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SECRETARY OF THE AIR FORCE**



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Flying Operations

F-16--AIRCREW TRAINING

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This supplement implements and extends the guidance of Air Force Manual (AFMAN) 11-2F-16v1, *F-16-Aircrew Training*. This publication expands and further defines effective and safe operations of the F-16. This publication applies to all Shaw AFB flying units. “Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) AFI 33-322, *Records Management and Information Governance Program*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS).” Refer recommended changes and questions about this publication to 20 OG/OGV, 438 Killian Ave, Shaw AFB, SC 29152-5046, using AF Form 847, *Recommendation for Change of Publication*; route through your appropriate functional chain of command. Submit requests for waivers through the chain of command to the appropriate waiver approval authority, through the publication OPR. “This publication may not be supplemented or further implemented/extended.

SUMMARY OF CHANGES

This document is a new supplement to the AFMAN 11-2F-16v1 and should be completely reviewed.

4.3.1. **Currencies. Table 4.1**, as supplemented by the most current RTM, defines currency requirements for all pilots. If a pilot loses a particular currency, that sortie/event may not be performed except for the purpose of regaining currency as noted.

4.3.1.1. **(ADDED) Pilot Weather Category (PWC).** Pilots will be evaluated during their INSTM Eval to current PWC as approved by FS/CC in the unit LOX and gradebook. AF Form 8 annotation is no longer required to include ceiling and visibility evaluated.

4.3.1.1.1. **(ADDED) Adjusting PWC.** FS/CC's will retain the authority to adjust this criteria when deemed appropriate for an individual pilot. Consistent with other qualifications, pilots will accomplish a precision approach to the lower PWC under IP supervision before being considered for a new PWC (in simulator or airborne.) PWC will be documented in the pilot's gradebook and reflected on unit LOX. Additional considerations listed in Table 4.3.

4.3.1.1.2. **(ADDED) PWC Currency Requirements and Tracking.** CAT 1/2 currency is logged in PEX via PREC APP (AAP01), WX CAT APP (XP01), and/or HUD-Out APP (AP05XC OR AP06XC) after flying a precision approach. CAT 3/4 currency is logged in PEX via PREC APP (AAP01) and/or HUD-Out APP (AP05XC OR AP06XC) (Table 4.5). FS Top 3's will verify WX CAT APP currencies on days when an IFR status is possible (Table 4.4).

4.3.1.2. **(ADDED)** Table 4.5 explains how to log each event based on the pilot's currencies. The columns are possible currencies. The far left column is for a pilot current in all events and the far right two columns are for a pilot who is out of currency in all events. The rows denote what are the max events a pilot can log based on their PWC.

4.3.1.3. **(ADDED)** In order for a pilot to be cleared to fly down to their PWC in actual IMC requires the pilot to be current in WX CAT APP, PREC APP, and HUD-Out APP. A loss of currency results in the regression to the next higher category. Exception: Cat 4 is the lowest category for a pilot with a valid Instrument Evaluation (IAW AFI 11-202v3 ACCSUP Table 7.6 Note 2).

4.3.1.4. **(ADDED) IMC Operations.** To gain initial Tactical IMC Operations currency, pilots will accomplish an IMC upgrade IAW 20 OG Syllabus OI 11-2F-16v1 Chapter 10. Pilots will update IMC Operations currency (RB14 in PEX) any time tactical maneuvering in IMC conditions is accomplished (once per sortie) in either the jet or the MTC. For currency, reference Table 4.1.

Table 4.1. (ADDED SHAW AFB) F-16 Currencies.

Event	To update accomplish in:	*Inexp	*Exp	Affects CMR/BMC	To regain currency:	Notes
CAT 1 Approach	Flight or SIM	7	14	No	SIM	5, 15
CAT 2 Approach	Flight or SIM	14	45	No	SIM	5, 15, 16
CAT 3 or 4 Approach	Flight or SIM	30	45	No	Flight or SIM	5, 6
Precision Approach	Flight or SIM	30	45	No	Flight or SIM	6
Head-Up Display (HUD)-Out Approach	Flight or SIM	90	120	No	Flight or SIM	6
Tactical IMC Operations	Flight or SIM	120	180	No	SIM	2, 5, 17

Notes:

* denotes number of days between events after which the pilot goes non-current.

2 – Recurrency supervision is an IP or FL-certified SQ supervisor, current in the event.

5 – For units with an MTC, this currency may be updated in the simulator as part of a tactical/EP SIM profile.

6 – Pilots require currency in order to fly an approach through actual weather down to pilot weather category minimums (**T-3**). Loss of currency results in regression to the next higher category. Recurrency supervision during day visual flight rules conditions may be any pilot in chase or from the wingman position, current in the event (or SIM IP if accomplishing recurrency in the SIM). All other times regain currency IAW AFI 11-202V3, *General Flight Rules*, as supplemented.

15 (**added**) – Pilots require currency in order to fly an approach through actual weather down to pilot weather category minimums (**T-3**). Loss of currency results in regression to the next higher category. Pilots will regain WX CAT APP currency in the MTC by flying a precision approach under IP or SIM IP supervision to PWC mins.

16 (**added**) – Exception, CAT 2 Experienced pilots may regain and log both PREC APP and WX CAT APP currency by flying an approach airborne (VMC) or in the MTC with no supervision required.

17 (**added**) – Currency may only be updated when actual IMC tactical maneuvering takes place (IMC weather call alone does not requalify). Pilots non-current will not execute tactical maneuvering in IMC conditions. Formations will execute IMC operations IAW the most restrictive member of the flight. Currency is regained in the MTC only, in IMC and utilizing limitations IAW AFI 11-214 paragraphs 3.10 and 4.2.9.

Table 4.3. (ADDED SHAW AFB) Pilot Weather Categories

CAT 1 (Published Mins)	150 MDS hrs + 1000 hrs TT
CAT 2 (300-1 SM)	100 MDS hrs + 750 hrs TT or 150 MDS hrs + 350 hrs TT
CAT 3 (500-1.5 SM)	LAO Flight or MQT Complete
CAT 4 (700-2 SM)	Completed INST Eval

Table 4.4. (ADDED SHAWAFB) PWC Flying Restrictions

PWC	WX CAT/PREC APP Current	PREC APP Current only	PREC APP Non-Current
CAT 1	Approach Mins	CAT 2 (300-1)	CAT 2 (300-1)
CAT 2	300-1	CAT 3 (500- 1.5)	CAT 3 (500- 1.5)
CAT 3	N/A	N/A (500-1.5)	CAT 4 (700-2)
CAT 4	N/A	N/A (700-2)	CAT 4 (700-2)

Table 4.5 (ADDED SHAW AFB) PWC Logging Guide

	WX CAT APP Current	PREC APP Current	HUD-Out APP Current	PREC /HUD- Out APP Non- Current (Flight in VMC w/current pilot)	PREC /HUD- Out APP Non- Current (MTC with IP or SIM IP)
PWC CAT 1 or 2	PREC APP + WX CAT APP + HUD-Out APP (if accomplished)	PREC APP + HUD-Out APP (if accomplished)	+ HUD-Out APP	PREC APP + HUD-Out APP (if accomplished)	PREC APP + WX CAT APP + HUD-Out APP (if accomplished)
PWC CAT 3 or 4	PREC APP + HUD-Out APP (if accomplished)	PREC APP + HUD-Out APP (if accomplished)	+ HUD-Out APP	PREC APP + HUD-Out APP (if accomplished)	PREC APP + HUD-Out APP (if accomplished)

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

AFI 11-214, *Air Operations Rules and Procedures*, 8 July 2020
AFI 33-360, *Publications and Forms Management*, 1 December 2015
AFI 33-322, *Records Management and Information Governance Program*, 23 March 2020
AFMAN 11-202V3, *Flight Operations*, 10 June 2020
AFMAN 11-2F-16V1, *F-16-Aircrew Training*, 17 June 2019
AFMAN 33-363, *Management of Records*, 1 March 2008

Adopted Form

No added Forms

Abbreviations and Acronyms

APP - Approach

HUD – Head-Up Display

PWC – Pilot Weather Category

Terms

Currency—The minimum frequency required to maintain proficiency and allow safe performance of an event or mission.

Experienced Pilot (Exp)—A pilot who has flown the aircraft for a specified criteria, which then permits training at a reduced rate to maintain a safe level of proficiency (AFI 11-412, *Aircrew Management*).