RT).

7.18.3.2. Description: Provides refresher training for wartime, governmental, and hostage detention situations.

7.18.3.3. OPR: AMC/A3D.

7.18.3.4. Training Media:

7.18.3.5. Instructor: Wing Tactics/SERE.

7.18.3.6. Additional Information: Course is classified “Secret” and requires a classified capable classroom. Mission Ready (MR)/Combat Mission Ready (CMR) and personnel assigned to combat-coded units will receive CAC every 36 months. 36 month currency starts from last accomplishment of training date, either formal school or continuation training.

7.18.4. SS05—Water Survival Training (WST).

7.18.4.1. Purpose: To provide crewmembers the opportunity to demonstrate proficiency for survival and recovery from a water environment using weapon system survival equipment.

7.18.4.2. Description: Conduct initial S-V90-A (SS32) according to AFI 16-1301. Crewmembers will demonstrate the ability to employ water survival techniques and rescue procedures. Survivor needs using water-related equipment, accessories, and procedures will be stressed. An emphasis will be placed on the appropriate use of passenger support equipment and the proper care of passengers during a survival situation. See MAJCOM supplement.

7.18.4.3. OPR: AMC/A3D.

7.18.4.4. Training Media:

7.18.4.5. Instructor: Wing Tactics/SERE.

7.18.4.6. Additional Information: Mission Ready (MR)/Combat Mission Ready (CMR) and personnel assigned to combat-coded units will receive WST in accordance with requirement in AFI 16-1301. Course length will not exceed six hours. Units may schedule aircrew members to complete both WST and CST in a single training day.

7.18.5. SS07—Contingency SERE Indoctrination (CSI).

7.18.5.1. Purpose:

7.18.5.2. Description: CSI is a Combatant Command directed activity for High Risk of Capture/Isolation (HRC/I) personnel deploying to a specific theater of operations or contingency. CSI is current for a period of time as determined by gaining Combatant Command (normally 2 years).

7.18.5.3. OPR: AMC/A3D.

7.18.5.4. Training Media:

7.18.5.5. Instructor: Wing Tactics/SERE. If no certified briefer is available locally, coordinate (with sufficient lead time) through AMC/A3DT for a scheduled briefing.

7.18.5.6. Additional Information: HQ/AF AND MAJCOMS do not control course content or frequency. Waiver authority is the Combatant Command Joint Forces Air Component Commander (JFACC) or Combined Forces Air Component Commander (CFACC), as applicable. As required by contingency and/or theater training tasking only.

7.18.6. SS20— Wartime Level-C, (Combat Survival Training, S-V80-A).

7.18.6.1. Purpose: Initial Combat Survival Training

7.18.6.2. Description: See AFI 16-1301 and MAJCOM supplement. This course includes in-depth instruction for aircrew members to demonstrate their ability to operate aircrew flight equipment, employ survival/evasion techniques, and rescue procedures under simulated combat conditions.

7.18.6.3. OPR: AMC/A3D.

7.18.6.4. Training Media:

7.18.6.5. Instructor: AETC assigned 22TRS/CPR personnel.

7.18.6.6. Additional Information:

7.18.7. SS31— Water Survival Training, Parachuting, S-V86-A.

7.18.7.1. Purpose: Initial Water Survival Training, Parachuting, Training

7.18.7.2. Description: Conduct initial S-V86-A (SS31.) according to AFI 16-1301. Crewmembers will demonstrate the ability to employ water survival techniques and rescue procedures. Survivor needs using water-related equipment, accessories, and procedures will be stressed. An emphasis will be placed on the appropriate use of passenger support equipment and the proper care of passengers during a survival situation. See MAJCOM supplement.

7.18.7.3. OPR: AMC/A3D.

7.18.7.4. Training Media:

7.18.7.5. Instructor: AETC assigned 22TRS/CPR personnel.

7.18.7.6. Additional Information:

7.18.8. SS32— Water Survival Training, Non-Parachuting, S-V90-A.

7.18.8.1. Purpose: Initial Water Survival Training, Non-Parachuting, Training

7.18.8.2. Description: Conduct initial S-V90-A (SS32) according to AFI 16-1301. Crewmembers will demonstrate the ability to employ water survival techniques and rescue procedures. Survivor needs using water-related equipment, accessories, and procedures will be stressed. An emphasis will be placed on the appropriate use of passenger support equipment and the proper care of passengers during a survival situation. See MAJCOM supplement.

7.18.8.3. OPR: AMC/A3D.

7.18.8.4. Training Media:

7.18.8.5. Instructor: AETC assigned 22TRS/CPR personnel.

7.18.8.6. Additional Information:

7.19. MPD (V) Events.

7.19.1. V280—MPD Phase I.

7.19.2. V281—MPD Phase II.

7.19.3. V282—HQ AMC Orientation Tour GRACC.

7.20. Visual Threat Recognition & Avoidance (VT) Events.

7.20.1. VT01—Initial Visual Threat Recognition and Avoidance Trainer (VTRAT).

7.20.1.1. Purpose: Training to recognize tactical environment aircraft threats.

7.20.1.2. Description: Approved VTRAT profile for aircraft threats in a tactical environment.

7.20.1.3. OPR: AMC/A3D.

7.20.1.4. Training Media: IBT with VTRAT device.

7.20.1.5. Instructor: FTU or graduate of the USAFWS, the AFEC Tactics School, CATS, or the AATTC Aircrew Course.

7.20.1.6. Additional Information: Course should be taught in a group setting. Dual- log VT05 upon completion.

7.20.2. VT05 —Threat Recognition Refresher.

7.20.2.1. Purpose: Ensure aircrews are trained to recognize tactical environment aircraft threats.

7.20.2.2. Description: This training will focus on threat recognition and reporting and can be completed in conjunction with G060.

7.20.2.3. OPR: AMC/A3D.

7.20.2.4. Training Media: VT05 hard drive and/or VTRAT device.

7.20.2.5. Instructor: Graduate of the USAFWS, the AFEC Tactics School, Basic Aircrew Tactics Studies (BATS), CATS, or the AATTC Aircrew Course.

7.20.2.5.1. (MILDENHALL) Graduates of CATS-MECOC, CATS only, or MECOC only can also teach this course.

7.20.2.6. Additional Information: Course may be taught in a group setting. Dual-log VT05 upon completion of VT01. Failure to complete this event will result in NMR status and the member will be non-deployable until the event is accomplished.

7.21. Unit Defined (X) Events. Reserved for use by local units. Publish OG/CC level guidance documenting local event identifiers, associated ARMS nomenclature, volume, currency and/or frequency. OG/CC should review all “X” events for relevancy to the unit’s mission during the TRP. This review will be documented in the TRP minutes (see **Paragraph** 1.4.5.2.).

7.21.1. (MILDENHALL) 100 OG defined “X” events will be documented in a memo signed by the 100 OG/CC. Each “X” event will be reviewed at the semi-annual TRP and updated as applicable.

MARK C. NOWLAND, Lt Gen, USAF
Deputy Chief of Staff, Operations
(MILDENHALL)

DEREK M. SALMI, Colonel, USAF Commander

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

1C-135(K)R(II)-1CL-1, PILOTS' Abbreviated Flight Crew Checklist

1C-135(K)R(II)-1CL-3., BOOM OPERATOR'S Abbreviated Flight Crew Checklist.

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Executive Order 9397, Numbering System for Federal Accounts Relating to Individual Persons

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AFPD 16-8, Arming Of Aircrew, Mobility, And Overseas Personnel, 18 May 1993 AFPD 51-4., Compliance With the Law of Armed Conflict (LOAC), 4 Aug 2011 AFI 10-403., Deployment Planning and Execution, 20 Sep 2012

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AFI 33-201, Volume 2, Communications Security (COMSEC) User Requirements, 26 Apr 2005

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AF Form 8, Certificate of Aircrew Qualification
AF Form 63., Active Duty Service Commitment (ADSC) Acknowledgement Statement
AF Form 522, USAF Ground Weapons Training Data
AF Form 847, Recommendation for Change of Publication
AF Form 1042, Medical Recommendation for Flying or Special Operational Duty
AF Form 1381, USAF Certification of Air Crew Training
AF Form 1522, ARMS Additional Training Accomplishment Report
AF Form 4022, Aircrew Training Folder
AF Form 4023., Aircrew Training Progress Report
AF Form 4024., Aircrew Training Accomplishment Report
AF Form 4025, Aircrew Summary/Close-Out Report
AF Form 4031, CRM Skills Criteria Training/Evaluation
AF Form 4168, COMSEC Responsible Officer and User Training Checklist (LRA) AF Form 4324., Aviation Resource Management System (ARMS) Upgrade Worksheet AFTO Form 781A, Maintenance Discrepancy and Work Document
AFTO Form 781H, Aerospace Vehicle Flight Status and Maintenance
DD Form 365-4., Weight and Balance Clearance Form F – Transport/Tactical
DD Form 1833., Isolated Personnel Report (ISOPREP)

Abbreviations and Acronyms

A—Annual
AAR—Air to Air Refueling (Tanker)
AATTC—Advanced Airlift Tactics Training Center
A3T—Chief, Aircrew Operations and Training
AC—Aircraft Commander
ACBRNTQT—Aircrew Chemical Biological Radiological Nuclear Task Qualification Training
ACCA—Aircrew Contamination Control Area
ACDE—Aircrew Chemical Defense Ensemble
ACDT—Aircrew Chemical Defense Training
ACDTQT—Aircrew Chemical Defense Task Qualification Training
ACQ—Aircraft Command Qualification
ACU—Aircraft Commander Upgrade
AD—Active Duty

ADLS—Advanced Distributed Learning Service (ADLS)
ADS—Automatic Dependent Surveillance (-A/-C) Addressed/Contract; (-B) Broadcast
ADSC—Active Duty Service Commitment
AECM—Aeromedical Evacuation Crew Members
AEF—Air Expeditionary Force
AERP—Aircrew Eye/Respiratory Protection
AETC—Air Education and Training Command
AF—Air Force
AFB—Air Force Base
AFC2IC—Air Force Command and Control Integration Center
AFDL—Air Force Distance Learning
AFE—Aircrew Flight Equipment
AFI—Air Force Instruction
AFJI—Air Force Joint Instruction
AFMAN—Air Force Manual
AFMSA—Air Force Medical Support Agency
AFMSS—Air Force Mission Support System
AFPD—Air Force Policy Directive
AFRC—Air Force Reserve Command
AFSC—Air Force Specialty Code
AFSIR—Air Force Spectrum Interference Resolution
AFTO—Air Force Technical Order
AFTTP—Air Force Tactics, Techniques, and Procedures
AIT—Aircrew Intelligence Training
AMC—Air Mobility Command
AMCAOS—Air Mobility Command Auxiliary Operational Squadron
ANG—Air National Guard
AOC—Air Operations Center
AOR—Area Of Responsibility
AP—Auto Pilot or Area Planning
APU—Auxiliary Power Unit
ARMS—Aviation Resource Management System

AR—As Required
ARASQ—Aerial Refueling Airplane Simulator Qualification
ARC—Air Reserve Component (ANG and AFRC)
ARCT—Air Refueling Control Time
ARMS—Aviation Resource Management System
ARR—Air Refueling (Receiver)
ASEV—Aircrew Standardization/Evaluation Visit
ASR—Airport Surveillance Approach
AT—Academic Training
ATC—Air Traffic Control
ATD—Aircrew Training Device
ATM—Air Traffic Management
ATS—Aircrew Training System
AWACS—Airborne Warning and Control System
B—Biennial
BATS—Basic Aircrew Tactics Studies
BAQ—Basic Aircraft Qualification/Qualified
BDA—Boom Drogue Adapter
BMC—Basic Mission Capable
BO—Boom Operator
BOSS—Boom Operator Simulation System
BOWST—Boom Operator Weapon System Training C—Cyclical (17-Month Qualification Evaluation Cycle) CAC—Conduct After Capture
CATS—Combat Aircrew Tactics Studies
CBRNE—Chemical, Biological, Radiological, Nuclear and High Yield Explosive
CBT—Computer-Based Training
CC—Commander or appropriate ARC Operations Supervisor
CCMD—Combatant Command (Organization)
CCP—Command and Control Procedures
CD—Chemical Defense
CEA—Career Enlisted Aviator
CFACC—Combined Forces Air Component Commander
CHUM—Chart Update Manual

CLT—Cargo Loading Trainer

CNS/ATM—Communication, Navigation, Surveillance/Air Traffic Management

COCOM—Combatant Command (Authority)

COMSEC—Communications Security

CONOPS—Concept of Operations

CONUS—Continental United States

COR—Contracting Officer Representative

CPDLC—Controller Pilot Data Link Communications

CPT—Cockpit Trainer

CRG—Contingency Response Group

CRM—Crew Resource Management

CRO—COMSEC Responsible Officer

CRW—Contingency Response Wing

CSD—Class Start Date

CSI—Contingency SERE Indoctrination

CST—Combat Survival Training

CT—Continuation Training

CUR—Currency

DAMA—Demand Assigned Multiple Access

DMO—Distributed Mission Operations

DNIF—Duty Not Involving Flying

DO—Deputy Commander for Operations

DOC—Designed Operational Capability

DoD—Department of Defense

DOT—Department of Training

DQT—Difference Qualification Training

DSN—Defense Switched Network

EAM—Emergency Action Message

EBL—Emergency Boom Latching

ECAC—Evasion Conduct After Capture

EMCON—Emission Control

EB—Fully Certified/Qualified Evaluator Boom Operator (who is performing Evaluator duties on the mission)

EP—Fully Certified/Qualified Evaluator Pilot(who is performing Evaluator duties on the mission)

EPA—Evasion Plan of Action

ESD—Evaluator Standards Document

ETCA—Education and Training Course Announcements

ETP—Equal Time Point

EWO—Emergency War Order

FAA—Federal Aviation Administration

FAR—Federal Aviation Regulations

FAIP—First Assignment Instructor Pilot

FB—Basic Qualified Boom Operator

FCIF—Flight Crew Information File

FE—Flight Examiner or Evaluator

FEF—Flight Evaluation Folder

FIH—Flight information Handbook

FLIP—Flight Information Publications

FIt/CC—Flight Commander

FMAC—Fuel Management Advisory Computer

FMS—Flight Management System or Foreign Military Sales

FN—Basic Qualified Navigator/CSO

FP—Qualified Pilot

FPL—Qualified MR Aircraft Commander Course Graduate prior to Aircraft Commander Certification (ARMS Code)

FP” X”—Either a

FPC—MR MPD Phase I Pilot, a

FPN—Qualified Non-Mission Ready Pilot (ARMS Code) or a

FPQ—Flight Qualified Mission Ready MPD Pilot

FS—Flight Surgeon

FTC—Faculty Training Course

FTL—Flying Training Level

FTU—Formal Training Unit

FY—Fiscal Year

GATM—Global Air Traffic Management

GCI—Ground Control Intercept
GIPTT—CNS/ATM Integrated Hand Controller Part Task Trainer
GP—General Planning
GPS—Global Positioning System
GPRD—Graduate Program Requirements Document
vGRACC—Virtual Global Ready Aircraft Commander Course
GST—Ground System Training
GT—Ground Training
HARM—Host Aviation Resource Management
HF—High Frequency
HQ—Headquarters
HRC/I—High Risk of Capture/Isolation
IA—Information Assurance
IAP—Instrument Approach Procedure
IAW—In Accordance With
IBO—Instructor Boom Operator
IBT—Instructor-Based Training
ICAO—International Civil Aviation Organization
IFF/SIF—Identification, Friend or Foe/Selected Identification Features
ILS—Instrument Landing System
IMC—Instrument Meteorological Conditions
IN—Instructor Navigator/CSO
INC—Incomplete
IOS—Instructor Operator Station
IP—Fully Certified/Qualified Instructor Pilot who is performing instruction on the mission
IPD—International Program Directives
IQT—Initial Qualification Training
IRC—Instrument Refresher Course
ISD—Instructional Systems Development
ISOPREP—Isolated Personnel Report
LAHSA—Low Altitude High Speed Arrivals
L-BAND—Satellite Communications Frequency

LAHSD—Low Altitude High Speed Departures
LNAV—Lateral Navigation
LOAC—Law Of Armed Conflict
M—Monthly
MAF—Mobility Air Force
MAJCOM—Major Command
MB—Mission Boom Operator
MBL—Manual Boom Latching
MCT—Mission Certification Training
MDS—Mission-Design-Series (i.e., KC-135R)
MFD—Multi-Function Display
MFR—Memorandum For Record
MILPDS—Military Personnel Data System
MILSAT—Military Satellite
MISREP—Mission Reports
MITO—Minimum Interval Takeoff
MN—Mission Navigator/CSO
MNPS—Minimum Navigation Performance Specification
MNPSA—Minimum Navigation Performance Specification Airspace
MOST—Mission Oriented Simulator Training
MOU—Memorandum Of Understanding
MP—Mission Pilot
MPD—Mobility Pilot Development
MPF—Military Personnel Flight
MPRS—Multi-Point Refueling System
MQT—Mission Qualification Training
MQTP—Maintenance Qualification Training Program
MR—Mission Ready
MSSR—Media Selection Syllabus Report
MTL—Master Task Listing
MX—Maintenance
N/A—Not Applicable

NAF—Numbered Air Force

NAT—North Atlantic Track

NAVAID—Navigational Aid

NERS—North Atlantic European Routing System

NGB—National Guard Bureau

NLT—Not Later Than

NMR—Non-Mission Ready

NPT—Navigator/CSO Procedural Trainer

NVG—Night Vision Goggles

O & M—Organizational and Maintenance

OCONUS—Outside the Continental United States

OFT—Operational Flight Trainer (KC-135 R-model Simulator)

OG—Operations Group

OGI—Operations Group Instruction

OG/CC—Operations Group Commander

OGV—Operations Group Standardization and Evaluation
OMAR—Objective Media Analysis Report

OME—Operational Mission Evaluation

ORM—Operational Risk Management

OPLAN—Operations Plan

OPORD—Operations Order

OPR—Office of Primary Responsibility

OSA—Operational Support Airlift

OSS—Operations Support Squadron

P—Proficient

PA—Privacy Act

PAA—Primary Aircraft Authorization

PACAF—Pacific Air Forces

PACOT—Pacific Organized Track System

PAI—Primary Aircraft Inventory

PAMS—Pilot Absorption Management System

PAR—Precision Approach Radar

PCS—Permanent Change of Station

PF—Pilot Flying
PFT—Programmed Flying Training
PIC—Pilot In Command
PIQ—Pilot Initial Qualification
PLZT—Polarized Lead-Lanthum-Zirconate-Titanate
PM—Pilot Monitoring
POC—Point Of Contact
PR—Progress Review
PRM—Precision Runway Monitoring
PTT—part task trainer
PWS—Performance of Work Statement
QAI—Quality Assurance Issue
QAR—Quality Assurance Report
RAIM—Receiver Autonomous Integrity Monitor
R&C—Review and Certification
RDS—Records Disposition Schedule
RFI—Request For Information
RGA—Rotation Go-Around
RIP—Report of Individual Personnel
RNAV—Area Navigation
RNP—Required Navigation Performance
ROBE—Roll-On Beyond-Line-of-Sight Communications Equipment
RPL—Required Proficiency Level
RQT—Requalification Training
RTRB—Realistic Training Review Board
RTU—Replacement Training Unit
RV—Rendezvous
SA—Semi-Annual
SABC—Self Aid Buddy Care
SATCOM—Satellite Communications
SERE—Survival, Evasion, Resistance, and Escape
SG—Surgeon General

SIM—Simulator
SIMCERT—Simulator Certification
SIPRNET—Secret Internet Protocol Router Network
SKE—Station Keeping Equipment
SKL—Simple Key Loader
SME—Subject Matter Expert
SOAR—Special Operations Air Refueling
SOC—Senior Officer Course
SORTS—Status Of Resources and Training System
SPEC—Specification
SPINS—Special Instructions
Sq/CC—Squadron Commander
Sq/DO—Squadron Director of Operations
SRB—System Review Board
SSN—Social Security Number
Stan/Eval—Standardization and Evaluation **STAR**—Standard Terminal Arrival
START—Strategic Arms Reduction Treaty
STRP—Squadron Training Review Panel
TACAN—Tactical Aid to Navigation
TACC—Tanker Airlift Control Center
TCAS—Traffic Alert Collision Avoidance System (also called E-TCAS)
TDAPPS—Training Data Acquisition, Analysis, and Playback System
TDY—Temporary Duty
TFT—Total Flying Time
TG—Training Guide
TIM—Technical Interchange Meeting
TMO—Tanker Manual Operation
TMS—Training Management System
T.O—Technical Order
TRP—Training Review Panel
TTU—Technical Training Unit
TX—Transition

UB—Unqualified Boom Operator

UDM—Unit Deployment Manager

UE—Unit-Equipped

UHF—Ultra High Frequency

UN—Unqualified Navigator/CSO

UP—Unqualified Pilot

SUPT—Undergraduate Pilot Training

US—United States

USAF—United States Air Force

USAFEC—United States Air Force Expeditionary Center

USAFE—United States Air Forces in Europe

USAFWS—United States Air Force Weapons School

USSTRATCOM—United States Strategic Command

VFR—Visual Flight Rules

VHF—Very High Frequency

VMC—Visual Meteorological Conditions

VOR—VHF Omnidirectional Range

VSR—Visual System Replacement

VTRAT—Visual Threat Recognition and Avoidance Trainer

Wg/CC—Wing Commander

WIC—Weapons Instructor Course

WPS—Weapons School

WST—Weapon System Trainer (Includes Air Vehicle Simulator linked to the Loadmaster or Boom Operator Station) or Water Survival Training

WX—Weather

Terms

Academic Training—A course of instruction including, but not limited to, classroom instruction for aircraft systems and operation, flight characteristics and techniques, performance, normal procedures, abnormal procedures, and emergency procedures. To adequately prepare students, academic courses should be completed prior to simulator or flight training.

Aircraft Commander (AC)—Pilot who has been certified to perform “Pilot-in-command” duties.

Aircraft Systems Refresher—Aircraft and crew position unique systems refresher courses.

ARR Mission—Flight that involves AAR procedures as a receiver aircraft.

Aeromedical Evacuation (AE)—The movement of patients under medical supervision to and between medical treatment facilities by air transportation.

Aircrew Training Device (ATD)—Includes cockpit procedures trainer, Boom Operator part task trainer, weapons systems trainer, operational flight trainer, celestial training device, Table top navigation and rendezvous trainer, cargo loading trainer, and other flight simulators.

Aircrew Training System (ATS)—Integrated qualification, upgrade, and continuation training program for crewmembers. Civilian contractors conduct most academic and ATD training.

Annual—Training required once every calendar year.

Basic Aircraft Qualified (BAQ)—Aircrew member who has successfully completed an in-flight evaluation, but is not mission qualified in his or her assigned aircraft.

Biennial—Training required once every two calendar years.

Boom Operator Simulation System (BOSS)—ANG Aircrew Training Device (simulator) providing virtual flight environment in which KC-135 Boom Operators learn, develop, improve, and integrate skills associated with the KC-135 boom pod.

Boom Operator Weapon System Trainer (BOWST)—Aircrew Training Device (simulator) providing virtual flight environment in which KC-135 Boom Operators learn, develop, improve, and integrate skills associated with the KC-135 boom pod.

Cargo Load Trainer (CLT)—Aircrew Cargo Load Trainer device that provides actual environment in which crewmembers learn, develop, improve, and integrate skills associated with their crew position. The KC-135 ATS operate one CLT configured for KC-135R training located at Altus AFB. The CLT is an actual aircraft with wings removed. The interior of the CLT allows crewmembers to configure the space for floor loading and/or cargo rail loads. Communication, Navigation, Surveillance-Air Traffic Management.

Communications Security (COMSEC)—COMSEC material, other than equipment or devices, that assists in securing communications and which is required in the production, operation, or maintenance of COMSEC systems and their components. Examples are keys, codes, authentication information in physical or electronic form, call signs, frequencies, and supporting documents.

(CNS/ATM)—The USAF is equipping aircraft to meet a specific Communication, Navigation, or Surveillance mandate to fly in a sovereign nation's specified airspace. CNS/ATM addresses the three major system categories worldwide (communication, navigation, and surveillance) and includes the intended end state for these changes: the transition from ATC to Air Traffic Management (ATM) The term further achieves standardization DoD-wide. The Global Access Navigation and Safety (GANS) Team on 6 May 2004 adopted policy for future programming documents such that the term “CNS/ATM” will replace “GATM.”

Computer-Based Training (CBT)—Ground training system that uses computer-generated graphics or text in conjunction with interactive programs as the primary medium of instruction.

Continuation Training—Ground and flight training events necessary to maintain mission-ready or basic aircraft qualification status.

Crew resource Management (CRM) Training—See specifics of CRM in AFI 11-290. CRM is designed to improve aircrew teamwork, dynamics, and effectiveness.

Critical Phases-of-Flight—See AFI 11-2KC-135V3. The Instructor must occupy one of the seats or stations, with immediate access to the controls.

Currency Event—Flying continuation training events with prescribed maximum interval-between-accomplishment shown in the Current (CUR) column.

Cycle—17-month cycle based on in-flight evaluation completion as defined in AFI 11-202V2 and AFI 11-2KC-135V2 and appropriate MAJCOM supplement.

Direct Instructor Supervision—Instructor of like specialty with immediate access to controls (for Pilot position, Instructor will occupy either seat).

Event—A training requirement or training event described in this AFI. Several events or tasks constitute a training profile.

Familiarization Event—An item completed by demonstration, observation, briefing, or in-seat experience. Proficiency is not required.

Flight Examiner or Evaluator—A crewmember designated to administer evaluations as defined in AFI 11-202V2 and the appropriate MAJCOM supplement.

Flight Surgeon

(FS)—Medical doctor qualified to perform flight surgeon duties and has current aeronautical orders in that AFSC.

Frequency—How often an event must be accomplished to maintain currency. See **Table A1.1.** below.

Instructor—Crewmember trained, qualified, and certified by the Sq/CC as an Instructor.

Instructor-Candidate—A crewmember undergoing upgrade training to Instructor.

Instructor Supervision—A qualified Instructor of like specialty supervising a maneuver or event.

Mission-Oriented Simulator Training

(MOST)—Part of the aircrew training program; includes a practical application, a full-mission scenario in the OFT.

Mission-Ready (MR)—Crewmember who is current, qualified, and certified in the unit's missions.

Mission Review Panel (MRP)—Unit level staff, reviews previous day's flight and ground training.

Mobility Pilot Development

(MPD)—The process by which a MPD Pilot transitions from a new dual-seat qualified Pilot in the MDS to a fully qualified and certified ACs.

Monthly—Training required once every calendar month.

Night—After official sunset until before sunrise as defined in AFI 11-401.

Non-Mission Ready (NMR)—A crewmember that is unqualified, non-current or incomplete in required continuation training, or not certified to perform the unit mission.

Operational Flight Trainer (OFT)—KC-135R-model Aircrew Training Device (simulator) that provides synthetic flight and tactics environment in which crewmembers learn, develop, improve, and integrate skills associated with their crew position. The KC-135 ATS operates 19 OFT devices configured for KC-135R-model training at 13 locations worldwide.

Overseas Sortie (OCONUS sortie)—A sortie that includes a take-off or landing outside the 48 contiguous states of the United States.

Primary Aircraft Authorization (PAA)—KC-135 aircraft (primary, secondary, Instructor or Evaluator) and simulator time count towards PAA hours. Do not count other time towards PAA time.

Part Task Trainer (PTT)—A physical aircrew training device (ATD) to practice a specific training task e.g., GIPTT) or software on FTU or ATS site CBT system e.g., Data Link, FMAC, etc.

Pilot Initial Qualification (PIQ)—Term used to describe the FTU course for initial qualification of a Specialized Undergraduate Pilot Training student into a MAF KC-135 Pilot.

Pipeline—An initial qualification trainee directed for training by the AF Personnel Center process.

Quarterly—3-month periods defined as 1 October to 31 December (first quarter of the fiscal year), 1 January to 31 March, 1 April to 30 June, and 1 July to 30 September.

Queen Bee ATD—Simulator used by non-collocated units.

Quinquennial—Training required once every 5-years.

Requalification Training—Training to requalify a crewmembers in an aircraft in which they have been previously qualified. See **Chapter 2** for requalification training requirements.

Semiannual—6-month training periods from 1 January to 30 June and 1 July to 31 December.

Simulated Engine Failure Take-off Continued

(EFTOC) —Practice procedure simulating engine failure after a take-off or touch and go.

Supervised Training Status—Crewmember will fly under Instructor supervision as designated by the Sq/CC or Evaluator. Use as result of loss of currency or due to less-than-qualified evaluation.

Tactical Arrival and Departures

(TAD) —Tactical maneuvers in AFI 11-2KC-135V3.

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

Training Guide—All locally developed Training Guides must contain the same data as the form or forms they are meant to replace but must not be alterations of the base form. Training Guides will be MAJCOM approved.

Triennial—Training required once every three calendar years.

Weapon System Trainer

(WST)—A device which provides an artificial training/tactics environment in which operators learn, develop, improve and integrate mission skills associated with their crew position in a specific defense system.

Attachment 2

AIRCREW TRAINING DOCUMENTATION

Table A2.1. (MILDENHALL) Frequency Definitions

Term	Definition	Example
180D, 365 , etc.	Expires at the end of the <i>n</i> th day after the Last Accomplished Date.	180D: If Last accomplished = 10 Feb 07 Expires End of = 8 Aug 07 Overdue = 9 Aug 07
M, 2M, 6M 12M, 24M , etc.	Expires at the end of the last day of the <i>n</i> th Calendar Month after Last Accomplished.	15M: If Last accomplished = 10 Feb 07 Expires End of = 31 May 08 Overdue = 1 Jun 08
Q - Quarterly	Expires at the end of the last day of the Quarter after the Last Accomplished Quarter. Training Quarters are defined under the term " Quarterly ."	If Last accomplished = 10 Feb 07 Expires End of = 30 Jun 07 Overdue = 1 Jul 07
4Q – 4th quarter	Expires at the end of the last day of the 4th Quarter after the Last Accomplished Quarter. Training Quarters are defined under " Quarterly ."	4Q: If Last accomplished = 10 Feb 07 Expires End of = 31 Mar 08 Overdue = 1 Apr 08
SA – Semi- Annual	Expires at the end of the last day of the Semiannual period <i>after</i> the training was accomplished. The <i>Semiannual Training Periods</i> are specified under the term " Semiannual ."	If Last accomplished = 10 Feb 07 Expires End of = 31 Dec 07 Overdue = 1 Jan 08
A - Annual	Expires at the end of the last day of the Calendar Year <i>after</i> the training was accomplished.	If Last accomplished = 10 Feb 07 Expires End of = 31 Dec 08 Overdue = 1 Jan 09
B - Biennial	Expires at the end of the last day of the 2nd Calendar Year <i>after</i> Training was accomplished.	If Last accomplished = 10 Feb 07 Expires End of = 31 Dec 09 Overdue = 1 Jan 10
T - Triennial	Expires at the end of the last day of the 3rd Calendar Year <i>after</i> Training was accomplished.	If Last accomplished = 10 Feb 07 Expires End of = 31 Dec 10 Overdue = 1 Jan 11
One-time	Self-explanatory	
AR –As required	Self-explanatory	

A2.1. General Information. This attachment provides guidelines on proper training documentation. Instructions are provided for AF Form 4022, Aircrew Training Folder, AF Form 4023, AMC/A3TA approved full page 4023., Aircrew Training Progress Report, AF Form 4024., Aircrew Training Accomplishment Report, and AF Form 4025, electronic training folders,

GTIMS equivalent products and aircrew training guides. These forms are prescribed in AFI 11-2C5 Volume 1, C5 Aircrew Training.

A2.1.1. Create an AF Form 4022 for ETCA formal training courses (formal school or in-unit), mission certification, special qualification and certification (if simulator or flight is required, in-unit upgrade program to the next higher crew qualification, requalification training (formal school or in-unit), AC upgrade training, and all corrective action or additional training requiring a simulator or flight (if directed by the squadron commander). (see AMC/A3T SharePoint®, Universal Aircrew Training, for examples of AF Form 4022, 4023., 4024., 4025). Exception: WIC Instructors and students will follow the documentation directed by USAFWS. MCT requirements may be tracked with Cadre Instructor (CIC) when accomplished simultaneously and do not require a separate AF Form 4022.

A2.1.1.1. The unit operations officer may waive the training folder requirement if corrective action or additional training is limited (e.g., if no simulator or flight is required). If initiated, the Instructor or flight examiner who evaluated the aircrew member's performance will enter comments pertinent to the training deficiency on AF Form 4023 or the electronic training folder. Use the existing AF Form 4022 for end-of-course evaluations that result in additional training.

A2.1.1.2. At the unit's discretion, training folders for an individual undergoing more than one training program in a short period of time may combine all training into one AF Form 4022; for example, a MPD Pilot upgrading to AC may have the upgrade, mission qualification, and formation lead training combined in one folder.

A2.1.1.3. Electronic Training Folders and forms are authorized. MAJCOM approved Unit Developed Electronic Training Folder programs (i.e. GTIMS) are authorized as long as it complies with [Attachment 2](#) of this section and AF Forms 4023., 4024 and 4025 are used. Overprints cannot alter the original form. Altering of AF Forms 4023., 4024., and 4025 are not authorized without AMC/A3TK approval. Electronic Training Folders and reports not reproduced on paper for inclusion in the AF Form 4022, must be stored in 2 places (a primary and a backup) for at least one year. After one year, training offices will retain a copy of the AF Form 4025 in a permanent record and provide the crewmember with a copy of the electronic training folder. AF Form 4025s will be sent with the members Flight Records Folder upon change of station for the receiving training office to hold on file.

A2.1.1.3.1. Electronic versions must be password protected or require an individual user to login to ensure data integrity (individual will have read only access to their files).

A2.1.1.3.2. Digital signatures are authorized using “//signed//” plus the individuals' name.

A2.1.1.3.3. (MILDENHALL) The Graduate Training Integration Management System (GTIMS) Task-Based Training (TBT) functions and documentation are authorized by USAFE/A3T in-lieu of the AF Forms 4023., 4024., and 4025. If GTIMS is utilized, the following guidance applies:

A2.1.1.3.3.1. (MILDENHALL) For formal training with established “HQ AMC” TBT templates, the AMC template must be used (or linked to the unit

template).

A2.1.1.3.3.2. (MILDENHALL) TBT Mission Events will document the same requirements of the AF Form 4023 IAW **Paragraph** A2.3.

A2.1.1.3.3.3. (MILDENHALL) Completed TBT programs must be closed via the closeout process (Manage Status/Recommend Closeout). Annotate the status as complete (100% training accomplished) or attrited (removed from training prior to completion).

A2.1.1.3.3.4. (MILDENHALL) Unit developed TBT templates will have “Require Commander Review” and “Display Primary Grade Regression” boxes checked. Exceptions must be approved by USAFE/A3TV.

A2.1.2. Formal schools will send AF Form 4022 or electronic training folder with all training records to the trainee’s gaining unit. This may be done electronically at the gaining unit’s request. Sq/CC will review formal school training records and enter appropriate comments and signature on the training guide progress record, electronic training folder or AF Form 4023. Exception: WIC training folders will be maintained IAW USAFWS direction at the 509 WPS.

A2.1.3. The unit (typically squadron-level) will maintain the training folders for assigned personnel in a location readily accessible to Instructors and supervisory personnel. The trainee may review his or her folder at any time.

A2.1.4. The Instructor or trainer will review the training folder, to include AF Forms 4023 and 4024 or the training guide, prior to all training periods. Those areas not previously accomplished or those in which crewmembers require additional training, will be noted for possible inclusion during the current training period. Sq/CC or Sq/DO will review active training folders quarterly, and Flt/CCs or Sq training representatives will conduct a monthly review. Annotate monthly and quarterly reviews on AF Form 4023 or in the training guide. Quarterly reviews fulfill the requirement for monthly reviews for the month the review was completed. Note: Due to the frequency of review, and brief course length at the FTU, the 97 OG/CC will determine the requirement to review student training documentation.

A2.1.4.1. (MILDENHALL) If GTIMS is used, TBT initial, monthly, quarterly, and closeout reviews will be completed in the “Reviews” tab of the template and must include applicable items in **Paragraph** A2.3.4.1. The use of comment templates is highly encouraged. The “closeout” review replaces the AF Form 4025 and must include comments IAW **Paragraphs** A2.5.1 and A2.5.2.

A2.1.5. Upon completion of training, place hard copy of the AF Form 4025 in the individual’s flight training folder. Place a copy of the AF Form 4025 in the individuals FEF only if directed by the appropriate guidance (e.g., AFI 11-202V2/MAJCOM Supplement, AFI 11-2KC-135V2). Additionally, if the training completed results is initial, one-time, or new aircrew certifications that require award of specific ARMS “Q” event identifiers and associated training profiles, the members’ AF Form 1381 must be updated and signed by the Sq/CC or delegated representative. Forward updated AF Form 1381 to the unit ARMS section as appropriate for processing .After one year, training offices should retain a copy of the AF Form 4025 in a permanent record and return the AF Form 4022 to the crewmember. AF Form 4025s should be sent with the members Flight Records Folder upon change of

station for the receiving training office to hold on file. Document in ARMS per applicable event and **Paragraph 1.8.**

A2.1.6. For ATS and formal school courses. If training guides or GTIMS equivalent products are not provided by the ATS, use AF Forms 4023., 4024., and 4025.

A2.1.7. For purposes of training documentation, Academic Training (AT) will be considered FTU classroom training only. Ground Training (GT) will be considered all training conducted outside the classroom not associated with a flight or ATD. All G series ground training referenced in this AFI will be referenced as GT.

A2.1.8. A single AF Form 1381 will be used as a “source document” for recording various initial or one-time aircrew certifications as well as document new aircrew certifications that require award of specific ARMS “Q” event identifiers and associated training profiles. The Sq/CC or delegated representative must sign the AF Form 1381 for all certifications and qualifications. If any new aircrew certifications that require award of specific ARMS “Q” event identifiers and associated training profiles, those profiles will be added to the first available line in Section 4 of the most current AF Form 4324 in the members’ 6-part folder in the unit ARMS office.

A2.1.8.1. An AF Form 4324 will be used to document changes assigned primary aircraft, change in Flying Training Level (FTL), or change in crew position. Forward completed forms to the unit ARMS section for processing. A current/original AF Form 4324 and AF Form 1381 will be kept on file in the unit ARMS office for the duration of the aircrew member's assignment and released to the member upon reassignment.

A2.1.8.2. An AF Form 1522 may be used to update/log recurring aircrew certification “Q” events that do not require assignment of associated training profiles (**Paragraph 1.8.**). Additionally, the Sq/CC must print and sign their name; digital signatures may be used.

A2.2. Instructions for AF Form 4022. This folder is constructed of hard stock paper. The inside cover includes **Tables** for documenting training. AF Forms 4023., 4024., 4025, training guides, and additional information (waivers, etc.) will be attached through the centered holes of the folder. Obtain a folder through the AF publications system. Electronic training folders may be used at the unit’s discretion (see **Paragraph A2.1.1.3**). Note: Formal school Instructors are not required to complete the following sections of the AF Form 4022: ground training summary, written evaluations, and flying training summary if this information is tracked by other means.

A2.2.1. Trainee Information (cover): Provides trainee and course information.

A2.2.1.1. Name and grade. Enter the name and grade or rank of the individual in training.

A2.2.1.2. Aircrew position. Enter the aircrew position to which they are qualifying, upgrading, or certifying to.

A2.2.1.3. Unit of assignment. Enter the unit the individual is assigned to.

A2.2.1.4. Type of training. Enter formal course title or, for special mission qualification, enter type, e.g. SOAR, formation lead etc. For other types of training, enter a descriptive identifier.

A2.2.1.5. Class number. Enter formal school class number; otherwise, leave blank.

A2.2.1.6. Course number: Enter only the ETCA formal course number, e.g., "KC135PTX1," etc. Otherwise, leave blank.

A2.2.2. Ground Training Summary (inside left). This section provides a record of ground training events. Record non-flying training events. Entries are required for CPT, OFT, GIPTT, or NPT. Entries are required on the AF Form 4022 for in-unit academic instruction conducted according to formal school courseware. Identify classroom academic training as AT. MAJCOM approved overprints are authorized and, if used, will be placed on the left side of the AF Form 4022. Individual AT & GT entries are not required to be entered on page 2 of the AF Form 4022. Total AT & GT times must be entered on page 2 of the AF Form 4022. If training guides account for ground training date, event ID, Instructor, and training time, AT and GT entries are not required to be entered on page 2 of the AF Form 4022.

A2.2.2.1. Date. Enter the date training was accomplished.

A2.2.2.2. Training period. Enter sequentially numbered training period designators, e.g. "CPT-1," "OFT-2," "GT-3., OFT-5, etc." , or specific course identifier.

A2.2.2.3. Status. Enter incomplete (INC) and the reason, e.g. "INC-MX" (maintenance) or "INC-PRO" (trainee proficiency) when an additional training period, over those remaining, will be required to accomplish the lost training events originally scheduled for that training period; otherwise, leave blank.

A2.2.2.4. Instructor or Trainer (Qualification). Enter the name of the Instructor or trainer and aircrew qualification, e.g., AC, IP, IN, etc.

A2.2.2.5. Training time. Self-explanatory. Do not include time normally associated with pre-briefing and debriefing.

A2.2.3. Training Period Designators. Codes to describe training periods. Formal training schools may use more descriptive designators if required.

A2.2.4. Written Evaluations. If applicable and desired, record data for the in-flight evaluation required to complete the training program.

A2.2.4.1. Date. Enter the date the written evaluation was satisfactorily completed.

A2.2.4.2. Type. Enter the AFI 11-2KC-135V2 description or other appropriate identifier.

A2.2.4.3. Grade. Enter according to AFI 11-2KC-135V2.

A2.2.5. Performance Evaluation Summary. Record data on required evaluations including reevaluations (if applicable).

A2.2.5.1. Date Recommended. Enter the date recommended for a performance evaluation (CPT, OFT, or flight).

A2.2.5.2. Type Evaluation. Enter AFI 11-2KC-135V2 evaluation description or other appropriate identifier.

A2.2.5.3. Instructor (Qualification). Enter the name and aircrew qualification of the Instructor recommending the student for an evaluation.

A2.2.5.4. Operations review. With the initials of the reviewer, indicate a records review has been accomplished following recommendation for an evaluation. Note: Flt/CCs or supervisors will accomplish reviews during formal school training courses. Sq/CC or designated representative will review before flight evaluations.

A2.2.5.5. Date Evaluated. Enter the date the evaluation was completed. A2.2.5.6. Evaluator. Enter the name of the Flight Examiner.

A2.2.5.6. Grade. Enter according to AFI 11-2KC-135V2.

A2.2.6. Flying Training Summary (inside right). This section provides a chronological record of flying training sorties. Log all sorties scheduled even if canceled by external factors such as weather (WX) or maintenance (MX).

A2.2.6.1. Date. Enter the date training was accomplished. On operational missions, enter inclusive dates (e.g., 28 July - 7 August 11.).

A2.2.6.2. Training Period. Enter sequentially numbered training period designators. For purposes of training documentation, AT will be considered FTU classroom training only. GT will be considered all training conducted outside the FTU classroom not associated with a flight, OFT or WST. All G series ground training referenced in this AFI will be referenced as GT. Simulator Training (OFT & WST) will be considered all training conducted in an OFT or BOWST/BOSS. Flight Training (S) will be considered all training conducted on the aircraft.

A2.2.6.3. Status. Enter "INC" and reasons, "WX," "MX," or "PRO" when an additional training flight, over those remaining, will be required to accomplish lost training events originally scheduled for that period (INC-WX); otherwise, leave blank.

A2.2.6.4. Instructor (Qualification). Enter the name and aircrew qualification of the Instructor.

A2.2.6.5. Mission Time. Enter the total flight-time of the training or operational mission in the top half of the block. If documentation of seat-time is required, enter the flight-time the trainee was actually in the seat in the lower half of the block. For MPD training, see **Paragraph 5.3.4.1.**

A2.2.6.6. Cumulative Time. Use this block to enter the individual's total cumulative flight-time in the specific training course. Enter total cumulative flight-time in the top half of the block and, if required, the total cumulative seat-time in the lower half of the block.

A2.2.7. Performance and Knowledge Standards. (For use with AF Form 4024., see **Paragraph A2.4.11.**)

A2.2.8. Grading Codes. (For use with AF Form 4024., see **Paragraph A2.4.8**)

A2.2.9. AF Form 4022 Aircrew Training Folder Closure. The Training Folder is considered closed upon successful completion of the final event required by the training program. Final training events include flight evaluation; Instructor validation of training (i.e., "sign-off" flight); and/or Squadron Commander Certification.

A2.3. Instructions for the AF Form 4023. This form provides a narrative description of training missions and is also used for documenting operations review of training progress. One form may

be used for continuous missions during a single TDY with the same Instructor. Complete this form or a unit developed overprint anytime formal training requirements are completed or anytime the IP/IB/AC considers that a write-up is warranted. Electronic forms are authorized (see **Paragraph** A2.1.1.3). Overprints cannot alter the original form. A full page AF Form 4023 is approved for use by AMC/A3TA ; additional alterations of AF Forms 4023., 4024., and 4025 are not authorized without AMC/A3TA approval. File AF Forms 4023 in order with the most recent flight on top. Note: FTU may use MAJCOM approved substitute. An original AF Form 4023 is optional if a MAJCOM approved training guide (see **Paragraph** A2.6), electronic training folder program or GTIMS equivalent product is used to record training.

A2.3.1. Training Period and Date (Item 1.). Training period is ground, simulator, or flight (i.e., AT-1, GT-1, OFT-3., S-4., etc.). Also, annotate the date the training occurred. If one form is used to document continuous missions during a single TDY with the same Instructor, annotate each flight date and period.

A2.3.2. AT, GT, FLY, and ATD (Items 2, 4., and 6). Annotate time allocated for training and keep a running total (Items 3., 5 and 7) by adding previous totals to current training period time. FTU classroom academic training periods will be annotated as AT and tabulated under the ground training block. Any training event that does not have an ARMS identifier will be documented on an AF Form 4023 or training guide (e.g. RNAV GPS ground training, Formation Lead ground training, Local Area Brief, Tactics ground training, EMCON 3 & 4., etc.). Note: For formal schoolhouse, 97 OG will determine applicability of items 2-8.

A2.3.3. Total Training Time (Item 8). Keep a running total of all training time (add items 3., 5, and 7).

A2.3.4. Remarks and Recommendations (Item 9). Describe the mission scenario. Local overprints are authorized. Overprints cannot alter the original form. Altering of AF Forms 4023., 4024., and 4025 are not authorized without AMC/A3TA approval. Comments will elaborate on trainee strengths and weaknesses, identify problem areas, record unusual circumstances, and indicate student progress. Recommendations will be specific and include tasks requiring further training and the type of training required. If Instructor recommendations are not followed, document rationale on the AF Form 4025. If more space is required for annotating remarks, draw vertical arrows through sortie information heading section (Items 1 through 8) and continue remarks.

A2.3.4.1. Operations Review. In addition to reviewing all AF Form 4023 entries, the training Flt/CC or a Sq/DOT representative will conduct a monthly review of active status AF Forms 4022. The Sq/CC or Sq/DO will review active status AF Forms 4022 at least once each quarter. Document reviews on an AF Form 4023 (see **Paragraph** 1.4.6.8). The reviewer will annotate "monthly review" or "quarterly review," as applicable, in the training period block. Operations review will be annotated, and if required, a separate entry in the training record including comments on the student's progress will be made. Initial reviews by Sq/CC's fulfill the requirement for the monthly and quarterly review for the month and quarter the review was completed.

A2.3.4.2. Monthly reviews are not required for formal school courses except in documented cases of unsatisfactory progress. In this case, the training Flt/CC's initials on the AF Form 4023 or training guide satisfies this requirement. ATS personnel will review the student's records and ensure all required training is completed prior to entering flight

training. If problems are encountered during the flying phase, the squadron will conduct reviews necessary to document unsatisfactory progress.

A2.3.4.3. When the trainee attains sufficient knowledge, experience, and prerequisites for upgrade, the Instructor will recommend an evaluation and state: "Recommend evaluation for (crew position)" on the training progress record. Trainees will not be recommended for an evaluation if a TG required event is incomplete or requires corrective action. Exception: MPD Pilot ATS progress reviews (evaluations) may be administered with open areas in the TG.

A2.3.5. Instructor Block (Item 10). Instructors will print and sign their name and annotate their rank and crew qualification.

A2.3.6. Students Block (Item 11.). Students will print and sign their name.

A2.3.7. Reviewer Block (Item 12). For monthly and quarterly reviews, the Sq/CC, Sq/DO, or training Flt/CC will print and sign their name and indicate their position. The training Flt/CC may use their initials in the review block after reviewing individual AF Form 4023 entries.

A2.3.8. Students and Instructors will review the AF Form 4023 or training guide prior to the next training period. Formal School Courses Only: To ensure documentation flow does not delay training, once flight training begins, ATS Instructors are not required to review the training folder, and may forward subsequent training reports to the flightline unit training representative electronically (electronic signatures authorized), who will review and insert the report into the student's AF Form 4022. Except in cases of unsatisfactory student performance, ATS training reports do not require student or Instructor review prior to the next flight training period.

A2.4. Instructions for the AF FORM 4024. This form tracks, for each sortie, individual event and task accomplishment and grades. Complete this form or a unit developed overprint with event and task listings, total number of repetitions required, and the required proficiency level (RPL) for each event and task. Electronic forms are authorized (see **Paragraph** A2.1.1.3). Overprints cannot alter the original form. Altering of AF Forms 4023., 4024., and 4025 are not authorized without AMC/A3TA approval. Simulator, ground training, and flight training events may be combined on a single AF Form 4024 provided they are separated and labeled in the Training Event/Task Listing column. Maintain AF Forms 4024 on the right side of AF Form 4022. An original AF Form 4023 is optional if a MAJOM approved training guide (see **Paragraph** A2.6), electronic training folder program or GTIMS equivalent product is used to record training.

A2.4.1. Name. Enter the name of the individual in training.

A2.4.2. Crew Position. Enter the aircrew position to which they are qualifying, upgrading, or certifying to.

A2.4.3. Course or Phase of Training. Enter the ETCA formal course identifier, e.g., KC-135PTX1. For special mission qualification, enter the type and identify the method of training, e.g., OFT training, flying training, etc.

A2.4.4. Sortie. Enter sortie number e.g., S-1, S-2, CPT-1, etc.

A2.4.5. Date. Enter the date the written evaluation was satisfactorily completed.

A2.4.6. Training Event and Task Listing. Reflects the tasks and subtasks in the training program that require specific student performance or knowledge proficiency standards.

A2.4.7. Number Accomplished. Reflects the number of times an event was accomplished on that sortie.

A2.4.8. Grade. Enter a “B” , “F,” “P,” “S,” or “U,” as appropriate.

A2.4.8.1. “B” Briefing item only.

A2.4.8.2. “F” Familiarization item; proficiency is not required. The OG/CC or delegate will determine whether “F” items are completed by briefing, demonstration, observation, or actual accomplishment.

A2.4.8.3. “P” Proficient; crewmember has achieved the required proficiency level.

A2.4.8.4. “S” Satisfactory; crewmember has not achieved the required proficiency level but progress is satisfactory.

A2.4.8.5. “U” Unsatisfactory; crewmember was previously proficient, but has regressed or progress is unsatisfactory.

A2.4.9. Total Number Required. Indicates the total repetitions of an event or task required by the course syllabus.

A2.4.10. Total Number Accomplished. Total of the number of repetitions actually accomplished.

A2.4.11. Required Proficiency Level (RPL). RPL for the specific event and task. Each event and task will have a performance standard designated for the required proficiency level the crewmember must achieve. In addition, each event and task may have (optional) a knowledge standard designated and used in the same manner as a performance standard. The standards for specific events are either listed in the applicable master task list (MTL) and evaluation standards document (ESD) for each weapon system or identified in this instruction. For those weapons systems that do not have any RPL listing, all events will have an RPL of “3” for performance and “C” for knowledge (if knowledge standards are used in addition to performance standards). Exception: One-time events required for familiarization and not listed in the MTL and ESD or specific weapon system instruction will not have performance and knowledge standard assigned. Performance and knowledge standards follow:

Table A2.2. Event and Task Performance Standard

Event and Task Performance Standard		
Code	Performance is:	Definition:
1	Extremely Limited	Individual can do most activities only after being told or shown how.
2	Partially Proficient	Individual can do most of the behaviors, but not necessarily to the desired levels of speed, accuracy, and safety.

3	Proficient	Individual can do and show others how to do the behavior in an activity at the minimum acceptable levels of speed, accuracy, and safety without the assistance of an Instructor. For MPD Pilots, proficiency may involve actual aircraft control or Pilot duties only. For Instructors, proficiency includes the ability to demonstrate, instruct, and supervise ground and flight activity.
4	Highly Proficient	Individual can do behaviors in an activity at the highest level of speed, accuracy and safety.
Event and Task Knowledge Standard		
Code	Knowledge of:	Definition:
A	Facts and Nomenclature	Individual can identify basic facts and terms about the subject and when used with a performance code, can state nomenclature, simple facts, or procedures involved in an activity.
B	Principles and Procedures	Individual can explain relationship of basic facts and state general principles about the subject and when used with a performance code, can determine step-by-step procedures for sets of activities
C	Analysis, and Operating Principles	Individual can analyze facts and principles and draw conclusions about the subject and when used with a performance code, can describe why and when each activity must be done and tell others how to accomplish activities
D	Evaluation and Complete Theory	Individual can evaluate conditions and create new rules or concepts about the subject and when used with a performance code, can inspect, weigh, and design solutions related to the theory involved with activities.

A2.4.11.1. Regression. Once a crewmember has received “P” for an event, the only subsequent grades allowed for that event are either “P” or “U”. Regression occurs when a maneuver is graded “U” after having achieved “P” in the same task. Regression from a “P” to a “U” requires an associated remark on AF Form 4023 explanation in the student’s training folder. The overall grade is at the Instructor’s discretion. For regression, the student will re-obtain proficiency prior to the end of the block of training in order to be recommended for an evaluation (when applicable) or certification (when applicable). Regression rules only apply to the training program that the student is currently enrolled in (i.e., an IQT graduate that starts MCT at their new assignment may be graded “S” on any training event that has not been previously graded “P”).

A2.5. Instructions for AF Form 4025.

A2.5.1. For each training program complete a summary and close-out report, upon completion of the defined final training program events, including: Evaluation, IP “sign-off” and Sq/CC certification. This form summarizes the individual’s strengths, weaknesses, overall performance, and other pertinent information. Strengths and weaknesses should be a “Trend” (i.e., noted on at least two training reports). A copy of this report will be filed in the crewmembers training folder after completion of training (see **Paragraph** A2.1.5).

A2.5.2. Sq/CC, Sq/DO or training Flt/CC will ensure the comments on AF Form 4025 do not reflect personal opinions or biases. All comments must be supported by information contained in the AF Forms 4023 and 4024 as applicable. At formal schools, the Instructor

will accomplish the AF Form 4025, Sq/CC signature is optional. Digital signatures are authorized. After one year, training offices should retain a copy of the AF Form 4025 in a permanent record and return the AF Form 4022 to the crewmember.

A2.6. Aircrew Training Guides (TG) .

A2.6.1. The FTU ATS contractor will develop a TG. Units may also produce TGs, but must coordinate development through appropriate MAJCOM for approval. Minor updates to previously approved content do not require approval; however, changes must be sent to MAJCOM/A3TK for review.

A2.6.2. Initiating TG. Training and resource management personnel in each unit will initiate a TG on crewmembers prior to their entering any phase of qualification training. These TG will be inserted in AF Form 4022 and may be used in lieu of AF Forms 4023 and 4024. An original AF Form 4023 is optional if a MAJCOM approved training guide (see **Paragraph A2.6**), electronic training folder program or GTIMS equivalent product is used to record training. Overprints cannot alter the original AF Forms 4023., 4024 and 4025. Altering these forms is not authorized without AMC/A3TA approval.

A2.6.3. Use of TG. Specific instructions for annotating training are included in each TG. TGs will be placed in an AF Form 4022 and maintained IAW **Paragraph A2.1.1**.

A2.6.3.1. An active status TG will be carried by the student during all training and operational missions and made available to the Instructor for review and annotation. The student will review the TG and initial the training progress record prior to the next training period.

A2.6.3.2. Complete the training progress record portion of the TG in sufficient detail to specify areas of training accomplished, areas needing improvement, recommended specific study areas for the trainee, and recommended training for the next training period.

A2.6.3.3. On missions without an Instructor or examiner, the senior qualified counterpart (e.g., AC for MPD Pilots, etc.) will accomplish required training for those areas not requiring an Instructor. Annotate applicable training information in the TG.

A2.6.3.4. When an initial qualification flight evaluation is not successfully completed and additional training is required, the training Flt/CC will annotate deficient areas on reproduced pages of the appropriate TG and training progress record. Place the mini-TG in the AF Form 4022 and used to document completion of additional training.

A2.6.3.5. At the conclusion of training, when all requirements of the TG are met, fill-out an AF Form 4025 IAW **Paragraph A2.5**. Maintain TG and associated AF Form 4025 in a training folder according to **Paragraph A2.1.5**.

A2.6.3.6. Do not maintain the training guide in the flight evaluation folder.

A2.6.4. Review Procedures:

A2.6.4.1. Instructors and students will review the TG after each training period and discuss training accomplished, problem areas, and immediate goals. To ensure documentation flow does not delay training, once flight training begins, ATS Instructors are not required to review the training folder, and may forward subsequent training

reports to the flightline unit training representative electronically (electronic signatures authorized), who will review and insert the report into the student's AF Form 4022. Except in cases of unsatisfactory student performance, ATS training reports do not require student or Instructor review prior to the next flight training period.

A2.6.4.2. The training Flt/CC or a training flight representative will conduct a monthly review of TGs. This review will be indicated by entering initials and date in the review block of the TG.

A2.6.4.3. The Sq/CC or Sq/DO will review active TGs at least once each calendar quarter and before an evaluation. This review will be a separate entry on the TG and will include comments on weak areas and upgrade potential. Indicate review by signing the Instructor-trainer block of the training progress record, and enter "quarterly review" in the training period identifier block.

A2.6.4.4. Records of crewmembers, not receiving training (but in an active status), will be reviewed monthly and quarterly as indicated above. If applicable, the statement, "no training accomplished during this period," the reason why, and the projected date when training will resume will be entered on the student's training progress record.

A2.6.5. Disposition of TGs:

A2.6.5.1. Retain each (completed) TGs in AF Form 4022 and maintain according to **Paragraph A2.1.5.**

A2.6.5.2. Formal schools will maintain copies of the aircrew training records on incomplete trainees for 6 months.