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***SAILPLANE AIRCREW TRAINING***

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This publication implements Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and prescribes aircrew training requirements for all aircrew operating Air Force sailplanes, including the TG-15, TG-16, TG-17, and any other sailplane acquired to conduct Air Force-approved sailplane flying programs. This publication applies to all uniformed members of the Regular Air Force and Air Force Reserve, and to federal civilian employees flying USAF sailplanes. This publication does not apply to the Air National Guard or the United States Space Force. This publication requires the collection and/or maintenance of information protected by the Privacy Act of 1974 authorized by Title 10 U.S.C., Sec 9013, Secretary of the Air Force. The applicable SORN DoD 0005, Defense Training Records, is available at: <https://pctl.defense.gov/DIRECTORATES/Privacy-and-Civil-Liberties-Directorate/Privacy/SORNS/>. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFI 33-322, *Records Management and Information Governance Program*, and disposed of in accordance with the Air Force Records Disposition Schedule located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using Department of the Air Force Form 847, *Recommendation for Change of Publication*; route DAF Forms 847 through the Standardization and Evaluation functional channels. This publication may be supplemented; units will coordinate their supplements with the OPR prior to certification and approval. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the OPR for non-tiered compliance items. The use of the name or mark

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## Chapter 1

### GENERAL GUIDANCE

#### 1.1. Roles and Responsibilities.

##### 1.1.1. Group Commanders will:

1.1.1.1. Ensure unit training programs meet unit needs and are consistent with flight safety and resource availability.

1.1.1.2. Report aircrew training shortfalls to 19th Air Force (19 AF) Director of Operations (19 AF/A3).

1.1.1.3. Certify Functional Check Flight pilots and instructors.

##### 1.1.2. Squadron Commanders will:

1.1.2.1. Manage squadron continuation training (CT) and flying hour program to ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned and attached aircrew members.

1.1.2.2. Assign individual aircrew members to a training status and conduct a review of individual CT accomplishment at the end of each training cycle according to [Chapter 4](#).

1.1.2.3. Ensure aircrew members only participate in sorties, missions, events, and tasks for which they are adequately prepared, trained, certified, and current, unless the activity is part of training to qualification or certification, or for regaining currency.

1.1.2.4. Identify the levels of supervision required to accomplish the required training.

1.1.2.5. Ensure the unit maintains individual upgrade and specialized training records until the proper authority signs the AF Form 4348, *USAF Aircrew Certifications*.

1.1.2.6. Ensure the unit maintains records of individual CT waivers and proration in individual training records.

1.1.2.7. Develop instructor development (ID) sortie profiles that detail the minimum events and currency maneuvers aircrew must accomplish on each sortie.

1.1.2.8. Brief new pilots on their responsibilities and program policies before the new pilot accomplishes the unit mission and any student training.

#### 1.2. Phases of Training.

1.2.1. Initial Qualification Training (IQT). This training is necessary to qualify aircrew for duties in a sailplane without regard for the unit's operational mission. See [Chapter 2](#) for IQT program requirements. The maximum completion time for IQT will be in accordance with the applicable IQT syllabus. **(T-2)**

1.2.2. Mission Qualification Training (MQT). This training is necessary to qualify aircrew for the unit's mission or local area requirements. 19 AF may incorporate this training into combined IQT and MQT syllabi. See [Chapter 3](#) for MQT program requirements.

1.2.3. Continuation Training (CT). This training is necessary for qualified aircrew to maintain their level of proficiency, increase flight certifications, and develop as instructors. It provides

minimum ground and flight training requirements for aircrew proficiency. See **Chapter 4** for CT program requirements. Squadron commanders will certify pilots as experienced or inexperienced using the definitions in **Attachment 1. (T-2)** Refer to **Attachment 2** for guidance on logging sorties and events for currency, recurrency, and completing requirements.

1.2.4. Specialized Training. This training is necessary to carry out the unit's assigned missions but is not required of every crewmember. Individuals recognized by the unit will accomplish appropriate formal course training or will comply with locally developed syllabi and training programs to certify personnel in these specialized areas. **Chapter 5** provides specialized training program requirements.

### **1.3. Training Concepts and Policies.**

1.3.1. Units will train every assigned or attached pilot to mission ready status. **(T-3)**

1.3.2. Night training and night vision goggle training are not authorized. **(T-2)**

1.3.3. Instrument flight rules training is not authorized. **(T-2)**

### **1.4. Training Records and Reports.** Units will:

1.4.1. Maintain an aircrew training record for each assigned or attached aircrew member in accordance with Air Force Manual (AFMAN) 11-202, Volume 1, *Aircrew Training*; AFMAN 11-202, Volume 2, *Aircrew Standardization and Evaluation Program*; and the records disposition schedule. **(T-2)**

1.4.2. Maintain formal course or equivalent training records for assigned and attached aircrew. **(T-3)**

1.4.3. Use AF Form 4293, *Student Activity Record*, to document all deviations, proficiency advancement, additional training (including justification), incomplete missions, counseling, airsickness, and any unusual occurrences that could affect the pilot's progress. **(T-2)** Instructors should annotate areas of student difficulty. Units may specify additional training record requirements.

1.4.4. Track the following information for all aircrew, as applicable:

1.4.4.1. Ground training dates accomplished and due. **(T-2)**

1.4.4.2. Flying hours by 30, 60, 90 days, and cumulative totals. **(T-2)**

1.4.4.3. Event requirements and accomplishments by cumulative total and amount remaining for the training cycle. **(T-2)**

1.4.4.4. Sortie and event currencies and expiration dates. **(T-2)**

**1.5. Unqualified Aircrew Member Training.** Unqualified aircrew (Example: indoctrination flying, aircrew on non-interference aeronautical orders, or aircrew designated "required for the mission") will accomplish the following initial (before first flight) and periodic training: **(Note:** unqualified aircrew are exempt from other periodic flying requirements.)

1.5.1. An initial review with an instructor pilot (IP) of the appropriate aircraft flight manual (Technical Order 1G-15(T)-1, *Flight Manual --USAF Series TG-15A/B Sailplanes*; or Technical Order 1G-16(T)-1, *Flight Manual – USAF Series TG-16A Sailplane*; TG-17 Flight Manual or AFLCMC-approved TG-17 Pilot Operating Handbook (POH), Technical Order 1G-

17(T)-1, *Flight Manual – USAF Series TG-17A Sailplane*, and AFMAN 11-2SAILPLANE, Volume 3, *Sailplane Aircrew Operations*; and unit supplements. **(T-2)**

1.5.2. Aircrew flight equipment and procedures training in accordance with AFMAN 11-301, Volume 1, *Aircrew Flight Equipment (AFE) Program*. **(T-2)**

1.5.3. Egress training according to AFMAN 11-301V1.

1.5.4. An initial and annual cockpit procedures trainer or aircraft cockpit review of crew coordination, proper checklist use, normal and emergency procedures applicable to aircrew position, operation of aircraft equipment, and basic aircraft characteristics. **(T-3)**

1.5.5. Initial and monthly boldface testing. **(T-2)**

1.5.6. Upon completion of ground training, unqualified aircrew members may occupy either cockpit with an IP at the other set of controls.

**1.6. Universally Qualified Aircrew Member Training.** Universally qualified aircrew (Example: flight surgeons and non-rated aircrew) training is described in AFMAN 11-202V1. For universally qualified aircrew:

1.6.1. Ground training will include:

1.6.1.1. Aircraft general review. **(T-2)**

1.6.1.2. An emergency procedures review with an IP. **(T-2)**

1.6.1.3. One-time cockpit/crew resource management (CRM) training according to AFMAN 11-290, *Cockpit/Crew Resource Management and Threat & Error Management Program*. **(T-2)**

1.6.1.4. Aircrew flight equipment and procedures training in accordance with AFMAN 11-301V1. **(T-2)**

1.6.1.5. Egress training in accordance with AFMAN 11-301V1. **(T-2)**

1.6.1.6. **(Flight Surgeons Only)** Flight Surgeon qualification examination completion according to AFMAN 11-202V2. **(T-2)**

1.6.2. Upon completion of ground training, universally qualified aircrew members may occupy either cockpit with an IP at the other set of controls. Universally qualified aircrew will not operate the controls during critical phases of flight. **(T-2)**

1.6.3. Universally qualified aircrew will accomplish CT in accordance with AFMAN 11-202V1. **(T-2)**

1.6.4. Universally qualified aircrew will not accomplish night sortie requirements in sailplanes. **(T-2)**

## Chapter 2

### INITIAL QUALIFICATION TRAINING (IQT)

#### 2.1. General.

2.1.1. This chapter outlines the IQT program. On completion of the program, pilots will be aircraft qualified in accordance with AFMAN 11-202V2, and AFMAN 11-2SAILPLANE, Volume 2, *Sailplane Aircrew Evaluation Criteria*, as first pilots. **Note:** Only one combined evaluation is required when pilots complete MQT in conjunction with IQT.

2.1.2. Completion of IQT qualifies the pilot to act as pilot in command of the aircraft under day visual flight rules.

2.1.3. Completion of IQT requirements and other training requirements allows the Squadron Commander to assign members to Basic Aircraft Qualification training status.

**2.2. Prerequisites.** Before entering IQT, each aircrew member must comply with prerequisites of the appropriate formal course training syllabus prescribed in Education and Training Course Announcements, available at <https://usaf.dps.mil/teams/app10-etca/SitePages/home.aspx>. **(T-2)** In addition, all personnel maintaining flying status will meet the physical examination and training requirements in AFMAN 11-202V1, before flying.

2.2.1. United States Air Force Academy cadets must have completed the basic soaring course. **(T-2) Exception:** 19 AF/A3 may authorize individual cadets to enter IQT without completing the basic soaring course.

2.2.2. Civilian employee pilots must maintain a Federal Aviation Administration flight instructor certificate with glider category rating. **(T-2)**

**2.3. Ground Training.** The appropriate formal course syllabus defines the required ground training. For in-unit qualification training, commanders will obtain and use current formal school courseware, if available. **(T-2)**

#### 2.4. Flying Training.

2.4.1. Pilots in IQT will fly under direct IP supervision until they complete the qualification evaluation. **(T-2)**

2.4.2. Pilots will successfully complete all formal course syllabus mission objectives and tasks except as provided for in the formal course syllabus. **(T-2)**

2.4.3. Additional training due to student non-progression is only available within the constraints of the formal course syllabus.

2.4.4. Pilots may satisfy MQT and specialized training requirements during IQT if the appropriate IP is available, and the formal course training allows.

**2.5. Basic Aircraft Requalification Training.** Units will follow the requalification guidance in AFMAN 11-202V1, and **paragraph 3.6** of this publication. **(T-2)**

**2.6. Conversion and Difference Qualification.** Conversion qualification follows the formal course qualification syllabus. **(T-2)** Once a pilot is sailplane qualified, difference qualification is authorized for any additional sailplane qualification. The formal course syllabi identify the minimum difference training. No other difference training is authorized. **(T-2)**

**2.7. Multiple Qualification.** Qualification in more than one sailplane mission design series is authorized for any sailplane pilot in accordance with AFMAN 11-202V1. Multiple qualifications involving other than a sailplane mission design series is authorized in accordance with AFMAN 11-202V1, and requires completion of IQT as specified in this chapter. **(T-2) Note:** Difference qualification is authorized in [paragraph 2.6](#).

**2.8. Senior Officer Qualification.** Senior officer qualification training follows the guidance provided in DAFMAN 11-401, *Aviation Management*, and AFMAN 11-202V1.

## Chapter 3

### MISSION QUALIFICATION TRAINING (MQT)

#### 3.1. General.

3.1.1. MQT upgrades pilots who have completed IQT to mission ready status as a sailplane IP, qualified to instruct IQT. MQT is normally conducted in conjunction with IQT (**Chapter 2**) in each sailplane. Pilots may use MQT sorties and events to meet the continuation training sortie and event requirements for the training cycle.

3.1.2. MQT is complete after successful completion of a sailplane mission evaluation in accordance with AFMAN 11-2SAILPLANEV2.

3.1.3. Pilots who complete MQT are basic mission capable according to AFMAN 11-202V1, and will not be designated mission ready until certification by the Squadron Commander. (**T-2**)

#### 3.2. Prerequisites.

3.2.1. Completion of IQT, unless conducted in conjunction with MQT.

3.2.2. Before entering MQT, each aircrew member must comply with the appropriate formal course training syllabus and AFMAN 11-202V1, prerequisites. (**T-2**)

**3.3. Ground Training.** Units will maintain lesson plans for MQT ground training. (**T-3**) Minimum ground training will consist of the IP ground training required by the formal course training syllabus when MQT and IQT completion is not simultaneous. (**T-2**)

**3.4. Flying Training.** When MQT is not conducted in conjunction with IQT, complete the instructional sorties required by the formal course instructor syllabus. (**T-2**) All training will be supervised by an IP certified in pilot instructor training.

**3.5. Training Completion.** Units may consider MQT complete after successful completion of a mission evaluation.

**3.6. Loss of IP Qualification.** Failure of a mission evaluation, a commander-directed downgrade, or failure to perform sailplane instructor duties according to **Table 4.2** results in loss of IP qualification. To regain IP qualification, pilots must successfully complete an evaluation according to AFMAN 11-202V2, and AFMAN 11-2SAILPLANEV2. (**T-2**)

## Chapter 4

### CONTINUATION TRAINING (CT)

**4.1. General.** This chapter outlines the minimum training and currencies required for sailplane-qualified aircrew and provides for development of individual IPs through additional certifications, and instructor development (ID) sorties. Units may direct additional training CT requirements.

**4.2. Training Cycle.** There is one annual training cycle: 1 June to 31 May. **(T-2)**

#### **4.3. Quarterly Meetings.**

4.3.1. CT Meetings. Commanders will direct and supervise quarterly CT meetings. **(T-2)** The purpose of these meetings is to discuss standardization and mission-related topics and to increase general knowledge among all pilots. Each CT meeting will include a CRM or Threat & Error Management topic or scenario referencing the CRM and Threat & Error Management core concepts from AFMAN 11-290. **(T-2)**

4.3.2. IP Meetings. Commanders will direct and supervise quarterly IP meetings. **(T-2)** Commanders will use these meetings to discuss standardization, instructional techniques, grading practices, and recent trends. These meetings may be combined with CT meetings if all topics are adequately covered. Commanders will also chair a monthly CT meeting for Inexperienced IPs and those in the Buddy IP program. **(T-2)** **(Note:** The regularly scheduled squadron quarterly CT meeting fulfills the requirement for that month's meeting.)

4.3.3. Attendance. All pilots will attend CT meetings and all IPs will attend IP meetings. **(T-2)** The unit will determine a method to track CT and IP meeting attendance as part of the go/no-go process for flight. **(T-2)** Individuals who are not available for CT or IP meetings will read the meeting minutes or be briefed by an operations supervisor before their next flight. **(T-2)**

**4.4. Minimum Training Requirements.** Training accomplished during IQT, MQT and Buddy IP training may be credited toward CT requirements for the training cycle in which it was accomplished.

**4.5. Multiple Qualification Requirements.** Individuals qualified in more than one mission design series (other than sailplanes) will complete all of the flying training requirements of this chapter in a sailplane. **(T-2)**

#### **4.6. Ground Training Requirements.**

4.6.1. General. AFMAN 11-202V1, and **Table 4.1** establish sailplane pilot ground training requirements. For ground training prescribed by other publications, units should reference those publications for the latest training requirements. Units may credit initial ground training accomplished during IQT and MQT toward CT requirements for the training cycle in which it was accomplished.

4.6.2. Periodic Situational Emergency Procedures Training (SEPT). All pilots will accomplish semiannual Emergency Procedures and CRM training in accordance with **Table 4.1**. **(T-2)**

4.6.2.1. The SEPT will be administered by an IP and will include:

4.6.2.1.1. All critical action procedures and selected noncritical action emergencies from Section III of the applicable flight manuals. **(T-2)**

4.6.2.1.2. At least one CRM or Threat & Error Management practice scenario briefed, accomplished, and debriefed, using CRM or Threat & Error Management core concepts from AFMAN 11-290. **(T-2)**

4.6.2.1.3. All Special Interest Items. **(T-2)**

4.6.2.1.4. Any additional local items as determined by the Squadron Commander. **(T-3)**

4.6.2.2. Preferably, accomplish SEPT one-on-one, but small, flight-sized groups are allowed so all members can participate to the full extent and share equal time responding to emergency situations.

4.6.2.3. Leading or instructing SEPT may satisfy semiannual SEPT requirement for the IP who administers the training.

4.6.3. Boldface and Operations Limitations Testing. All pilots will accomplish boldface and operations limitations testing in accordance with **Table 4.1 (T-2)** An unsatisfactory boldface examination will result in grounding until successful re-accomplishment. **(T-2)** Operations limits are correctable to 100 percent.

**Table 4.1. Sailplane Aircrew Ground Training Requirements.**

Subject	Frequency	Prescribing Directives	Grounding
Aircrew flight equipment familiarization	Once per base	AFMAN 11-301V1	Yes
Emergency egress training, nonejection seat	Every 12 months		
Emergency parachute Training (Note 1)	Every 12 months		
Boldface and operations limits testing	Monthly	AETCMAN 11-2SAILPLANE, Volume 1	No
Situational emergency procedures training	Every 6 months		
Local area survival training	Once per base	AFI 16-1301, <i>Survival, Evasion, Resistance, and Escape (SERE) Program</i>	
Noncombat survival training	36 months		
Water survival refresher	36 months		
Cockpit/Crew Resource Management and Threat & Error Management training (Note 2)	24 months	AFMAN 11-290	
Aircrew flight equipment training	12 months	AFMAN11-301V1	
<b>Notes:</b>			
1. When required for certification.			
2. Required for pilots maintaining MR status. Instructors must regain currency for this event before flying with students.			

**4.7. Flying Training Requirements and Currencies.** Pilots will only credit completion of flying training requirements or update currencies when they complete sorties, events, and currency items in accordance with **Attachment 2. (T-2)** IPs may credit currency items when performing the item for currency or demonstrating the item for training purposes.

4.7.1. Currencies and Recurrency. All pilots will maintain or regain the applicable currencies in **Table 4.2 (T-2)** Any pilot not meeting currency requirements will not perform the sortie or event except under the supervision of an IP. **(T-2)** Flight surgeons will maintain or regain currencies in accordance with AFMAN 11-202V1. **(T-2)** Commanders will ensure all instances of regression, supervised status and recurrency training due to loss of currency are documented in the individual's training records. **(T-2)**

**Table 4.2. Sailplane Pilot Currency Requirements.**

Sortie/Event	Currency		Affects Basic Aircraft Qualification	Note
	Inexperienced	Experienced		
Takeoff	30 days	60 days	Yes	1
Landing				1
Spin prevent				1
Spin	180 days			2
Instructional Sortie	90 days		No	2
Aerobatic/Advanced Maneuvers profile	60 days	90 days		3
Mountain wave profile	-	2 years		
Cross-country profile		1 year		
Oxygen flight		180 days		
Functional Check Flight (FCF) profile				
<b>Notes:</b>				
1. Loss of currency results in supervised status.				
2. Required for all pilots maintaining MR status. Instructors must regain currency for this event before flying with students.				
3. Only required for certified pilots.				

4.7.1.1. Recurrency Training. Pilots regain currency by demonstrating proficiency in the currency event with a current IP according to **Attachment 2. Exception:** Additional recurrency or requalification training is required for the loss of currencies defined in **paragraph 4.7.1.2.**

4.7.1.2. Additional Recurrency Training Requirements. **Table 4.2** designates specific currency items when loss of currency results in supervised status, loss of currency results in regression, or loss of currency exceeding 6 months results in loss of basic aircraft qualification. The timing for these actions begins from date of event currency expiration and results in recurrency or requalification training as indicated:

4.7.1.2.1. Takeoff or Landing Recurrency Training. Loss of currency results in supervised status.

4.7.1.2.1.1. For non-current 1 to 30 days, regain takeoff or landing currency by accomplishing a takeoff and landing under the supervision of a current IP. **(T-2)**

4.7.1.2.1.2. For non-current 31 to 90 days, regain takeoff or landing currency by accomplishing 2 takeoffs and 2 landings under the supervision of a current IP, and an IP-supervised normal and emergency procedures review session (SEPT). **(T-2)**

4.7.1.2.1.3. For non-current 91 to 180 days, regain currency by accomplishing the following:

4.7.1.2.1.3.1. Three IP-supervised sorties. **(T-2)** One sortie will be a spin sortie. One sortie will be an ID sortie with a current IP. The third sortie can be either an ID sortie or a pattern tow with a current IP. Accomplish a takeoff and landing on each sortie. Sorties may be flown in any order.

4.7.1.2.1.3.2. The open and closed book qualification written examinations. **(T-2)**

4.7.1.2.1.3.3. An AFMAN 11-2SAILPLANEV2 emergency procedures evaluation. **(T-2)** **Note:** Documentation of the emergency procedures evaluation on an AF Form 8, *Certificate of Aircrew Qualification*, or AF Form 8A, *Certificate of Aircrew Qualification (Multiple Aircraft)*, is not required.

4.7.1.2.1.4. For non-current greater than 180 days, accomplish requalification training in accordance with AFMAN 11-202V1, and **Chapter 2**.

4.7.1.2.2. Spin Prevent Recurrency Training. Loss of currency results in supervised status.

4.7.1.2.2.1. For non-current 1 to 30 days, regain spin prevent currency by accomplishing a spin prevent under the supervision of a current IP. **(T-2)**

4.7.1.2.2.2. For non-current 31 to 90 days, regain spin prevent currency by accomplishing a spin IP-supervised spin procedures review session, and two spin prevents (in opposite directions) under the supervision of a current IP. **(T-2)**

4.7.1.2.2.3. For non-current 61 to 180 days, comply with **paragraph 4.7.1.2.1.3** of this publication. **(T-2)**

4.7.1.2.2.4. For non-current greater than 180 days: complete requalification training in accordance with AFMAN 11-202V1, and **Chapter 2** of this publication.

4.7.1.2.3. Spin Recurrency Training. Loss of Instructor currency results in regression to non-Mission Ready status and prevents performing inflight IP duties. **(T-2)**

4.7.1.2.3.1. For non-current 1 to 180 days, regain spin currency by accomplishing a minimum of two spin recoveries (one in each direction) under the supervision of certified spin IP. **(T-2)**

4.7.1.2.3.2. For non-current greater than 180 days, complete requalification training in accordance with AFMAN 11-202V1, and **Chapter 2** of this publication.

4.7.1.2.4. Instructor Sortie Recurrency Training. Loss of Instructor Sortie currency results in regression to non-Mission Ready status and prevents performing ground or inflight IP duties, including leading SEPT. **(T-2)**

4.7.1.2.4.1. For non-current 1 to 225 days, complete an ID sortie under the supervision of a certified Pilot Instructor Training IP. **(T-2)**

4.7.1.2.4.2. For non-current 226 Days to 2 years, complete recurrency training defined by the unit commander, considering the individual's previous experience. **(T-2)** Complete a mission evaluation according to AFMAN 11-202V2, and AFMAN 11-2Sailplane, Volume 2, *Sailplane Aircrew Evaluation Criteria*. **(T-2)**

4.7.1.2.4.3. For non-current 2 to 5 years, complete the appropriate formal instructor requalification course defined in the formal course syllabus. **(T-2)**

4.7.1.2.4.4. For non-current greater than 5 years, complete the appropriate formal Instructor Pilot Training syllabus. **(T-2)**

4.7.2. Flying Training Requirements. All pilots will complete the sortie and event requirements as applicable in **Table 4.3** during each training cycle. **(T-2)** The Group Commander (or the Chief), AETC Standardization and Evaluation (A3V) division for a major command flight examiner) is the waiver authority for individual aircrew member CT requirements. Document this waiver in the individual's training records. **(T-2)**

**Table 4.3. Annual Sailplane Pilot Sortie and Event Requirements.**

Requirements	Basic Aircraft Qualification	Mission Ready	
		Inexperienced	Experienced
<b>Sorties</b>			
Total sorties	-	48	24
ID sorties	-	8	4
Instructional sorties	-	32	16
<b>Events</b>			
Landings	16	16	8
Stall series	16	16	8
Slow flight	16	16	8
Simulated rope break	4	4	2

4.7.3. Failure to Accomplish Requirements. Pilots who fail to complete annual training requirements according to **Table 4.3** and the minimum mission ready or basic aircraft qualification CT requirements according to AFMAN 11-202V1, will not fly in the new training cycle until a review is completed to determine the cause of the deficiency and if the pilot requires any additional training in the new training cycle. **(T-2)** Refer to **paragraph 4.7.4** for guidance on prorating requirements.

4.7.3.1. The Group Commander (or AETC/A3V division chief for a major command flight examiner) is the reviewer and waiver authority. The Group Commander's responsibility and authority will not be delegated. Following any proration, the reviewer should consider the type and magnitude of the deficiency and the pilot's experience level to determine if additional training, increased supervision, or a waiver to the previous training cycle requirements is warranted.

4.7.3.2. At the end of the training cycle, the unit will officially record the results of the completed review and include individual training requirement waivers, with justification, in the individuals' training folders. **(T-2)**

4.7.3.3. Pilots credit reviewer-assigned additional training in the new training cycle. If an IP fails to complete an ID sortie, then additional training must include the delinquent ID sortie prior to performing instructor duties in the new training cycle. **(T-2)**

4.7.3.4. Reviewers and commanders will refer to AFMAN 11-402, *Aviation, Missile, and Parachutist Service*, for guidance on aviation service suspension or disqualification when an aircrew member fails to complete requirements for causes entirely within the member's control. **(T-2)**

4.7.4. Prorating Requirements. At the end of the training cycle, the Squadron Commander may prorate training requirements according to AFMAN 11-202V1, if the aircrew member was not available. The commander may consider extended periods (more than 15 days) of parental leave, adverse weather, periods when the aircraft are not available for normal training, and periods of cadet non-enrollment in soaring courses as nonavailability.

## Chapter 5

### SPECIALIZED TRAINING

#### 5.1. General.

5.1.1. Specialized training upgrades qualified aircrew members to pilot instructor training IP, spin IP, FCF pilot, or other specialized mission skills. Units may tailor these programs for all crewmembers based on experience, currency, documented performance, and formal training. Units will document all specialized training certifications on the AF Form 4348 or electronic Graduate/Training Integration Management System (GTIMS) equivalent, to include those certifications that are unit-specific. **(T-2)**

5.1.2. The Squadron Commander will approve entry into all specialized training programs and certify pilots following training completion. **(T-2)** Except where noted in this chapter, certifications for specialized training in any unit-assigned aircraft is valid for all unit-assigned aircraft.

5.1.3. Except where a formal course is required by this publication, specific training guidance, procedures, policy, and requirements for specialized training are described in locally developed syllabi and managed in GTIMS. Ground training will precede flying training. **(T-3)**

5.1.4. All maneuvers flown in aerobatic training and competition are derived from International Aerobatic Club official contest rules and the Aresti System™ Glider Aerobatic Figures catalog (located at <http://www.arestisystem.com>). Aerobatic maneuver certification allows pilots to combine certified maneuvers.

**5.2. Buddy Instructor Pilot Training.** Units will assign new IPs to experienced Buddy IP sponsors who will monitor the new IP's performance and provide guidance in all IP duties until the new IP has completed the ground and flying training requirements of this paragraph. **(T-2)** The Squadron Commander may tailor Buddy IP program requirements for rated pilots with previous instructor experience. Units will document these requirements in the individual's GTIMS training records. **(T-2)**

5.2.1. Prerequisite. MQT complete. **(T-2)**

5.2.2. Ground Training. Before flying with students, the unit will ensure each new IP is briefed on the Buddy IP program requirements. **(T-2)** During the Buddy IP program, the unit will ensure each new IP is briefed on unit policies, CT requirements, grading practices, and student training records management. **(T-2)** The unit may credit similar training accomplished during IQT and MQT for Buddy IP training requirements.

5.2.3. Flying Training. The flying training portion of the Buddy IP program consists of four sorties, two instruction sorties and two intervention sorties.

5.2.3.1. Instruction Sorties. The new IP will complete two sorties with an experienced rated officer or civilian IP. The objective for these sorties is to further develop the new IP's instructional techniques. On these sorties, the IP will discuss instructional techniques, planning profiles, student progress, grading practices, local flying policies, common student errors, and pitfalls to avoid. **(T-2)** The IP will document sortie results in the new IP's training record. **(T-2)**

5.2.3.2. Intervention Sorties. The new IP will complete two sorties with an experienced rated officer or civilian IP certified to perform pilot instructor training. The objective for these sorties is to improve the new IP's error analysis and IP intervention in terms of position and rate of movement. Training will include a discussion on suggestive and directive forms of verbal intervention and the decision criteria for physical intervention, including taking control of the aircraft. (T-2) The IP will document sortie results in the new IP's training record. (T-2)

**5.3. Pilot Instructor Training IP Certification Training.** Units will train and certify IPs to instruct MQT. (T-2) Pilot Instructor Training IPs will supervise all Pilot Instructor Training IP training.

5.3.1. Prerequisites. All Pilot Instructor Training IP candidates will be experienced IPs. (T-2)

5.3.2. Ground Training. As a minimum, ground training will consist of:

5.3.2.1. A review of applicable, unit-identified publications (syllabi and training manuals). (T-2)

5.3.2.2. A unit-developed Pilot Instructor Training IP test. (T-2) Units will establish the minimum passing score and retest procedures. (T-2)

5.3.2.3. Unit-developed training in the following areas:

5.3.2.3.1. Differences in instructor techniques between front and rear cockpits. (T-2)

5.3.2.3.2. Common student errors. (T-2)

5.3.2.3.3. Training documentation for all flying training courses. (T-2)

5.3.2.3.4. Techniques for emergency procedures training. (T-2)

5.3.2.3.5. Risk management and how to establish training limits. (T-2)

5.3.2.3.6. Student role playing. (T-2)

5.3.3. Flying Training. Upgrade pilots will complete at least two instructional sorties where the upgrade pilot is performing Pilot Instructor Training IP duties. The upgrade pilot will normally occupy the front cockpit for all training. Units will provide sample IP upgrade training materials to facilitate the training scenario and training documentation practice. (T-2) Units may require additional sorties to meet proficiency requirements. As a minimum:

5.3.3.1. One sortie will include an area tow (emphasize inside slack line setup, recovery, and instruction) with a low pattern. (T-2) A grass landing should normally be accomplished if conditions permit.

5.3.3.2. One sortie will include an area tow with a simulated rope break and an extended base pattern and landing. (T-2)

**5.4. Phase Check Pilot Certification Training.** Units will train and certify sailplane IPs to administer Airmanship course AM-461 phase checks. A certified evaluator pilot will supervise all training. (T-2)

5.4.1. Prerequisites. All phase check pilot candidates will be certified Pilot Instructor Training IPs. (T-2) All officers are automatically certified as phase check pilots upon certification as

experienced and Pilot Instructor Training IPs once ground training specified in [para 5.4.2](#) is accomplished.

5.4.2. Ground Training. As a minimum, candidates will complete ground training consisting of: phase check briefing differences, debriefing a phase check sortie, phase check general knowledge standardization, and handling emergency procedures. **(T-2)**

5.4.3. Flying Training. Upgrade pilots will complete at least one instructional sortie simulating an AM-461 phase check pilot. As a minimum, the upgrade pilot evaluates the simulated student in slack lines, slow flight, at least one stall, and a spin prevent. **(T-3)**

**5.5. Spin IP Training.** Units will train and certify sailplane IPs to instruct spin sorties for IQT, MQT, CT, and spin IP training. **(T-2)** A spin IP will conduct all training. **(T-2)**

5.5.1. Prerequisites. All spin IP candidates will be certified Pilot Instructor Training IPs. **(T-2)**

5.5.2. Ground Training. As a minimum, ground training will consist of the following unit-developed lessons:

5.5.2.1. Spin theory. **(T-2)**

5.5.2.2. Spin procedures and techniques. **(T-2)**

5.5.2.3. Spin restrictions and limitations. **(T-2)**

5.5.2.4. Spin grading criteria. **(T-2)**

5.5.3. Flying Training. The upgrade pilot will demonstrate proficiency in performance and instructions of aileron effects, three-turn spins, accelerated spin entries, neutral-rudder spin entries, spin prevention, hands-off recoveries, and elevator-only recoveries. **(T-2)** The upgrade pilot will be able to detect and offer instruction to correct typical student spin errors. **(T-2)** The upgrade pilot will fly at least one sortie in each cockpit and accomplish spin entries in both directions. **(T-2)** A rated or civilian employee spin IP will supervise the final sortie before certification. **(T-2)**

**5.6. Functional Check Flight Pilot Training and Program Requirements.** Units will train and certify sailplane IPs to perform FCFs. **(T-2)**

5.6.1. Prerequisites. The Group Commander must designate all FCF pilots in writing. **(T-2)** Units will forward names to the Group Commander for approval. **(T-2)** Candidates for sailplane FCF pilot training will be experienced, rated officer or civilian employee sailplane IPs (preferably flight examiners), and have a minimum of 750 hours total flying time with 100 sailplane sorties, or 500 hours total flying time with 150 sailplane sorties. All FCF pilots require a minimum of three complete FCF profiles (an actual FCF or a simulated FCF) after certification before receiving additional certification as an FCF instructor. These three additional profiles do not require FCF IP supervision.

5.6.2. Ground Training. As a minimum, ground training will include a review of applicable technical orders and publications, including DAFI 21-101, *Aircraft and Equipment Maintenance Management*; TO 1-1-300, *Acceptance/Functional Check Flight and Maintenance Operational Checks*; TO 1G-15(T)-6CF-1, *Acceptance and Functional Check Flight Procedures Manual, USAF Series TG-15A/B Aircraft*; TO 1G-15(T)-6CL-1, *Acceptance and/or Functional Check Flight Checklist, USAF Series TG-15 Aircraft*; TO 1G-16(T)-6CF-1, *Acceptance and/or Functional Check Flight Procedures Manual, USAF Series*

*TG-16A Aircraft; TO 1G-16(T)-6CL-1, Acceptance and/or Functional Check Flight Checklist, USAF Series TG-16A Aircraft; TG-17 Flight Manual or AFLCMC-approved TG-17 Pilot Operating Handbook (POH), TO 1G-17(T)-6CF-1, Acceptance and/or Functional Check Flight Procedures Manual, USAF Series TG-17A Aircraft; TO 1G-17(T)-6CL-1, Acceptance and/or Functional Check Flight Checklist, USAF Series TG-17A Aircraft; and local FCF procedures. (T-2)*

5.6.3. Flying Training. Upgrade pilots will fly on a minimum of two dual FCF profiles (an actual FCF or a simulated FCF) to experience the flight analysis and data-gathering portion of an FCF sortie. (T-2)

5.6.4. Additional Chief FCF pilot requirements:

5.6.4.1. Work closely with maintenance quality assurance personnel. (T-2)

5.6.4.2. Maintain an FCF operational information file in the FCF briefing areas. (T-2) The FCF operational information file will not duplicate the flight crew information file. (T-2)

5.6.4.3. Develop an FCF CT program for FCF techniques and procedures to include seminars and flights. (T-2) The objective is to ensure FCF crews maintain a high level of proficiency and knowledge of maintenance requirements to produce a quality aircraft for mission accomplishment.

5.6.4.4. Monitor FCF pilot currencies according to **Table 4.2**. (T-2) To regain currency, FCF pilots will fly a complete FCF profile (actual or simulated) with an FCF IP. (T-2)

5.6.4.5. Coordinate with the flying training group's standardization and evaluation office on publication and TO changes and revisions. (T-2)

5.6.4.6. Ensure local flight clearance is coordinated with air traffic control agencies. (T-2)

**5.7. Parade Field Landing Certification Training.** This training certifies sailplane IPs to consistently land and stop within a confined area. A cross-country IP or parade field landing IP will supervise all ground training and precision landings. (T-2) A parade field landing IP will supervise all landings to Stillman Parade Field. (T-3) Once certified, parade field landing certified pilots may perform parade field landings in all sailplanes; however, training should be accomplished in the sailplane that will be flown during the planned demonstration. Upon completion of training, the Squadron Commander may certify rated officers and civilian pilots as parade field landing IPs. Cadets will not serve as parade field landing IPs. (T-2)

5.7.1. Prerequisites. All parade field landing candidates will be qualified sailplane IPs. (T-2)

5.7.2. Ground Training. As a minimum, ground training will consist of unit-developed lessons to include precision landing, glide path control, and energy management. (T-2)

5.7.3. Flying Training. Upgrade pilots will fly a minimum of four precision landings with at least one landing at Stillman Parade Field. (T-2) Cross-country certified pilots may proficiency advance three precision landings, but must perform at least one landing at Stillman Parade Field. (T-3) Emphasis on energy management should simulate an obstacle/wall at the departure end of the confined landing area.

**5.8. Cross-Country Pilot Certification Training.** This training provides pilots with all of the skills required to participate in cross-country flights and competitions outside of final glide distance from the departure airfield. Cross-country pilots must demonstrate the application of

soaring competition rules and procedures in a competition environment to a certified cross-country IP before performing unsupervised in competition. **(T-2)** Units will derive all maneuvers flown in cross-country training from Soaring Society of America™ competition requirements, rules, and regulations. **(T-2)** A certified cross-country IP will conduct all training. **(T-2)**

5.8.1. Prerequisites. The Squadron Commander tailors the requisites for this training.

5.8.2. Ground Training. Cross-country pilot training will consist of the following unit-developed lessons:

5.8.2.1. Off-Field Site Selection, Patterns, and Precision/Obstacle Landings. **(T-2)**

5.8.2.2. Cross-Country Soaring Weather and Thermalling. **(T-2)**

5.8.2.3. Soaring Equipment, Navigation and Glide Computer use. **(T-2)**

5.8.2.4. Cross-Country Soaring. **(T-2)**

5.8.2.5. Cross-Country Competition Rules, Regulations, and Badge Requirements. **(T-2)**

5.8.2.6. Cross-Country Competition and Performance. **(T-2)**

5.8.2.7. Competition Race Day Briefing (actual or simulated). **(T-2)**

5.8.2.8. Sailplane Oxygen System Equipment and Operation. **(T-3)**

5.8.3. Flying Training. Prior to cross-country pilot certification, a certified cross-country IP will monitor all solo cross-country training via radio from the ground or air. **(T-2)** Units may require additional sorties to meet proficiency requirements. As a minimum, upgrade pilots will demonstrate proficiency in:

5.8.3.1. Dual and solo off-field (precision and obstacle clearance) landings. **(T-2)**

5.8.3.2. Dual and solo thermalling to achieve a minimum of 45 minutes of continuous flight after aerotow release and remain within final glide distance from the departure airfield. **(T-2)** The upgrade pilot must successfully find and remain in a thermal and demonstrate the ability to leave and recapture a thermal. **(T-2)**

5.8.3.3. Cross-country mission planning, chart reading and navigation, off-field landing site selection (at other than the departure airfield), and off-field landing patterns. **(T-2)** **Note:** The off-field landing site selection and off-field landing pattern requirements may be accomplished on powered aircraft sorties under the supervision of certified sailplane cross-country IPs.

5.8.3.4. Dual and solo cross-country profiles as defined in [Attachment 2](#). **(T-2)**

5.8.3.5. Dual cross-country competition (simulated or actual). **(T-2)** The upgrade pilot must demonstrate the ability to apply competition rules and procedures. **(T-2)**

5.8.3.6. Dual use of oxygen equipment. **(T-2)**

**5.9. Cross-Country IP Certification Training.** Units will certify cross-country IPs before they may instruct cross-country or cross-country IP training. **(T-2)** Units may require additional sorties to meet proficiency requirements. A certified cross-country IP will conduct all training. **(T-2)**

5.9.1. Prerequisites. All cross-country IP candidates will be cross-country certified **(T-2)** Candidates must have previously competed in a cross-country competition using Soaring

Society of America™ rules. **(T-2)** The Squadron Commander may tailor the instructional sortie requirements of this paragraph. Units will document tailored requirements in the individual's training folder. **(T-2)**

5.9.2. Ground Training. Cross-country IP training will consist of the following unit-developed lessons:

5.9.2.1. Cross-country pilot training requirements and instructional techniques. **(T-2)**

5.9.2.2. Cross-Country Syllabus Review. **(T-2)**

5.9.3. Flying Training. Upgrade pilots will demonstrate proficiency in instruction of cross-country mission planning, chart preparation, navigational techniques, altitude estimation, off-field landing site and pattern selection, off-field landing patterns, thermalling, glide computer use, and global positioning system use. **(T-2)** As a minimum, upgrade pilots will:

5.9.3.1. Fly at least one dual cross-country competition flight (simulated or actual competition). **(T-2)**

5.9.3.2. Instruct high-altitude off-field landing site selection and off-field-landing patterns in a powered aircraft. **(T-2)**

**5.10. Mountain Wave Pilot Certification Training.** This training certifies cross-country pilots to fly in mountain wave conditions above 14,000 feet mean sea level. A rated or civilian employee cross-country IP who has completed mountain wave pilot certification training will supervise all mountain wave pilot training. **(T-2)**

5.10.1. Prerequisites. All mountain wave pilot candidates will be cross-country certified pilots. **(T-2)**

5.10.2. Ground Training. Mountain wave pilot training will consist of the following unit-developed lessons:

5.10.2.1. Sailplane mountain wave flight procedures and techniques. **(T-2)**

5.10.2.2. Operations under visual flight rules in Class A airspace. **(T-2)**

5.10.2.3. Local mountain wave flight and airspace procedures. **(T-2)**

5.10.2.4. Mountain wave flight emergency procedures. **(T-2)**

5.10.2.5. Instruction and grading of mountain wave flights (ground and flight). **(T-2)**

5.10.3. Flying Training. Upgrade mountain wave pilots will complete at least one dual sortie with flight in actual mountain wave conditions. **(T-2)** Each sortie will include at least 45 minutes of flight after aerotow release. Upgrade pilots will demonstrate proficiency in turbulence, rotor and mountain wave identification, airspeed control, climbs from rotor to mountain wave conditions, and emergency procedures. **(T-2)**

**5.11. Advanced Maneuvers Pilot Certification Training.** This training certifies sailplane IPs to fly advanced maneuvers. **(T-2)** An advanced maneuvers certified IP or aerobatic certified IP will supervise all training. **(T-2)** Due to overlap in training, advanced maneuvers pilot certification training is waived for aerobatic pilots. Aerobatic pilots are certified as advanced maneuvers pilots.

5.11.1. Prerequisites. All advanced maneuvers pilot candidates will be qualified sailplane IPs. **(T-2)**

5.11.2. Ground Training. At a minimum, ground training will consist of unit-developed lessons including unusual attitudes, airspace, aircraft limitations, and entry/exit parameters. **(T-2)**

5.11.3. Flying Training. Upgrading pilots will demonstrate competency in unusual attitudes and each advanced maneuver. **(T-2)**

**5.12. Advanced Maneuvers IP Certification Training.** This training certifies sailplane IPs to fly and instruct advanced maneuvers. **(T-2)** An advanced maneuvers certified IP or aerobatic certified IP will supervise all training. **(T-2)** Due to overlap in training, advanced maneuvers IP certification training is waived for aerobatic IPs. Aerobatic IPs (including Cadet Aerobatic IPs) are certified as advanced maneuvers IPs.

5.12.1. Prerequisites. All advanced maneuvers IP candidates will be advanced maneuvers certified sailplane IPs. **(T-2)**

5.12.2. Ground Training. At a minimum, ground training will consist of unit-developed lessons to include unusual attitudes, airspace, aircraft limitations, entry/exit parameters, intervention, and grading. **(T-2)**

5.12.3. Flying Training. Upgrading pilots will demonstrate competency in performance and instruction of unusual attitudes and each advanced maneuver. **(T-2)**

**5.13. Aerobatic Pilot Certification Training.** This training certifies sailplane pilots to perform aerobatic maneuvers and combinations of maneuvers both unsupervised and competitively. This certification authorizes sailplane pilots to compete in all aerobatic competition categories in Fédération Aéronautique Internationale™, International Aerobatic Club™, and Commission Internationale de Voltige Arienne™ sponsored competitions. Upgrade pilots will complete all training under the supervision of an appropriately trained and certified aerobatic IP. **(T-2)** Pilots will accomplish the ground training before any flight training. **(T-3)** Units may further define sub-levels of aerobatic pilot certification.

5.13.1. Prerequisites. All aerobatic pilot candidates will be qualified sailplane IPs. **(T-2)** Units may establish additional requisites.

5.13.2. Ground Training. Units will define aerobatic pilot ground training. **(T-2)** Aerobatic pilot ground training will consist of unit-developed lessons in unusual attitude recovery procedures, aerobatic symbols, flying aerobatic maneuvers (procedures and techniques), aircraft limitations, energy management, emergency procedures, and G-awareness. **(T-2)**

5.13.3. Flying Training. Units may certify upgrade pilots to perform aerobatic maneuvers and combinations of maneuvers unsupervised and in competition. Before certification to perform maneuvers and combinations of maneuvers unsupervised, upgrade pilots will demonstrate proficiency in unusual attitude recoveries, performing aerobatic maneuvers and combinations of maneuvers, energy management, and airspace use. **(T-2)** Upgrade pilots will also demonstrate proficiency in the application of competition rules and execution of aerobatic competition maneuver sequences prior to competition certification. **(T-2)**

**5.14. Aerobatic IP Certification Training.** This training certifies sailplane pilots to instruct aerobatic training. Upgrade pilots will complete all training under the supervision of an appropriately trained and certified aerobatic IP. **(T-2)** Accomplish the ground training before any flight training. **(T-3)** Units may further define sub-levels of aerobatic IP certification.

5.14.1. Prerequisites. All aerobatic IP candidates will be certified aerobatic pilots. **(T-2)**

5.14.2. Ground Training. Units will define aerobatic IP ground training. **(T-3)** Aerobatic IP ground training will focus on instruction in support of unit-developed lessons and certifications, including the instruction of risk management and decision-making in a competition environment. **(T-3)**

5.14.3. Flying Training. Units may certify upgrade pilots as aerobatic IPs. Before certification as aerobatic IPs, upgrade pilots will demonstrate proficiency in the performance and instruction of unusual attitude recoveries, aerobatic symbol use, performing aerobatic maneuvers and combinations of maneuvers, energy management, airspace use, and aerobatic competition routines. **(T-3)**

**5.15. Demonstration Pilot.** This training certifies personnel to perform demonstrations according to AFMAN 11-246, Volume 2, *Aircraft Demonstrations (Sailplanes)*. All prerequisites, ground training and flying training will be accomplished in accordance with AFMAN 11-246V2. **(T-2)**

**5.16. Assembly and Disassembly Certification Training.** This training certifies sailplane pilots to accomplish sailplane assembly and disassembly. Pilots will complete this training under the supervision of a certified IP or maintenance specialist. **(T-2)**

5.16.1. Prerequisites. All candidates will be qualified sailplane pilots. **(T-2)**

5.16.2. Ground Training. Certification training will consist of unit-developed lessons in use of assembly and disassembly checklists and inspection and documentation requirements. **(T-2)** Prior to certification, units will ensure candidates observe a complete assembly and disassembly. **(T-2)**

**5.17. Smoke Handling Certification Training.** This training certifies personnel to handle and install smoke grenades on sailplanes. **(Note:** This training is not required for sailplane IPs to operate the smoke system according to sailplane TOs.)

5.17.1. Prerequisites. All smoke handling candidates must be officer, enlisted, or civilian. **(T-2)**

5.17.2. Ground Training. Certification training will consist of unit-developed lessons in smoke handling. **(T-2)**

**5.18. Oxygen Certification Training.** This training certifies pilots in use of sailplane oxygen equipment for high altitude flight. An oxygen-certified IP or Cross-Country certified IP will conduct all training. **(T-2)**

5.18.1. Prerequisites. All candidates will be qualified sailplane IPs. **(T-3)**

5.18.2. Ground Training. As a minimum, ground training will consist of:

5.18.2.1. Unit-developed ground training in the following areas:

5.18.2.1.1. Sailplane oxygen system equipment and operation (pressure, regulator, indicator, connections, and emergency [PRICE] check). **(T-2)**

5.18.2.1.2. Sailplane oxygen system malfunctions and emergency procedures. **(T-2)**

- 5.18.2.1.3. Oxygen requirements in AFMAN 11-202, Volume 3, *Flight Operations*; MAJCOM supplements; and waivers. **(T-2)**
- 5.18.2.2. A hands-on practice of electronic oxygen delivery system operations. **(T-2)**
- 5.18.2.3. A review of personal hypoxia symptoms. In conjunction with 306 OSS Aerospace Physiology Training Flight, aircrew may utilize the ROBD to review their hypoxia symptoms utilizing a pre-approved sailplane flight profile. **Note:** This review does not replace the physiological training requirements as identified in AFMAN 11-403.
- 5.18.3. Flying Training. A specific sortie profile is not designated to accomplish inflight oxygen training.
- 5.18.3.1. Pilots not in the cross-country upgrade will successfully don and doff the oxygen equipment on the ground and breathe in “N” Mode for 5 minutes. **(T-3)**
- 5.18.3.2. Pilots will demonstrate oxygen equipment proficiency on a dual sortie before solo use. **(T-2)**

JEFFREY W. NELSON, Brigadier General, USAF  
Director, Operations and Communications

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

10 USC §9013, Secretary of the Air Force

AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, 3 May 2022

AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*, 3 August 2017

AFI 33-322, *Records Management and Information Governance Program*, 23 March 2020

AFMAN 11-202V1, *Aircrew Training*, 27 September 2019

AFMAN 11-202V2, *Aircrew Standardization and Evaluation Program*, 30 August 2021

AFMAN 11-202V3, *Flight Operations*, 10 January 2022

AFMAN 11-246V2, *Aircraft Demonstrations (Sailplanes)*, 30 July 2024

AFMAN 11-290, *Cockpit/Crew Resource Management and Threat & Error Management Program*, 25 October 2021

AFMAN 11-2SAILPLANEV2, *Sailplane Aircrew Evaluation Criteria*, 23 September 2020

AFMAN 11-2SAILPLANEV3, *Sailplane Aircrew Operations*, 30 November 2020

AFMAN 11-301V1, *Aircrew Flight Equipment (AFE)*, 31 May 2023

Aresti System™ Glider Aerobatic Figures Catalog

DAFI 21-101, *Aircraft and Equipment Maintenance Management*, 16 January 2020

DAFMAN 11-401, *Aviation Management*, 27 October 2020

DAFMAN 11-402, *Aviation, Missile, and Parachutist Service*, 24 January 2025

International Aerobatic Club™ Official Contest Rule Book

TG-17 Flight Manual or AFLCMC-approved TG-17 Pilot Operating Handbook (POH)

TO 1-1-300, *Acceptance/Functional Check Flight and Maintenance Operational Checks*, 15 March 2012

TO 1G-15(T)-1, *Flight Manual --USAF Series TG-15A/B Sailplanes*, 30 June 2016

TO 1G-15(T)-6CF-1, *Acceptance and Functional Check Flight Procedures Manual, USAF Series TG-15A/B Aircraft*, 1 October 2007

TO 1G-15(T)-6CL-1, *Acceptance and/or Functional Check Flight Checklist, USAF Series TG-15 Aircraft*, 1 October 2007

TO 1G-16(T)-1, *Flight Manual – USAF Series TG-16A Sailplane*, 1 January 2018

TO 1G-16(T)-6CF-1, *Acceptance and/or Functional Check Flight Procedures Manual, USAF Series TG-16A Aircraft*, 1 January 2012

TO 1G-16(T)-6CL-1, *Acceptance and/or Functional Check Flight Checklist, USAF Series TG-16A Aircraft*, 1 January 2012

TO 1G-17(T)-1, *Flight Manual – USAF Series TG-17A Sailplane*

TO 1G-17(T)-6CF-1, *Acceptance and/or Functional Check Flight Procedures Manual, USAF Series TG-17A Aircraft*

TO 1G-17(T)-6CL-1, *Acceptance and/or Functional Check Flight Checklist, USAF Series TG-17A Aircraft*

### ***Prescribed Forms***

None

### ***Adopted Forms***

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 8A, *Certificate of Aircrew Qualification (Multiple Aircraft)*

DAF Form 847, *Recommendation for Change of Publication*

AF Form 4293, *Student Activity Record*

AF Form 4348, *USAF Aircrew Certifications*

### ***Abbreviations and Acronyms***

**AETC**—Air Education and Training Command

**AETCMAN**—Air Education and Training Command Manual

**AFE**—Aircrew Flight Equipment

**AFI**—Air Force Instruction

**AFLCMC**—Air Force Life Cycle Management Center

**AFMAN**—Air Force Manual

**CRM**—Crew Resource Management

**CT**—Continuation Training

**DAFI**—Department of the Air Force Instruction

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

**FCF**—Functional Check Flight

**GTIMS**—Graduate/Training Integration Management System

**ID**—Instructor Development

**IP**—Instructor Pilot

**IQT**—Initial Qualification Training

**MAJCOM**—Major Command

**MQT**—Mission Qualification Training

**MR**—Mission Ready

**OPR**—Office of Primary Responsibility

**OSS**—Operations Support Squadron

**SEPT**—Situational Emergency Procedures Training

**SORN**—System of Records Notice

### *Office Symbols*

**19 AF/A3**—Nineteenth Air Force Operations Directorate

**AETC/A3/6**—Air Education and Training Command Operations and Communications Directorate

**AETC/A3V**—Air Education and Training Command Operations Directorate, Standardization and Evaluations Division

### *Terms*

**Aerotow**—A sailplane takeoff and climb process where the sailplane is towed through the air by a powered aircraft.

**Basic Aerobatic Maneuvers**—Preliminary aerobatic maneuvers which focus on flying precise lines, loops, turns, and rolls.

**Basic Aircraft Qualification**—An aircrew member who has satisfactorily completed prescribed training to maintain the skills necessary to perform aircrew duties in the unit aircraft (AFMAN 11-202, Volume 1).

**CT**—Training to maintain proficiency and improve aircrew capabilities to perform unit missions, and aircrew proficiency sorties not flown in formal syllabus missions, tests, or evaluations.

**Currency**—A measure of how frequently and/or recently a task is completed. Currency requirements should ensure the average aircrew member maintains a minimum level of proficiency in a given event.

**Dual**—With a qualified IP.

**Experienced**—An aircrew member who has been certified by the Squadron Commander as an IP, has completed the Buddy IP Program, and has either 100 total instructional sorties (cadet IPs), 50 total instructional sorties (rated IPs without prior IP experience), or 25 instructional sorties (rated IPs with prior IP experience and civilian employee IPs).

**Final glide distance**—The distance across the ground a sailplane is capable of gliding under the current conditions (airspeed, altitude, weight, wind, lift, sink, and bugs) not including water ballast. Final glide distance includes the distance used for any maneuvering required prior to landing.

**Formal course**—A training course listed in education and training course announcements (<https://cs2.eis.af.mil/sites/app10-ETCA/>).

**Indoctrination Flier**—A rated officer in inactive status required to perform operational flying on a temporary basis to complete a specific official task (for example, to evaluate an operational flying

procedure, review flying training effectiveness, take part in a flying exercise or test program, or become familiar with a specific operational weapon system and procedure) (DAFMAN 11-401).

**Inexperienced**—An aircrew member who does not qualify as experienced or who is not certified as such by the Squadron Commander.

**Intermediate Aerobic Maneuvers**—Aerobic maneuvers flown in International Aerobic Club <sup>TM</sup> competitions within the intermediate competitive category.

**Instructor Development sortie**—A unit-directed continuation training sortie used to develop an instructor's abilities to teach/instruct various missions and maneuvers in the aircraft.

**IQT**—Training to qualify an aircrew member for basic aircrew duties in an assigned aircrew position without regard for the unit's operational mission.

**MQT**—Training to qualify an aircrew member in an assigned aircrew position to perform the command or unit mission.

**Mission Ready**—An aircrew member who has satisfactorily completed MQT and maintains qualification and proficiency in the command or unit operational mission (AFMAN 11-202, Volume 1).

**Mountain Wave Soaring**—Extended sailplane flight sustained by identifying and using upslope currents created by air moving across mountain ranges to provide upward vertical speed.

**Off-Field Landing**—A landing at other than the planned landing site or a practice landing using procedures for off-field landings. Pilots use off-field landing procedures during practice landings to simulate confined areas or landings with a maximum performance stop beyond a vertical obstacle.

**Proficiency**—A measure of the ability to perform a maneuver successfully without instructor intervention, and within aircraft, airspace, and operational limitations.

**Rotor**—Air turbulence created downwind of mountain waves.

**Thermal**—A rising current of air created by convective heating.

**Thermal Soaring (Thermalling)**—Sustained sailplane flight by identifying and using thermals to provide upward vertical speed (thermal lift) or minimize downward vertical speed (sink).

**Training Folders**—AFMAN 11-202, Volume 1 and syllabus required aircrew documentation of training electronic equivalent utilizing GTIMS may be used.

## Attachment 2

### TRAINING SORTIES AND EVENTS

**A2.1. Instructor Development Sortie.** IPs may log an ID sortie on any Buddy IP sortie, qualification or mission evaluation, or dedicated CT program sorties.

A2.1.1. Units may develop acceptable ID sortie profiles in addition to the following approved profiles:

A2.1.1.1. Profile 1: Takeoff *or* landing, slackline *or* box-the-wash, spin prevent *or* spiral dive, stall series, slow flight, and steep turn. The steep turn and two stalls in the series may be omitted if weather conditions preclude accomplishing all planned maneuvers.

A2.1.1.2. Profile 2: Takeoff, simulated rope break (near pattern altitude, low altitude/opposite direction or extended base only) and landing.

A2.1.1.3. Profile 3: An aerobatic, cross country, or mountain wave profile as defined by this attachment.

A2.1.1.4. Profiles 1 and 3 may be combined with spin proficiency sorties.

A2.1.2. Pilots may accomplish ID sorties in any unit-assigned aircraft.

A2.1.3. An ID sortie must be flown dual. **(T-2)** On dual sorties, both pilots may log an ID sortie, but only if they both complete the minimum requirements to log the sortie. **(T-2)**

**A2.2. FCF Profile.** Certified FCF pilots may complete an FCF profile (actual or simulated) in any sailplane in which the pilot is FCF certified.

**A2.3. Instructional Sortie.** Accomplish during instructor duties on a sortie flown with an unqualified pilot, first pilot or mission pilot where instructor time is logged, a formal syllabus sortie, an IP-required recurrency sortie, a requalification sortie, or a specialized training sortie listed in **Chapter 5** of this publication. **Note:** Logging instructor time on a CT sortie with another IP does not fulfill this requirement.

**A2.4. Spin.** Demonstrate proficiency with a certified spin IP on two spin recoveries, one in each direction. **(Exceptions:** Spin IPs may log this event solo or during a spin training sortie (if they perform both required spins). Level 1 or higher aerobatic pilots may perform and log this event without the supervision of a spin IP. Level 1 or higher aerobatic pilots will not instruct spins unless also certified as a spin IP.)

**A2.5. Takeoff.** Accomplish an aerotow takeoff to a minimum of 300 feet above ground level.

**A2.6. Landing.** Accomplish a landing on a prepared surface (for example, runway or designated sailplane landing area).

**A2.7. Stall Series.** Accomplish at least two out of three stalls (nose high, turning, or landing attitude). Do not log more than one stall series per sortie.

**A2.8. Slow Flight.** Accomplish slow flight at the appropriate airspeed, to include two coordinated turns. Do not log more than one slow flight per sortie.

**A2.9. Simulated Rope Break.** Accomplish by simulating a rope break during aerotow and before reaching the planned release altitude. This event requires release from the aerotow and

landing. Conditions permitting, accomplish either an opposite direction pattern and landing, a downwind pattern and landing, or an extended base pattern and landing.

**A2.10. Spin Prevent.** Accomplish a spin prevent recovery.

**A2.11. Aerobatic Profile.** Accomplish a minimum of four aerobatic maneuvers the pilot is certified to perform on one sortie. Regain currency by accomplishing unusual attitude recoveries and an aerobatic profile with an aerobatic profile current IP.

**A2.12. Mountain Wave Profile.** Accomplish high altitude flight (above 14,000 feet mean sea level) in mountain wave conditions. Regain currency by accomplishing a mountain wave profile with a mountain wave-certified rated or civilian employee IP.

**A2.13. Cross-Country Profile.**

A2.13.1. Certified pilots must accomplish at least one of the following:

A2.13.1.1. Fly the sailplane at least 4 miles off aerotow away from the point of origin.

A2.13.1.2. Gain at least 2,000 feet of altitude after aerotow release.

A2.13.1.3. Remain aloft for at least 1 hour after aerotow release from not more than 3,000 feet above ground level.

A2.13.2. Pilots must regain cross-country currency by accomplishing a dual cross-country profile with a cross-country IP.

**A2.14. Advanced Maneuvers Profile.** Accomplish a minimum of two advanced maneuvers on one sortie. Regain currency by accomplishing unusual attitude recoveries and an advanced maneuvers profile with an advanced maneuvers certified IP.

**A2.15. Oxygen Flight.** Accomplish a flight requiring oxygen equipment use. Regain currency by accomplishing an IP-supervised oxygen system review and a dual flight requiring oxygen equipment use.