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AIR EDUCATION AND TRAINING
COMMAND**

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VOLUME 1**



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Flying Operations

***T-41, T-51, AND T-53 AIRCREW
TRAINING***

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Chapter 1

GENERAL GUIDANCE

1.1. Roles and Responsibilities.

1.1.1. Group Commanders:

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 the 19th Air Force Director of Operations.

1.1.1.3. Certify Functional Check Flight pilots and instructors.

1.1.2. Squadron Commanders:

1.1.2.1. Manage squadron continuation training (CT) 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.

1.2. Phases of Training:

1.2.1. Initial Qualification Training (IQT). This training is necessary to qualify aircrew for duties in the aircraft. [Chapter 2](#) provides IQT program requirements.

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

1.2.3. Continuation Training (CT). This training is necessary for qualified aircrew to maintain their assigned level of proficiency, increase flight qualifications, and develop as instructors. It provides minimum ground and flight training requirements for aircrew proficiency. [Chapter 4](#) provides 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 comply with locally developed syllabi to qualify

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)**
Exception: Units will only train and assign US Air Force Academy (USAFA) cadets to basic aircraft qualified (BAQ) training status in the T-41 and T-51. **(T-2)**

1.3.2. Night training and night vision goggles 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/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, non-interference flying or required for the mission) will accomplish the following initial checkout:

1.5.1. A review with an Instructor Pilot (IP) of the appropriate aircraft flight manual (Technical Order 1T-41D-1, *Flight Manual, USAF Series, T-41D Aircraft* or Technical Order 1T-51A-1, *Flight Manual, USAF Series, T-51A Aircraft* or Technical Order 1T-53A-1, *Flight Manual, USAF Series, T-53A Aircraft*); AETCMAN 11-2T-41-51-53, Volume 3, *T-41, T-51, and T-53 Operations Procedures*; and unit supplements. **(T-2)**

1.5.2. Egress training according to AFMAN 11-301, Volume 1, *Aircrew Flight Equipment (AFE)*.

1.5.3. A 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)**

1.6. Universally Qualified Aircrew Member Training. Universally qualified aircrew (Example: flight surgeons and non-rated aircrew) training is in accordance with AFMAN 11-202, Volume 1. Upon completion of training, a universally qualified aircrew member may occupy any seat when an IP or cadet flight trainer pilot is at the controls. A universally qualified aircrew member will not operate the controls unless a rated IP is at the controls. **(T-3)** A universally qualified aircrew member will not fly during critical phases of flight. **(T-2)**

1.7. Fuel Conservation. It is the responsibility of all aircrew to conserve fuel to the maximum extent possible. Individual crewmembers and supervisors at all levels will manage aviation fuel as a limited commodity and precious resource. Aircrew will consider fuel optimization is throughout all phases of mission planning and execution. Aircrew will terminate sorties at the earliest opportunity once the objectives of training are complete. Adherence to average sortie duration is not the driving factor of whether to land the aircraft or continue the mission.

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 11-202, Volume 2, and AETCMAN 11-2T-41-51-53, Volume 2, *T-41, T-51, and T-53 Evaluation Criteria*. **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 BAQ training status.

2.2. Prerequisites. Before entering qualification training, each aircrew member must comply with the appropriate formal course training prerequisites prescribed in the Education and Training Course Announcements available at <https://app10-eis.aetc.af.mil/etca/>. **(T-2)** In addition, all personnel maintaining flying status will meet the physical examination and training requirements in AFMAN 11-202, Volume 1, before flying.

2.2.1. USAFA cadets entering training for T-41 or T-51 qualification must hold at least a Federal Aviation Administration (FAA) private pilot certificate with an airplane single-engine land rating and at least an FAA third-class medical certificate. **(T-2)**

2.2.2. Civilian pilots must hold at least an FAA third-class medical certificate and a flight instructor certificate with airplane and single-engine ratings. **(T-2) Exception:** Former military pilots need not hold a flight instructor certificate if they maintain an instructor pilot qualification in accordance with AETCMAN 11-2T-41-51-53, Volume 2. **(T-3)**

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. At a minimum, IQT requires formal course syllabus mission objectives and tasks.

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.

2.5. Basic Aircraft Requalification Training. Units will follow the requalification guidance in AFMAN 11-202, Volume 1, and [paragraph 4.5.1](#) of this publication.

2.6. Conversion and Difference Qualifications. Conversion qualification follows the guidance in this chapter and the formal course qualification syllabus established for unit conversion. Difference training is authorized for qualification when the pilot is qualified in any single-engine,

propeller-driven aircraft and will be qualified in another. The formal course syllabus identifies the required difference training.

2.7. Multiple Qualifications. Qualification in more than one mission design series is authorized in accordance with AFMAN 11-202, Volume 1. (**Note:** General officers are not authorized multiple qualifications.) Multiple qualifications require completion of IQT or difference training as specified in this chapter.

2.8. Senior Officer Qualification. Senior officer qualification training follows the guidance provided in Department of the Air Force Manual 11-401, *Aviation Management*, and AFMAN 11-202, Volume 1.

Chapter 3

MISSION QUALIFICATION TRAINING (MQT)

3.1. General. MQT upgrades qualified aircrew to mission ready (MR) training status as an IP. (**Exception:** For the purposes of flying training requirements, qualified USAFA Flying Team cadets maintain BAQ status.) Rated pilots and civilian pilots normally complete MQT with IQT according to **Chapter 2**. Pilots may use MQT sorties and events to meet the sortie and event requirements for the training cycle.

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 11-202, Volume 1, 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. Complete the instructional sorties required by the formal course instructor syllabus when MQT and IQT completion is not simultaneous. **(T-2)** Accomplish at least three sorties in the right seat under the supervision of an upgrade IP. **(T-3)**

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

3.6. Documentation. Document MQT in the individual's training record. **(T-2)**

3.7. Loss of IP Qualification. Failure of a mission evaluation, a commander-directed downgrade, or failure to perform instructor duties results in the loss of instructor qualification. **(T-2)**

3.8. Instructor Requalification. Units requalify instructors who have not performed T-41, T-51 and T-53 instructor flying duties for:

3.8.1. A Period Up to 225 Days. Units will place the individual in supervised status until they update instructional sortie currency. **(T-2)** Refer to **Table 4.2** and **paragraph A2.10**.

3.8.2. A Period of 226 Days to 2 Years. Unit commanders will develop an individual upgrade program taking into account the individual's previous experience and currency. **(T-2)** Complete a mission evaluation for requalification according to AFMAN 11-202, Volume 2, and AETCMAN 11-2T-41-51-53, Volume 2. **(T-2)**

3.8.2.1. Pilots may use items successfully accomplished during the course of requalification training to establish dates for individual currencies and requirements. This includes items accomplished during requalification evaluations.

3.8.2.2. Commanders will ensure items that are not accomplished are flown and updated with a current and qualified instructor of like qualified crew position prior to designating the individual as MR. **(T-2)**

3.8.3. A Period of 2 to 5 Years. The individual will complete the appropriate formal instructor requalification program defined in the formal course syllabus. **(T-2)**

3.8.4. More Than 5 Years. The individual will complete the appropriate formal Instructor Pilot Training syllabus. (T-2)

Chapter 4

CONTINUATION TRAINING (CT)

4.1. General. This chapter outlines the minimum training considered necessary to maintain a viable T-41, T-51 and T-53 aircrew corps to meet mission demands. Units may direct additional CT requirements.

4.2. Training Cycle. Semi-annual CT training cycles are 1 January to 30 June and 1 July to 31 December. Units will review semiannual requirements completion at the end of each cycle. **(T-3)**

4.3. CT Administration.

4.3.1. CT Meetings.

4.3.1.1. Squadron commanders will direct and supervise quarterly CT meetings for aircrew members. **(T-2)** The purpose of these meetings is to discuss standardization, safety, mission-related topics, and to increase general knowledge among all pilots. Each CT meeting will include a Cockpit/Crew Resource Management or Threat & Error Management topic or scenario discussion referencing the Cockpit/Crew Resource Management and Threat & Error Management core concepts from AFMAN 11-290, *Cockpit/Crew Resource Management and Threat & Error Management Program*. **(T-2)**

4.3.1.2. Commanders will make attendance at CT meetings and IP meetings mandatory. **(T-2)** Squadron commanders determine the conditions that will excuse attendance. The unit will determine a method to track attendance as part of the go/no-go process for flight. **(T-2)** Individuals not available for CT or IP meetings will read the meeting minutes or receive a briefing from an operations supervisor before their next flight. **(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. **(T-2)** Combined CT and IP meetings are permissible if all topics are adequately covered.

4.3.3. Functional Check Flight (FCF) Pilot CT. Commanders will provide an FCF pilot CT program to exchange FCF techniques and enhance effectiveness. **(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.

4.3.4. Instructor Development Sorties. Instructor Development sorties provide an opportunity for instructors to enhance their mission effectiveness and improve student performance. While these sorties provide for flying skills improvement, update currency, and allow for accomplishment of events required by this chapter, the purposes of Instructor Development sorties are to develop the unit's instructors and standardize unit training programs. An Instructor Development sortie allows experienced instructors to pass on successful techniques and methods to less experienced instructors beyond formal training. The buddy IP (BIP) program's sponsor sorties and Instructor Development sorties allow inexperienced IPs to learn and refine techniques while flying with more experienced IPs.

4.3.5. Prorating End-of-Cycle Requirements. The squadron commander may prorate training requirements according to AFMAN 11-202, Volume 1. Commanders may consider periods of cadet non-enrollment, extended periods of adverse weather or periods when the aircraft are not

available for normal use (which preclude the unit from flying more than 15 days in a month) as non-availability.

4.3.6. End-of Cycle Training Review. At the end of each training cycle, the squadron commander will conduct a review of each aircrew member's CT accomplishment. **(T-2)** This responsibility may not be delegated. **(T-3)** Aircrew members who fail to complete semi-annual training requirements will not fly in the new training cycle until the squadron commander completes this review to determine the cause of the deficiency and if the crew member requires any additional training in the new training cycle. **(T-2)** Refer to AFMAN 11-402, *Aviation and Parachutist Service* for guidance on aviation service suspension, if required.

4.3.6.1. The squadron commander will apply the training status regression in [paragraph 4.3.7](#) to each aircrew member who fails to complete all training requirements.

4.3.6.2. The squadron commander should consider the type and magnitude of the deficiency and the pilot's experience level to determine if the pilot's deficiency warrants additional training or increased supervision in the new training cycle.

4.3.6.3. The squadron commander may also consider an individual waiver to the previous training cycle requirements.

4.3.6.4. If an IP fails to complete an Instructor Development sortie, then the commander-directed additional training must include the delinquent Instructor Development sortie prior to performing instructor duties in the new training cycle. **(T-3)**

4.3.7. Training Status Regression. Training status regression changes an aircrew member's training status to a lower status for cause. For example, MR pilots regress to BAQ or non-mission ready (NMR), and BAQ pilots regress to non-basic aircraft qualified (N-BAQ).

4.3.7.1. When regression is applied:

4.3.7.1.1. While NMR, instructor pilots will not accomplish ground or flight instructor duties. **(T-2)**

4.3.7.1.2. While N-BAQ, flight cadet flight trainer pilots will not accomplish flight instructor duties. **(T-3)**

4.3.7.1.3. While N-BAQ, pilots will not act as pilot-in-command of T-41, T-51, or T-53 aircraft. **(T-2)**

4.3.7.2. Units will regress aircrew for failing to maintain the following requirements:

4.3.7.2.1. Loss of aircraft or mission qualification. Loss of aircraft qualification results in regression to N-BAQ training status. Loss of mission qualification results in regression to BAQ training status. To regain BAQ/MR training status, pilots must successfully complete requalification according to AFMAN 11-202, Volume 2, and AETCMAN 11-2T-41-51-53, Volume 2. **(T-2)**

4.3.7.2.2. Failure of a ground requisite examination, emergency procedures evaluation or boldface examination. **(T-2)** Failure of any of these items results in regression to either N-BAQ or NMR training status, as appropriate. **(Note:** Failure of a monthly boldface exam does not require regression if the exam is retaken and passed before the next flight.) To regain BAQ/MR status, pilots must successfully re-accomplish the failed examination or emergency procedures evaluation. **(T-2)**

4.3.7.2.3. Failure to complete minimum CT requirements in accordance with AFMAN 11-202, Volume 1, or **Table 4.1** and **Table 4.3** in this chapter. Failure to complete minimum CT requirements results in regression to either N-BAQ or NMR, as appropriate. Squadron commanders determine the additional training or increased supervision requirements to regain BAQ/MR training status in accordance with **paragraph 4.3.6**.

4.3.8. Multiple Qualification Requirements. Pilots qualified in more than one unit-assigned aircraft will accomplish the maximum number of total sorties and events required (based on experience level) for the training cycle with at least one sortie in each aircraft every training cycle. **(T-2)** The pilot may credit Instructor Development sorties flown in either aircraft toward the Instructor Development sortie requirements of **Table 4.3**. Pilots qualified in other than unit-assigned aircraft will complete all of the requirements and maintain all of the currencies required by this chapter. **(T-2)**

4.4. Ground Training Requirements. AFMAN 11-202, Volume 1, and **Table 4.1** establish ground training requirements. Units may credit initial ground training accomplished during IQT and MQT toward CT requirements for the training cycle when the pilot accomplished it. For ground training prescribed by other publications, refer to those publications for the latest requirements and waiver authorities.

Table 4.1. Ground Training Requirements. (T-2)

Subject	Frequency	Prescribing Directive	Grounding
Aircrew flight equipment familiarization training	One time/base	AFMAN 11-301, Volume 1, as supplemented	Yes
Emergency egress training, non-ejection	Annual		
Boldface testing (Note 1)	Monthly	AETCMAN 11-2T-41-51-53, Volume 1	
Situational emergency procedures training (SEPT) (Note 2)	Semi-Annual		
Local area survival training	One time/base	AFI 16-1301, <i>Survival, Evasion, Resistance, and Escape (SERE) Program</i>	No
Noncombat survival training	36 Months		
Water survival training (Note 3)			
Cockpit/Crew Resource Management and Threat & Error Management training (Note 4)	Biennial	AFMAN 11-290, as supplemented	
Aircrew flight equipment Training	Annual	AFMAN 11-301, Volume 1, as supplemented	
Notes:			

1. Required before the first flight of the month. **(T-2)** An unsatisfactory boldface exam results in grounding until successful reaccomplishment. **(T-3)**
2. Review each emergency procedure outlined in Section III of the aircraft flight manual with a qualified IP. Preferably accomplish SEPT one on one; however, small groups are allowed so all members can participate to the fullest extent and share equal time responding to emergency situations. Teaching SEPT may satisfy semiannual SEPT requirement for the IP who administers the training. Pilots may accomplish SEPT in a static aircraft, or in a cockpit trainer.
3. Aircrew noncurrent for water survival training are limited to over-water operations which remain within gliding distance of land.
4. Required for MR status. AETC instructors must regain currency for this event before flying with students. **(T-2)**

4.5. Flying Training Requirements.

4.5.1. Currency and Recurrency. All aircrew will maintain currency requirements as applicable in **Table 4.2 (T-2)** Unless otherwise restricted, aircrew may log currencies when demonstrating any maneuver or item during any sortie or mission. Noncurrent aircrew members will not perform that sortie, mission, or event except for the purpose of regaining currency. **(T-2)** Unless otherwise specified, the squadron commander should identify supervisory requirements pertaining to recurrency from a position that offers best control of the mission. Flying team cadets who are noncurrent for a National Intercollegiate Flying Association (NIFA) event may regain that currency with any certified flight trainer.

Table 4.2. Pilot Currency Requirements.

Requirements	Currency			Affects BAQ	Notes
	BAQ	Inexperienced	Experienced		
Sortie Currencies					
AE 456	180 days			No	
FCF Sortie	180 days				
Instructional Sortie	90 days				
Mountain Flying	180 days				
Navigation Sortie	180 days				
Event Currencies					
Landing	30 days	30 days	45 days	Yes	
Simulated Forced Landings (SFL)	60 days			No	
Flyby Event	365 days				1
NIFA Event	180 days				2
Right-seat Landing Series	365 days				1
Mountain Stereo Route	180 days				
Notes:					
1. Applies to cadet T-41 and T-51 pilots only.					
2. Applies to T-41 and T-51 pilots only.					

4.5.1.1. Landing Currency and Recurrency. Landing currency is necessary to maintain basic aircraft qualification. Pilots may log a landing when performing any normal, no-flap, or full-flap (in the T-41 or T-51) landing. A landing accomplished in any unit-assigned aircraft satisfies the landing currency from [Table 4.2](#) and the applicable event requirement from [Table 4.3](#). Loss of landing currency exceeding 30 days requires supervised status and the following action. (**Note:** Timing starts from the last landing.):

4.5.1.1.1. For 31 days through 90 Days (BAQ and inexperienced pilots) or 46 days through 90 days (experienced pilots). Pilots will regain landing currency by accomplishing three successful landings, including one each at no-flap and full-flap settings (if qualified in the T-41 or T-51), under the supervision of a current IP. **(T-2)**

4.5.1.1.2. For 91 to 135 Days. Complete the requirements of [paragraph 4.5.1.1.1](#), plus an instructor-supervised emergency procedure session (normal and emergency procedures). **(T-3)**

4.5.1.1.3. For 136 to 225 Days. Complete the requirements of [paragraph 4.5.1.1.2](#), plus an IP-supervised Instructor Development sortie, qualification written

examinations, and an emergency procedure evaluation. **(T-3) Note:** AF Form 8, *Certificate of Aircrew Qualification*, documentation is not required.

4.5.1.1.4. For 226 Days to 39 Months at the End of a Nonflying Assignment or 51 Months at the End of any Active Flying Assignment. Complete the requirements of **paragraph 4.5.1.1.3**, plus a locally administered requalification program approved by the Group Commander, to include a qualification evaluation. **(T-2)**

4.5.1.1.5. For greater periods of time. Refer to AFMAN 11-202, Volume 1.

4.5.1.2. Simulated Forced Landing Currency and Recurrency. If SFL currency is lost, aircrew will not fly without an SFL-current IP on board until regaining currency. **(T-2)** Aircrew will regain currency by flying an SFL from high or low key with an SFL-current IP. **(T-2)**

4.5.2. Semiannual Sortie/Event Requirements. **Table 4.3** establishes the minimum semiannual sortie/event requirements for all qualified pilots. Waiver authority for **Table 4.3** is the Group Commander. This authority may not be delegated. **Exception:** The Chief, 19th Air Force Standardization and Evaluation Division may waive **Table 4.3** requirements for Command Flight Examiners.

Table 4.3. Pilot Semi-Annual Sortie and Event Requirements.

Requirements	BAQ	Inexperienced	Experienced	Notes
Minimum Sortie Requirements				
Total Sorties	21	21	15	
Instructional Sorties	0	18	13	1
Instructor Development (ID) Sorties	0	3	2	1, 2
Minimum Event Requirements				
Total Landings	20 (26)	20 (26)	16 (20)	3
Normal Landings	14	14	12	1
Full-flap Landings	6	6	4	1, 4
Other Than Normal Landings	6	6	4	1
Power-on Stalls	8	8	6	
Traffic Pattern Stalls	8	8	6	
SFL/Cirrus Airframe Parachute System (CAPS®)	6	6	4	
Pattern SFL	2	2	2	1
Area SFL	2	2	2	1, 5
Notes:				
1. Credit event towards the applicable total (Sorties, Landings, SFLs).				

2. Although not the intended purpose, pilots may update currencies and log events on ID sorties.
3. Requirements in “()” are for T-41 and T-51 pilots.
4. Required for T-41 and T-51 pilots only.
5. CAPS scenario for T-53 pilots only.

Chapter 5

SPECIALIZED TRAINING

5.1. General:

5.1.1. Specialized training programs upgrade qualified aircrew members to navigation certified, mountain flying certified, instructor pilot, or other specialized mission skills.

5.1.2. Refer to AFMAN 11-202, Volume 1, for training program development and documentation guidance. Except where this publication requires a formal course, locally developed training programs describe the specific training guidance, procedures, and requirements for specialized training. Ground training will precede flying training. **(T-3)**

5.1.3. Units may tailor specialized training programs other than formal course training programs for all crewmembers based on experience, currency, documented performance, and formal training.

5.1.4. The squadron commander will approve entry into all specialized training programs and certify pilots following training completion. **(T-2)**

5.1.5. Except where noted below, certifications for specialized training in any unit-assigned aircraft is valid for all unit-assigned aircraft.

5.2. Upgrade IP Training. Units will certify upgrade IPs to provide training to other pilots as specified in this publication or local directives. **(T-2)** Only certified upgrade IPs can conduct the upgrade IP training directed by this paragraph.

5.2.1. Prerequisites. Prior to training, candidates must be experienced. **(T-3)**

5.2.2. Ground Training. As a minimum, ground training for upgrade IP certification will consist of:

5.2.2.1. Self-study of the following materials:

5.2.2.1.1. Applicable formal course and local syllabi. **(T-3)**

5.2.2.1.2. Applicable phase manuals. **(T-3)**

5.2.2.2. Unit-developed training in the following areas:

5.2.2.2.1. Training documentation for all flying training courses. **(T-3)**

5.2.2.2.2. Unit administrative policies and procedures. **(T-3)**

5.2.2.2.3. Instructional techniques for MQT and additional certification training. **(T-3)**

5.2.2.2.4. Conduct of ground schools. **(T-3)**

5.2.2.2.5. Risk management and how to establish training limits. **(T-3)**

5.2.2.2.6. Student role playing. **(T-3)**

5.2.3. Flying Training. Upgrade IPs will demonstrate proficiency in timing and quality of instruction, error analysis, timely and appropriate intervention, student role-playing, and performance documentation. **(T-3)** Upgrade IPs will fly a minimum of two local sorties to attain proficiency in student role-playing, appropriate training limits, and accepted techniques.

(T-3) Upgrade IPs may complete sorties in any order. Upgrade IPs will demonstrate proficiency in training documentation. (T-3) Units may require additional sorties to meet proficiency requirements.

5.3. Navigation Certification Training. This program describes training required for pilots to perform pilot in command duties outside the unit-defined local training area as specified in AETCMAN 11-2T-41-51-53, Volume 3. The unit may conduct navigation training simultaneously with mountain flying training and NIFA navigation training. Refer to the AM-465 syllabus for Navigation Certification requirements for cadet pilots, including cadet flight trainer pilots, enrolled in AM-465.

5.3.1. Prerequisites. Prior to training, candidates must be BAQ. (T-2)

5.3.2. Ground Training. As a minimum, ground training for navigation certification will consist of squadron-developed instruction in the following areas:

5.3.2.1. Aircraft servicing. (T-3)

5.3.2.2. Mission planning, chart preparation, flight planning, and fuel planning. (T-3)

5.3.2.3. Weather procedures. (T-3)

5.3.2.4. Required aircraft and survival equipment. (T-3)

5.3.3. Flying Training. Upgrade pilots will fly in the left seat (first pilots) or either seat (IP) under the supervision of a navigation-certified upgrade IP. (T-2) Upgrade pilots will fly sorties as an out- and-back or part of a cross-country mission. (T-3) Units may require additional sorties to meet proficiency requirements. The candidate must demonstrate proficiency in the following tasks:

5.3.3.1. Mission planning. (T-3)

5.3.3.2. Communications. (T-3)

5.3.3.3. Departure, arrival, and landing at an outbase. (T-3)

5.3.3.4. Throttle, propeller speed (if applicable), and mixture optimization. (T-3)

5.3.3.5. Navigation procedures (visual flight rules navigation and use of global positioning system, if applicable). (T-3)

5.3.3.6. Groundspeed check. (T-3)

5.3.3.7. Enroute procedures (use of pilot-to-metro service, and flight service station flight plan activation and closing). (T-3)

5.3.3.8. Outbase procedures. (T-3)

5.4. Mountain Flying Certification Training. Units will certify pilots for mountain flying before performing pilot in command duties during flight over terrain above 8,500 feet mean sea level. (T-2) (**Exception:** Flight over terrain above 8,500 feet mean sea level is authorized under the provisions of 5.4.4.) The unit may conduct mountain flying training simultaneously with navigation training and NIFA navigation training. Refer to the AM-465 syllabus for Mountain Flying Certification requirements for cadet pilots, including cadet flight trainer pilots enrolled in AM-465.

5.4.1. Prerequisites. Prior to training, candidates must be BAQ. (T-2)

5.4.2. Ground Training. A mountain flying-certified upgrade IP will conduct all ground training lessons. As a minimum, ground training for mountain flying certification will consist of unit-developed instruction in the following areas:

5.4.2.1. Mountain airport and runway selection. **(T-3)**

5.4.2.2. Mission planning, route selection, chart preparation, flight planning, and fuel planning. **(T-3)**

5.4.2.3. Mountain weather conditions and the effects of high density altitude on aircraft performance. **(T-3)** Refer to Air Force Handbook 11-203, Volume 1, *Weather for Aircrews*, for weather-related training information.

5.4.2.4. Required aircraft and survival equipment. **(T-3)**

5.4.3. Flying Training. Upgrade pilots may fly in either seat. Upgrade pilots will fly a minimum of two sorties under the supervision of a mountain flying-certified IP. **(T-3)** Units may conduct training as an out-and-back or part of a cross-country mission. Units may require additional sorties to meet proficiency requirements. The candidate must satisfactorily complete the following tasks (at least once each):

5.4.3.1. Route selection and mission planning. **(T-3)**

5.4.3.2. Navigation procedures (visual flight rules navigation and use of global positioning system, if applicable). **(T-3)**

5.4.3.3. Enroute procedures (use of pilot-to-metro service, and flight service station flight plan activation and closing). **(T-3)**

5.4.3.4. High elevation airport arrival and departure procedures. Upgrade pilots must accomplish a landing and takeoff at an airport west of the Front Range, in a mountainous area. **(T-2)**

5.4.4. Mountain Stereo Route Certification Training. Units may also certify pilots not yet mountain flying certified to fly locally developed stereo mountain routes over terrain in excess of 8,500 feet mean sea level. The Squadron Commander or Director of Operations will approve locally developed mountain stereo mountain routes. **(T-3)** Pilots certified to fly mountain stereo routes will not deviate from the prescribed stereo routes or altitudes, attempt take-offs or landings at high-elevation airfields, or fly any charted mountain passes. **(T-2)**

5.4.4.1. Prerequisites. Prior to training, candidates should be BAQ. **(T-2)** Pilots will not normally be mountain stereo route certified until after the completion of MQT and 50 hours total experience in unit aircraft.

5.4.4.2. Ground Training. A mountain flying certified upgrade IP will conduct all ground training lessons. **(T-3)** As a minimum, ground training for mountain stereo route certification will consist of unit-developed instruction in the following areas:

5.4.4.2.1. Mission planning (to include prescribed route waypoints and altitudes), route hazards, flight planning, and fuel planning. **(T-3)**

5.4.4.2.2. Mountain weather conditions along local stereo-routes and the effects of high density altitude on aircraft performance. **(T-3)**

5.4.4.2.3. Required aircraft and survival equipment. **(T-3)**

5.4.4.3. Flying Training. Upgrade pilots will fly under the supervision of a mountain flying certified-upgrade IP. **(T-2)** Upgrade pilots will fly a minimum of one sortie per stereo route. **(T-3)** Units may require additional sorties to meet proficiency requirements. The candidate demonstrate proficiency in the following tasks:

5.4.4.3.1. Route and mission planning. **(T-3)**

5.4.4.3.2. Navigation procedures (visual flight rules navigation and use of global positioning system, if applicable). **(T-3)**

5.4.4.3.3. En route procedures, emergency landing sites and (T-53 only) CAPS considerations. **(T-3)**

5.5. Instructor Pilot Training. Training for IP qualification will follow the formal course syllabus. See **Chapter 3** for IP training requirements.

5.6. Buddy Instructor Pilot Training. Units will assign each new IP to an experienced BIP sponsor 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-3)** The Squadron Commander may waive individual BIP requirements for rated pilots with previous instructor experience.

5.6.1. Prerequisite. Prior to training, candidates must be MQT complete. **(T-2)**

5.6.2. Ground Training. Before flying with students, the unit will provide ground instruction on unit BIP policies, the BIP program, instructor responsibilities, grading practices, CT requirements, scheduling, student training record management, ground and flying safety, and Standardization and Evaluation procedures. **(T-3)**

5.6.3. Flying Training. The flying training portion of the BIP program consists of two different kinds of sorties—BIP sorties (with the new IP) and sponsor sorties (with the new IP's students).

5.6.3.1. BIP Sorties. The BIP will fly a minimum of one sortie with the new IP during the course of the BIP program. **(T-3)** The objective of this sortie is to further develop the new IP's instructional techniques. During the sortie, the BIP will discuss instructional techniques, planning profiles, student progress, grading practices, local flying policies, and common student errors. **(T-3)**

5.6.3.2. Sponsor Sorties. The BIP, the unit's operations officer, or the unit's chief of Standardization and Evaluation will fly a minimum of one sortie with the new IP's student after the new IP has flown a minimum of two sorties with the student. **(T-3)** After the sortie, the BIP (or other sponsor) will provide feedback to the new IP on the student's progress, effectiveness of instructional techniques, grading practices, and suggested areas for student improvement. **(T-3)**

5.7. Functional Check Flight Pilot Training:

5.7.1. Prerequisites. Prior to training, candidates will be IP qualified. **(T-3)** All FCF pilots require a minimum of two complete FCF profiles (an actual FCF or a simulated FCF) after certification before receiving an additional certification as an FCF instructor. **(T-3)** These two additional profiles do not require FCF IP supervision.

5.7.2. Ground Training. As a minimum, ground training will include a review of applicable TOs and publications, including Department of the Air Force Instruction 21-101, *Aircraft and*

Equipment Maintenance Management; Technical Order 1-1-300, *Maintenance Operational Checks and Check Flights*; Technical Order 1T-41D-1; Technical Order 1T-41D-6CF-1, *Acceptance and Functional Check Flight Procedures Manual, USAF Series T-41D Aircraft* and/or Technical Order 1T-51A-1; Technical Order 1T-51A-6CF-1, *Acceptance and Functional Check Flight Procedures Manual, USAF Series T-51A Aircraft*, and/or Technical Order 1T-53A-1; Technical Order 1T-53A-6CF-1, *Acceptance and Functional Check Flight Procedures Manual, USAF Series T-53A Aircraft*, and local FCF procedures. **(T-3)**

5.7.3. Flying Training. Upgrade pilots will fly on a minimum of one mission to experience the flight analysis and data gathering portion of an FCF sortie. **(T-3)**

5.8. NIFA Certification Training (T-41 and T-51 Only). This training certifies rated IPs and civilian pilots to practice and instruct NIFA events. Each event listed below is a separate certification. Pilots may complete certifications in any order. Instructors may instruct in the NIFA events in which they are certified. Refer to the AM-465 syllabus for NIFA Certification requirements for cadet pilots, including cadet flight trainer pilots, enrolled in AM-465.

5.8.1. Prerequisites. Prior to training, candidates must be BAQ in the T-41 (for any T-41 training) or T-51 (for any T-51 training). **(T-3)**

5.8.2. Ground Training. Ground training for NIFA maneuver certification will consist of unit-developed instruction in the following areas:

5.8.2.1. Short field approaches and landings. **(T-3)**

5.8.2.2. Power-off landings. **(T-3)**

5.8.2.3. Navigation event (pilot position). **(T-3)**

5.8.2.4. Navigation event (navigator position). **(T-3)**

5.8.2.5. Message drop (pilot position). **(T-3)**

5.8.2.6. Message drop (dropmaster position). **(T-3)**

5.8.2.7. Instructional techniques (IP only). **(T-3)**

5.8.3. Flying Training. Fly each event under the supervision of a certified IP. **(T-3)** Candidates may accomplish multiple events on a single sortie if time allows.

5.8.3.1. The instructor will brief proper techniques for conducting each event according to NIFA rules. **(T-3)** When upgrading an IP, the training should include instructional techniques.

5.8.3.2. For each event listed in paragraphs **5.8.2.1** through **5.8.2.6**, pilots will complete:

5.8.3.2.1. Short field approaches and landings. Accomplish at least eight landings according to NIFA rules. **(T-3)**

5.8.3.2.2. Power-off landings. Accomplish at least eight landings according to NIFA rules. **(T-3)**

5.8.3.2.3. Navigation event (pilot). Accomplish a minimum of three navigation points according to NIFA rules. **(T-3)** Use a minimum of four navigation points if combining pilot and navigator training on one sortie. **(T-3)** Training will include power management, airspeed control, and time and distance calculations. **(T-3)**

5.8.3.2.4. Navigation event (navigator). Accomplish a minimum of three navigation points according to NIFA rules. **(T-3)** Use a minimum of four navigation points if combining pilot and navigator training on one sortie. **(T-3)** Training will include pilotage, dead reckoning, and acting as a safety observer, with emphasis on proper clearing techniques. **(T-3)**

5.8.3.2.5. Message drop (pilot). Accomplish at least six drops according to NIFA rules. **(T-3)** Training will include airspeed and altitude control, and techniques for maintaining alignment over the target. **(T-3)**

5.8.3.2.6. Message drop (dropmaster). Accomplish at least six drops according to NIFA rules. **(T-3)** Training will focus on flight safety, clearing, and altitude control. **(T-3)** The dropmaster will learn hand signals and intercom procedures to communicate effectively with the pilot. **(T-3)**

5.8.3.3. Instructors may combine NIFA navigation event training with the navigation or mountain flying certification training as long as the candidate accomplishes all appropriate training items from each mission. The IP will document this combination of training in the pilot's training record. **(T-3)**

5.9. Right-Seat Landing Certification Training (T-41 and T-51 Cadet Only). This training qualifies pilots to serve as pilot in command and land from the right seat. Refer to AM-465 syllabus for Right Seat Certification requirements for cadet pilots, including cadet flight trainer pilots, enrolled in AM-465.

5.10. Flyby Certification Training (T-41 and T-51 Cadet Only). This training qualifies pilots to serve as pilot in command during the flyover of an aerial events. Refer to AM-465 syllabus for Flyby Certification requirements for cadet pilots enrolled in AM-465.

5.11. Aeronautical Engineering Course 456 (AE-456) Instructor Training (T-41 Only). Units will train and certify AE-456 IPs prior to performing AE-456 IP duties. **(T-2)** Units may separately certify pilots in the performance and flying qualities phases of the AE-456 course. A certified AE-456 IP will supervise all AE-456 IP training. **(T-2)**

5.11.1. Prerequisites. Prior to any training, candidates must be IP qualified in the T-41 and recommended by the AE-456 course director. **(T-2)**

5.11.2. Ground Training. Ground training for AE-456 IP certification will consist of unit-developed instruction as defined in the following minimum areas:

5.11.2.1. AE-456 syllabus. **(T-3)**

5.11.2.2. AE-456 policies and procedures. **(T-3)**

5.11.2.3. AE-456 performance phase. **(T-3)**

5.11.2.4. AE-456 flying qualities phase. **(T-3)**

5.11.3. Flying Training. Fly a minimum of one sortie in the left seat for each certified AE-456 phase (performance or flying qualities). **(T-3)** Units will define the minimum required maneuvers for completion of each phase certification. **(T-3)**

5.12. Cadet Flight Trainer Pilot Training and Certification. Training for cadet flight trainer pilot certification will follow the AM-465 syllabus. Cadet flight trainers will not instruct rated IPs.

5.13. FAA Advanced Flying Maneuvers Certification Training (T-41 and T-51 Only). Units will train and certify pilots in FAA Advanced Flying Maneuvers prior to performing advanced flying maneuvers instructor duties. **(T-2)** Training requirements for certification are derived from the FAA's Airplane Flying Handbook (available at https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/) and the FAA's Private Pilot - Airplane Airman Certification Standards (available at https://www.faa.gov/training_testing/testing/test_standards). Refer to the AM-465 syllabus for advanced flying maneuvers certification requirements for cadet pilots, including cadet flight trainer pilots, enrolled in AM-465.

5.13.1. Prerequisites. Prior to training, candidates must be IP qualified in the T-41 or T-51. **(T-3)**

5.13.2. Ground Training. Ground training certification will consist of unit-developed instruction, performed by a certified IP as defined in the following minimum areas:

5.13.2.1. Emergency Course Reversal. **(T-3)**

5.13.2.2. FAA Ground Reference Maneuvers. **(T-3)**

5.13.2.3. FAA Short Field Operations. **(T-3)**

5.13.2.4. Soft Field Operations. **(T-3)**

5.13.3. Flying Training. Advanced flying maneuvers upgrade pilots will fly in the left seat (first pilots) or either seat (IP) under the supervision of an advanced flying maneuver certified IP. **(T-2)** Upgrade pilots will complete two sorties: one sortie dedicated for pattern maneuvers and one dedicated for area maneuvers. **(T-2)** Units may require additional sortie to meet proficiency requirements. The candidate must satisfactorily complete the following tasks:

5.13.3.1. Emergency Course Reversal. **(T-3)**

5.13.3.2. FAA Ground Reference Maneuvers. **(T-3)**

5.13.3.3. FAA Short Field Takeoff. **(T-3)**

5.13.3.4. FAA Short Field Landing (separate from NIFA qualification, assume 50' obstacle in accordance with FAA guidelines). **(T-3)**

5.13.3.5. Soft Field Takeoff/Landing. **(T-3)**

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

10USC § 9013, *Secretary of the Air Force*

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

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

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 11-202, Volume 1, *Aircrew Training*, 27 September 2019

AFMAN 11-202, Volume 2, *Aircrew Standardization and Evaluation Program*, 30 August 2021

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

AFMAN 11-301, Volume 1, *Aircrew Flight Equipment (AFE)*, 31 May 2023

AFMAN 11-402, *Aviation and Parachutist Service*, 24 January 2019

AFH 11-203, Volume 1, *Weather for Aircrews*, 12 January 2012

AETCMAN 11-2T-41-51-53, Volume 2, *T-41, T-51, and T-53 Evaluation Criteria*, 15 June 2023

AETCMAN 11-2T-41-51-53, Volume 3, *T-41, T-51, and T-53 Operations Procedures*, 4 August 2023

Technical Order 1-1-300, *Maintenance Operational Checks and Check Flights*, 15 October 2021

Technical Order 1T-41D-1, *Flight Manual, USAF Series, T-41D Aircraft*, 15 March 2023

Technical Order 1T-41D-6CF-1, *Acceptance and Functional Check Flight Procedures Manual, USAF Series T-41D Aircraft*, 1 April 2007

Technical Order 1T-51A-1, *Flight Manual, USAF Series, T-51A Aircraft*, 15 January 2023

Technical Order 1T-51A-6CF-1, *Acceptance and Functional Check Flight Procedures Manual, USAF Series T-51A Aircraft*, 1 April 2007

Technical Order 1T-53A-1, *Flight Manual, USAF Series, T-53A Aircraft*, 28 September 2022

Technical Order 1T-53A-6CF-1, *Acceptance and Functional Check Flight Procedures Manual, USAF Series T-53A Aircraft*, 17 April 2012

AETC Syllabus AM-465, *USAFA Flying Team*, April 2019

USAFA Syllabus, Aerospace Engineering 456, *Flight Test Techniques*

Private Pilot - Airplane Airman Certification Standards, 28 June 2019

Airplane Flying Handbook, 2021

Prescribed Forms

None

Adopted Forms

DAF Form 847, *Recommendation for Change of Publication*

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 4293, *Student Activity Record*

AF Form 4348, *USAF Aircrew Certifications*

Abbreviations and Acronyms

AE—456—USAFA Aeronautical Engineering Course 456

AETC—Air Education and Training Command

AFE—Aircrew Flight Equipment

AFI—Air Force Instruction

AFMAN—Air Force Manual

AM—465—AETC Airmanship Course USAFA Flying Team

BAQ—Basic aircraft qualified, basic aircraft qualification

BIP—Buddy instructor pilot

CAPS—Cirrus Airframe Parachute System

CT—Continuation training

FAA—Federal Aviation Administration

FCF—Functional check flight

ID—Instructor Development

IP—Instructor pilot

IQT—Initial qualification training

MQT—Mission qualification training

MR—Mission ready

N-BAQ—Non-basic aircraft qualified

NIFA—National Intercollegiate Flying Association

NMR—Non-mission ready

SEPT—Situational emergency procedures training

SFL—Simulated forced landing

USAFA—US Air Force Academy

Office Symbols

None

Terms

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

Cadet Flight Trainer—A cadet BAQ pilot who has been certified to instruct other cadets in NIFA certification and continuation training.

Experienced—An aircrew member who has been certified as an IP and has 100 hours of pilot in command time (or 50 hours pilot in command time for a previous IP) in unit-assigned aircraft. Units may add pilot in command hours from similar unit-assigned aircraft (i.e. T-41, T-51, and T-53) to reach 50/100 hours.

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

Mission Ready (MR)—An aircrew member who has satisfactorily completed mission qualification training and maintains qualification and proficiency in the command or unit operational mission (Source: AFI 11-202, Volume 1).

Outbase—An airport outside the unit-defined local training area.

Attachment 2

TRAINING SORTIES AND EVENTS

A2.1. Instructor Development Sortie. IPs may log an Instructor Development sortie on any BIP sponsor sortie, qualification evaluation, or dedicated CT program sorties. IPs may fly an Instructor Development sortie in any unit-assigned aircraft. IPs must fly Instructor Development sorties dual. **(T-3)** At a minimum, Instructor Development sorties will include proficiency and instruction in the following on one sortie (**Note:** Units may add additional requirements.):

A2.1.1. SFL/CAPS. T-53 Instructor Development sortie should include both an SFL and a CAPS scenario. **(T-2)**

A2.1.2. Landings. Accomplish at least three satisfactory landings, with at least one no-flap and one full-flap (if flown in the T-41 or T-51) landing. **(T-2)**

A2.1.3. Steep turns. Accomplish at least one steep turn of 360 degrees. **(T-2)**

A2.1.4. Stalls. Accomplish either traffic pattern stalls or power-on stalls. **(T-2)**

A2.2. FCF Sortie. Certified FCF pilots may fly a portion of the FCF profile in any aircraft in which the pilot is FCF certified. To regain currency, fly a portion of the FCF profile with an FCF IP.

A2.3. SFL/CAPS. Pilots will accomplish forced landing procedures from low key or above. **(T-2)** An SFL accomplished in any assigned single-engine aircraft satisfies the SFL event and currency requirement. CAPS procedures only apply to the T-53. Pilots may accomplish CAPS procedures any time during the sortie. Pilots will regain currency by accomplishing a SFL/CAPS under the supervision of a current IP. **(T-2)**

A2.3.1. Accomplish the Pattern SFL in the traffic pattern to a landing or low approach.

A2.3.2. Accomplish the Area SFL outside of the traffic pattern to a low approach.

A2.4. Navigation Sortie. A navigation sortie will include a full-stop landing at an airport outside the local area. **(T-2)** A navigation sortie accomplished in any assigned single-engine aircraft satisfies the navigation sortie event requirement. When flown dual, both pilots may log the sortie. Pilots will regain currency by accomplishing a navigation sortie under the supervision of a current IP. **(T-2)**

A2.5. Mountain Flight. Pilots will complete one sortie over a mountain pass as designated on a sectional chart and accomplish either a takeoff or a landing at an airport in designated mountainous terrain. **(T-2)** When flown dual, both pilots may log the mountain flight if both pilots meet all requirements. Pilots will regain currency by accomplishing a mountain flight under the supervision of a current IP. **(T-2)**

A2.6. NIFA Event (T-41 and T-51 Only). Pilots will fly at least one certified NIFA event maneuver and will regain currency by flying a NIFA event maneuver with a NIFA certified IP **(T-2)**

A2.7. Right-Seat Landing Series (Cadet T-41 and T-51 Pilots Only). Accomplish at least three landings in the right seat, with at least one no-flap and one full-flap landing. Regain currency by accomplishing these landings with an IP.

A2.8. Flyby Event (Cadet T-41 and T-51 Pilots Only). Accomplish either a practice or actual flyby. Regain currency by accomplishing either a practice or actual flyby under the supervision of an IP.

A2.9. AE-456 Sortie (T-41 Only). Accomplish at least one complete AE-456 profile as defined by the unit. Regain currency by accomplishing at least one complete AE-456 profile under the supervision of a certified IP.

A2.10. Instructional Sortie. An instructional sortie flown with an unqualified pilot, first pilot, or student pilot, and where the IP logs instructor time, satisfies the instructional sortie currency requirement. Pilots may also log Instructor Development sorties in any unit-assigned aircraft as an instructional sortie. Pilots will regain currency by accomplishing an Instructor Development sortie in any unit-assigned aircraft. **(T-2) (Note: Not applicable to cadet flight trainers.)**