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SECRETARY OF THE AIR FORCE**

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VOLUME 1**

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**Flying Operations**

**C-17 AIRCREW TRAINING**



**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This volume implements AFD 11-2, *Aircraft Rules and Procedures* and AFD 11-4, *Aviation Service*. It establishes the aircrew training policy for the C-17 aircrews to safely and successfully accomplish their worldwide mobility missions. This volume supersedes all other Air Force Instructions with respect to training requirements for C-17 crewmembers. It applies to all commanders, operations supervisors, and aircrew assigned or attached to all flying activities of commands operating C-17 aircraft. This publication is applicable to the Air National Guard (ANG). (**Exception:** Aeromedical Evacuation Crewmembers (AECM) see AFI 11-2AE, Volume 1, *Flight Nurse and Aeromedical Evacuation Technician (AET) Aircrew Training and Education Program* and Combat Camera Crewmembers see AFI11-2AP, Volume 1, *Aerial Photographer Aircrew Training*). The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

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**SUMMARY OF REVISIONS**

This document is new and must be completely reviewed. Changes include: MAF-wide standardization of **Chapter 1** content, Mobility Pilot Development, GRACC, and new tactics training programs.

<b>Chapter 1— GENERAL</b>	<b>6</b>
1.1. Training Objective. ....	6
1.2. Key Words Explained. ....	6
1.3. Administration. ....	6
1.4. Responsibilities. ....	6
1.5. Waiver Authority. ....	10
Figure 1.1. Sample Waiver Request Form. ....	11
Table 1.1. Processing Waivers That Require MAJCOM or Higher Approval. ....	12
1.6. Use of Flying Hours. ....	12
1.7. In-Unit Training Time Limitations. ....	13
Table 1.2. In-Unit Training Time Limitations. ....	13
1.8. Requalification Training. ....	13
1.9. Training Documentation. ....	14
1.10. Evaluator Usage. ....	14
1.11. Instructor Training and Supervision Requirements. ....	14
1.12. Distribution. ....	14
1.13. Transfer of Aircrews. ....	14
1.14. Aircrew Training While DNIF. ....	14
1.15. Aircrew Rated Management Overview. ....	15
1.16. Information Management. ....	15
1.17. Failure to Progress. ....	15
1.18. Failure to Complete Training. ....	15
1.19. Career Enlisted Aviators (CEA). ....	15
1.20. Mobility Pilot Development (MPD) Codes. ....	16
<b>Chapter 2— INITIAL QUALIFICATION TRAINING</b>	<b>17</b>
2.1. General Requirements. ....	17
2.2. Initial Qualification Training (IQT) Prerequisites: ....	17
2.3. Ground Training Requirements. ....	17
2.4. Flying Training Requirements. ....	17
2.5. Conversion Training Requirements. ....	17
2.6. Multiple Qualification. ....	17
2.7. Senior Officer Qualification and Performance Requirements. ....	17

2.8.	Flight Surgeons. ....	18
2.9.	Requalification Training (RQT). ....	18
2.10.	Reports. ....	18
2.11.	Initial Qualification Ground Training Events. ....	18
Table 2.1.	Ground Training Requirements Accomplished during Formal School (See Notes) <sup>1</sup> . ....	19
<b>Chapter 3— MISSION QUALIFICATION AND CERTIFICATION TRAINING</b>		<b>21</b>
3.1.	Description. ....	21
3.2.	Time Periods for Mission Certification Training. ....	21
3.3.	Ground Training Requirements. ....	22
Table 3.1.	Mission Qualification Ground Training Requirements. ....	22
3.4.	Flying Training Requirements. ....	22
<b>Chapter 4— CONTINUATION TRAINING</b>		<b>24</b>
4.1.	Description. ....	24
4.2.	Aircrew Status. ....	24
4.3.	Training Levels. ....	25
4.4.	Training Events/Tables. ....	26
4.5.	Continuation Training Requirements. ....	26
Table 4.1.	Ground Continuation Training Requirements (Failure to accomplish = NMR). ....	28
Table 4.2.	Mobility Training Requirements. (Failure to Accomplish = Restrictions Apply). ..	30
Table 4.3.	Ancillary Training Requirements. (Not Mandatory for Mission Readiness). ....	30
Table 4.4.	Flight Surgeon Ground Continuation Training Requirements. ....	31
Table 4.5.	C-17 Semi-annual Continuation Flying Requirements. ....	32
Table 4.6.	C-17 Flight Requirements Creditable in ATD. ....	36
4.6.	Proration of Training. ....	37
Table 4.7.	Individual Availability. ....	38
4.7.	Failure to Complete Training Requirements. ....	38
Table 4.8.	Noncurrency Flying/Flight Continuation Training. ....	39
4.8.	Requirements Before PCS or TDY by Rated Members on Active Flying Status. ....	40
4.9.	Requirements Before Removal From Active Flying. ....	40
4.10.	Requirements While in Inactive Flying Status. ....	40
4.11.	Retraining. ....	40

4.12.	Aircrew Flying With Other Than US Air Force Units. ....	40
4.13.	Training Period. ....	40
<b>Chapter 5— UPGRADE TRAINING</b>		<b>41</b>
5.1.	Description. ....	41
Table 5.1.	Aircrew Qualification / Upgrade Prerequisites ....	41
5.2.	First Pilot (MCF) ....	42
5.3.	Aircraft Commander (MP). ....	42
5.4.	Aircrew Instructor Program: ....	44
5.5.	Flight Examiner Certification. ....	45
5.6.	Special Qualifications: ....	45
<b>Chapter 6— AIRCREW TRAINING SYSTEM (ATS)</b>		<b>48</b>
6.1.	Description. ....	48
6.2.	Applicability. ....	48
6.3.	Dedicated Training Time. ....	48
6.4.	ATS Course Prerequisites. ....	48
6.5.	Lesson Objectives: ....	48
6.6.	Unsatisfactory Student Progress. ....	49
6.7.	Courseware Changes. ....	50
6.8.	Scheduling: ....	50
6.9.	Administration: ....	51
6.10.	Browsing. ....	52
6.11.	Aircraft Flights for ATS Training Instructors. ....	52
6.12.	C-17 ATS Facility Tours: ....	54
6.13.	Reports. ....	54
<b>Chapter 7— ARMS IDENTIFIERS AND COURSE DESCRIPTIONS</b>		<b>55</b>
7.1.	Description. ....	55
7.2.	Academic (“A”) Training Identifiers. ....	55
7.3.	Airdrop (“AD”) Events ....	55
7.4.	Formation (“F”) Training Events. ....	56
7.5.	Ground (“G”) Training Events. ....	56
7.6.	Life Support (“LL”) Training Events. ....	67

7.7.	Mission-Specific (“M”) Training Events: .....	69
7.8.	Navigation (“N”) Training Events .....	71
7.9.	Crew and Individual Proficiency Training Events (“AS, NV, P, & RS”) .....	71
7.10.	Qualification and Certification (“Q”) Training Events .....	77
7.11.	Air Refueling (“R”) Training Events: .....	78
7.12.	Survival Evasion Resistance Escape (“SS”) Training Events. ....	78
7.13.	SOLL II, GRACC & Tactics (“V”) Training Events: .....	81
7.14.	VTRAT (“VT”) Training Events .....	81
7.15.	Unit Defined (“X”) Events. ....	83
7.16.	Air Force Specified (“XX”) Training Events. ....	83
7.17.	Additional Event Identifiers (“C, E, H, & LE”). ....	83
7.18.	Forms Adopted. ....	84
<b>Attachment 1— GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION</b>		<b>86</b>
<b>Attachment 2— AIRCREW TRAINING DOCUMENTATION</b>		<b>96</b>
<b>Attachment 3— OPR: C-17 ATS COURSES</b>		<b>97</b>

## Chapter 1

### GENERAL

**1.1. Training Objective.** This instruction prescribes basic policy and guidance for training United States Air Force C-17 crewmembers according to AFI 11-202 Volume 1, *Aircrew Training*. The overall objective of the aircrew training program is to develop and maintain a high state of mission readiness for the immediate and effective employment in exercises, peacekeeping operations, contingencies, and war in any environment. Mission readiness and effective employment are achieved through the development and mastery of core competencies for C-17 crewmembers. These core competencies include the ability to conduct air refueling, tactical ingress, tactical egress, airdrop (for qualified crewmembers), assault landings, night vision goggle operations during all phases of flight, instrument procedures, mission planning, landing zone (LZ) ground operations, crew management and C4/AOC integration.

### 1.2. Key Words Explained.

1.2.1. "Will" and "shall" indicate a mandatory requirement.

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

1.2.3. "May" indicates an acceptable or suggested means of accomplishment.

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

### 1.3. Administration.

1.3.1. Recommendation for Change. Submit suggested improvements to this instruction on AF Form 847, **Recommendation for Change of Publication**, through MAJCOM channels to HQ AMC/A37T according to AFI 11-215, *Flight Manual Program (FMP)*. Send proposals for amending existing course prerequisites or recommendations to change or delete obsolete courseware through the appropriate MAJCOM training staff to the OPR. The OPR address is HQ AMC/A37T, 402 Scott Drive, Unit 3A1, Scott AFB, IL, 62225-5302.

1.3.2. Supplements. This AFI is a basic directive. Each MAJCOM or operational theater may supplement this AFI. MAJCOM supplements may be more, but not less restrictive than this instruction. MAJCOM may set training requirements lower than specified in this instruction when the statement "or as specified in MAJCOM supplement" is indicated as applicable to that item or event. MAJCOM supplements must be coordinated/approved by HQ AMC/A37T and HQ USAF/XOOT according to AFPD 11-2, *Aircraft Rules and Procedures*, and AFI 11-202 Volume 1, before publication. Send one copy to HQ AMC/A37T and one copy to HQ USAF/XOOT.

1.3.2.1. Units will send one copy of supplements to the parent MAJCOM OPR. Air National Guard (ANG) is considered a MAJCOM for purposes of this instruction (Ref AFI 11-202 Vol 1.)

### 1.4. Responsibilities.

AFI 11-202 Volume 1 outlines responsibilities for aircrew training.

1.4.1. Lead Command. Air Mobility Command (AMC) is designated lead command for the C-17 Mission Design Series (MDS) aircraft according to AFPD 10-9, *Lead Operating Command Weapon System Management*, AFPD 11-2, *Aircraft Rules and Procedures*, and AFPD 10-21, *Air Mobility Lead*

*Command Roles and Responsibilities.* Lead command is responsible for establishing and standardizing aircrew flying training requirements in coordination with user commands. HQ AMC/A3 delegates HQ AMC/A37T the authority to manage all training course requirements, training tasks, and Aircrew Training System (ATS) in **Chapter 6**. AMC/A37T in coordination with user commands, approve/field continuation training requirements or adjustments, and field short-notice specialized local upgrade courses (e.g., FM Immunity, etc.). AMC/A37T is the OPR for this AFI.

1.4.1.1. Courses. AMC/A37T, in coordination with AETC and User commands, approve continuation training and locally taught upgrade courses.

1.4.1.2. Command Curriculum Review Workshop (CCRW). HQ AMC/A37T may host a CCRW biennially, or more frequently, as required. The CCRW reviews all training programs for currency, applicability, compliance, and effectiveness. Attendees should include training representatives from the C-17 community including: HQ AMC/A37T/A37V/A39, Det 2 AMCAOS, Air Mobility Warfare Center (WIC), AETC, AFRC, ANG, PACAF, ATS contractor curriculum developers, formal school personnel, standardization offices, selected unit training representatives, and aircrew training system (ATS) instructors or staff, as applicable.

1.4.1.3. AMC/A37T, Detachment 2, AMCAOS.

1.4.1.3.1. Det 2 AMCAOS personnel will conduct Contract Compliance Evaluations (CCE) and Simulator Certification (SIMCERT) on each ATD in the C-17 ATS according to AFI 36-2251, *Management of Air Force Training Systems*, or when necessary (e.g. ATD modification, configuration change, etc.). SIMCERT includes objective and subjective testing, inventory inspection, Quality Assurance Issues (QAI), and contract compliance evaluation.

1.4.1.3.1.1. Provide host unit 45-day advance notice of a SIMCERT. A short-notice SIMCERT is available with verbal coordination between host unit, Det 2 AMCAOS, HQ AMC/A37TA, ATS contractor, and the ATS contract management team. Report SIMCERT results to HQ AMC/A37T and the ATS contract management team.

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

1.4.1.3.2. Det 2 AMCAOS personnel will conduct periodic Contract Compliance Evaluations (CCE) for C-17 ATS-supported sites and report results to HQ AMC/A37TA and ATS contract management. Evaluation personnel assess ATS contractor performance of aircrew ground training programs to include Computer-Based Training (CBT), simulator training, and facilities.

1.4.1.3.2.1. The host unit receives 45-day advance notice of the CCE (non-interference basis) via notification memo or Email to the unit POC. Unit support may include the use of an inbrief/outbrief facility, approximately 4-hours CBT time, and access to available crewmembers and staff for the purpose of conducting surveys and/or soliciting comments. Units should consider the CCE a unit-level feedback tool to monitor quality of ATS ground training.

1.4.1.3.2.2. Det 2, AMCAOS will schedule Subject Matter Experts (SME) for Technical Interchange Meetings (TIM) with the ATS contractor. Det 2 AMCAOS will also schedule crewmembers (as required by the contractor) to assist in courseware development including Individual Tryouts (ITO) and Small Group Tryout (SGTO).

1.4.2. Training Command. AETC/DO is responsible for formal school syllabuses and is the approval authority for changes in formal school curricula in coordination with lead and user commands and the ATS contractor according to AFI 11-202 Volume 1. AETC/DO designates AETC/DOF to oversee formal school courses and syllabus management in coordination with the ATS contractor. Formal school syllabi are available at AETC bookstore: <http://trss3.randolph.af.mil/bookstore/c-17.htm>. AETC/DOR develops and publishes the PFT IAW the HQ USAF/XOOT Flying Training CONOPS (see **paragraph 1.15.**). AETC/DOR determines the formal school capacity.

1.4.2.1. Progress Review (PR). See AFI 11-202 Volume 1. AETC will notify the student's gaining unit of PR action. If the PR recommends a Flying Evaluation Board, AETC will notify the student's gaining MAJCOM.

1.4.2.2. AETC maintains a list of formal school courses on the Education and Training Course Announcement (ETCA). The site address is: <https://etca.randolph.af.mil/>

1.4.3. User Commands.

1.4.3.1. Student Management. MAJCOM training staff will manage student training according to **paragraph 1.15.**

1.4.3.2. Recall Procedures. Notifications to recall students from a formal school must be sent from the student's MAJCOM DOT (or equivalent) to 97 TRS, 19AF/DOM, and AETC/DOR. ANG units will notify ANG/XOT of the need to recall a student. ANG/XOT will approve/disapprove request and notify training command HQ and training unit prior to recalling the student. Emergency recall during non-duty hours may be coordinated directly with 97 TRS who will notify 19 AF/DOM & HQ AETC/DOR on the next duty day.

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

1.4.5. Operations Group. OG/CC (or equivalent) will convene a Training Review Panel (TRP) to be chaired by the OG/CC or designated representative. The TRP should review staff and crewmember management actions necessary to complete squadron flight and ground training programs. Determine TRP requirements (e.g., frequency, format, etc.) in supplements to this AFI.

1.4.5.1. OG/CC will develop and maintain procedures with their local servicing military personnel flight (MPF) for individual crewmember counseling and personnel system updates affecting active duty service commitment (ADSC) incurred with training described in this AFI. See AFI 11-202 Volume 1, AFI 36-2107, *Active Duty Service Commitments* (ADSC), and course listing in ETCA for more information.

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

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

1.4.5.3.1. Appoint primary and alternate instructors for each non-ATS course to be taught.

1.4.5.3.2. Publish a ground training schedule (ANG/AFRC, as required) to include date, time, location, instructor and designated crewmembers for each course (both ATS and non-ATS). Include details in the local unit supplement to this AFI.

1.4.5.3.3. Use MAJCOM, ATS, or unit-developed training products and/or syllabus for all courses, as applicable. Units will reproduce courseware as applicable. Document training in the C-17 ATS Training Management System (TMS).

1.4.5.3.4. Develop a procedure to monitor the academic training program for course content, currency of materials, instructor availability, and status of training aids. Recommend to the commander changes to existing courses or additional academic training courses required, based on crewmember feedback.

1.4.5.3.5. Send recommendations for changes, additions, and deletions of courses through appropriate channels to appropriate MAJCOM with an information copy to HQ AMC/A37T.

#### 1.4.6. Squadrons.

1.4.6.1. Sq/CC will ensure crewmembers complete in-unit mission, ground, and continuation training programs. Failure to reasonably progress may require action for removal.

1.4.6.2. Before each semi-annual training period assign Flying Training Levels (FTL), Ground Training Levels (GTL), and levels of qualification to assigned and attached crewmembers (see [Chapter 4](#)). Assign training levels based on experience and aircraft proficiency.

1.4.6.3. Sq/CC (or designated representative) will ensure formal school post-graduate questionnaires are completed and returned to the formal schools.

1.4.6.4. Sq/CC (or designated representative) will ensure effective training continuity and supervision of assigned and attached crewmember. Unit commanders may assign additional requirements based on individual crewmember's experience and proficiency. Document all flying training in TMS.

1.4.6.5. Upon arrival, review training and evaluation records of newly assigned or attached crewmember and those completing formal training, to determine the necessary training required to complete/certify the individual as Basic Aircraft Qualified (BAQ), Basic Mission Capable (BMC), or Mission Ready (MR).

1.4.6.6. Review qualifications and monitor training requirements for unit-assigned Flight Surgeons.

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

1.4.6.8. Ensure squadron DO or designated Sq representative monitor quality of training being accomplished, identifying training deficiencies. Flight commanders will advise Sq/DO of additional training needs.

1.4.7. Formal School with ATS Contractor. The C-17 Aircrew Training System (ATS) contractor is responsible for academic and aircrew training device (ATD) instruction and specialized training at all USAF C-17 training sites. This responsibility includes developing, updating, and publishing courseware and the formal school syllabus in accordance with the ATS contract (see [Chapter 6](#)). The syllabus will be reviewed annually and updated as required.

1.4.8. Formal School, Non-ATS. See requirements in AFI 11-202 Volume 1.

1.4.8.1. HQ AMC/A37T is the approval authority for AMC courses. HQ AETC/DO is the approval authority for all AETC courses.

## 1.5. Waiver Authority.

1.5.1. Unless waived by the appropriate authority do not deviate from the policies and requirements in this instruction. Report deviations or exceptions without waiver through MAJCOM channels who, in turn, should notify HQ AMC/A37T (lead command) for follow-on action, if necessary.

1.5.2. Unless specified in this instruction, AMC/A3, AMC/A3 designated representative, MAJCOM/DO, or equivalent level is the designated waiver authority for specific crewmember training requirements in this instruction not governed by AFI 11-202 Volume 1.

1.5.3. OG/CC is designated waiver authority for minimum flying-hour prerequisites for entry into formal upgrade courses (see [Table 5.1.](#)).

1.5.4. When a student is entered into a formal course, HQ AETC/DO designates HQ AETC/DOF as waiver authority for AETC flying training syllabuses and formal school prerequisites (exceptions see [paragraph 1.5.3.](#) and [paragraph 1.5.5.](#)). All requests for a syllabus waiver must include supporting rationale. User command training staff should submit prerequisite waiver requests direct to HQ AETC/DOF. All waivers must be approved before the crewmember departs for formal training. Ensure the waiver is documented in TMS and hand-carry a copy of the waiver to the formal school course.

1.5.4.1. Prerequisites. For formal school course prerequisite waiver requests, see the appropriate formal course in the ETCA.

1.5.4.2. Formal School Training. A 19 AF/DO approved syllabus waiver is required for any planned exception to the AETC syllabus caused by special or unusual circumstances. The OG/CC may approve deviations or unplanned variations. The 97 OG/CC is designated waiver authority for completion of specific formal school events in-unit with the concurrence of the gaining unit's OG/CC.

1.5.4.2.1. If required for squadron's designated mission, accomplish events waived or not accomplished at the formal school in-unit before assigning mission-ready (MR) status.

1.5.5. In-Unit Training. MAJCOM training staff (or equivalent) is approval/waiver authority for in-unit training in coordination with AETC/DOF and AMC/A37TA. Before approval, review the proposed syllabus and consider availability of ATS formal instruction and ATD requirements.

1.5.6. Senior Officer Course (SOC). Syllabus waiver authority is AETC/DO with concurrence of gaining MAJCOM/DO.

1.5.7. Continuation Training. The OG/CC (or equivalent) is designated waiver authority for ground and non-currency flying continuation training requirements in [Chapter 4](#) for assigned or attached crewmembers on a case-by-case basis.

1.5.8. Waiver Format. For AMC waivers, use on-line waiver request service on AMC/A37T web site (see [paragraph 1.16.](#)) (AFRC website or ANG procedures as appropriate). If necessary, submit a request through OG/CC or equivalent utilizing the AMC/A37T web site. If unable to use the waiver web site submit a written waiver in the format at [Figure 1.1.](#) to the appropriate MAJCOM OPR. Asterisked (\*) items are required for processing. Units will submit waiver requests according to [Table 1.1.](#) Keep a copy of MAJCOM-approved waiver on file if it is not recorded in TMS. OG/CC or designated unit agency will maintain a permanent record of locally approved waiver(s). Ensure all waivers are documented in TMS to comply with AFI 11-202 Volume 2, *Aircrew Stan/Eval Program*).

Units will cut & paste copies of locally-approved waivers into the individual's TMS waiver folder.  
(For AETC waivers, use AETC Form 6.)

**Figure 1.1. Sample Waiver Request Form.**

<p>MEMORANDUM FOR (<i>Waiver Authority</i>)</p> <p>FROM: (<i>Requester</i>)</p> <p>SUBJECT: Waiver Request – (<i>Individual</i>), (<i>Type of Waiver</i>)</p> <ol style="list-style-type: none"> <li>1. *<i>Name, grade.</i></li> <li>2. *<i>Flying organization (assigned or attached).</i></li> <li>3. *<i>Present qualification (include special qualifications/certifications if appropriate).</i></li> <li>4. *<i>Total flying time; primary aircraft inventory (PAI) time (include instructor or evaluator time, if applicable).</i></li> <li>5. *<i>Waiver request specifics e.g., cite requirement and requested deviation.</i></li> <li>6. *<i>Rationale or justification for waiver request.</i></li> <li>7. *<i>Previous attendance at any formal instructor course (include course identifier and graduation date).</i></li> <li>8. *<i>Training start date.</i></li> <li>9. *<i>If waiver request for time limit, specify mandatory upgrade or qualification date.</i></li> <li>10. *<i>Date event last accomplished and normal eligibility period.</i></li> <li>11. *<i>Remarks (include formal school courseware that is required if the waiver request is approved (e.g. local training)).</i></li> <li>12. *<i>Unit point-of-contact (include name, rank, telephone number, and functional address symbol, and Email address).</i></li> <li>13. *<i>Unit address (if requesting formal school courseware)</i></li> </ol> <p style="text-align: right;">(<i>Signature of Requester</i>)</p> <p style="text-align: right;">(<i>Title</i>)</p>
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**Table 1.1. Processing Waivers That Require MAJCOM or Higher Approval.**

<b>If waiver is requested by:</b>	<b>Send waiver request to:</b>	<b>Approval or disapproval will be sent to:</b>	<b>With information copies to:</b>
<b>Active Duty AMC Airlift Wing or Group</b>	OG Training Office To HQ AMC/A37T	OG Training Office	
<b>97 AMW</b>	OG Training Office through 19 AF/DO to HQ AETC/DOF	97 AMW	HQ AMC/A37TA
<b>PACAF</b>	OG Training office to HQ PACAF/DOTT	OG Training Office	HQ AMC/A37TA
<b>AFRC Unit</b>	Through NAF/DOT to HQ AFRC/DOT	AFRC Unit	HQ AMC/A37TA
<b>ANG Unit</b>	ANG/XOT	ANG Unit	HQ AMC/A37TA

**NOTES:**

1. OG/CC or AFRC/ANG-equivalent may waive MAJCOM-directed ground and flying continuation training requirements in this regulation for individual crewmembers IAW **paragraph 4.7**.
2. ANG/XOT and HQ AFRC/DOT are waiver authorities, as appropriate, for the secondary method of training.
3. For formal training waiver requests, units will submit requests through above MAJCOM channels. MAJCOMs will in turn submit requests to HQ AETC/DOF for approval.

**1.6. Use of Flying Hours.**

1.6.1. Structure unit flying training missions to achieve optimum training. Any by-product airlift opportunity resulting from training must not degrade the intended training and will comply with applicable Department of Defense (DoD) Regulation 4515.3R, *Air Transportation Eligibility*, AFI 11-401, *Aviation Management* and AFI 11-202 Volume 1, *Aircrew Training*.

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

1.6.1.2. See AFI 11-2C-17 Volume 3 for off-station training flight requirements.

1.6.2. Training on Operational Missions. Unless specifically prohibited or restricted by weapon system operating procedures or specific theater operations order (OPORD), the OG/CC exercising operational control may approve upgrade, qualification or special qualification training on operational missions. In order to maximize efficient utilization of training resources, 18 AF/AOC and tasked units will jointly identify and take maximum advantage of opportunities to conduct appropriate continuation training items which may be conveniently suited to concurrent operational mission segments. Examples include low-levels, assault landings, EROs, circling approaches and air refueling. If

necessary 18 AF/AOC and tasked-units will coordinate training mission numbers for the specific mission segment. Commanders will ensure the training will not impact mission effectiveness and the crewmember receiving training is under the supervision of an instructor of like specialty. Comply with passenger-carrying restrictions in AFI 11-401, *Aviation Management* and AFI 11-2C-17 Volume 3.

**1.7. In-Unit Training Time Limitations.** Comply with the time limitations in **Table 1.2**. Crewmembers entered in an in-unit training program leading to qualification (or re-qualification) will be dedicated to that training program on a full-time basis. In-unit training will begin no later than 45-days (90-days AFRC/ANG) after reporting or being attached to a new duty station or unit.

**Table 1.2. In-Unit Training Time Limitations.**

<b>Training</b>	<b>Time Limit</b>	<b>Time Limit ARC</b>
<b>Initial Qualification</b>	120-days – PIQ/CIQ/LIQ 135-days – ACIQ	180 days
<b>Re-qualification</b>	90 days	180 days
<b>Mission Certification</b> Includes in-unit training leading to MR status following initial, difference, or requalification training.	90 days	180 days
<b>Local Orientation / Theater Indoctrination</b>	45 days	90 days
<b>Instructor Upgrade</b>	60 days	180 days
<b>Upgrade Qualification.</b> Includes ACAL, LAD, CPAD, and ACAD.	90 days	180 days

1.7.1. Training time start date is the date when the first significant training event (a training event directly contributing to qualification, certification, or upgrade) has begun e.g., Loadmaster Simulator (LS), Weapon System Trainer (WST), flight, etc.; or 45-days (90-days ANG/AFRC) after being attached or assigned to the unit after completion of the formal school; whichever occurs first (or as specified in MAJCOM supplement).

1.7.2. Units will notify the appropriate MAJCOM/DOT (or equivalent) in writing or via AMC/A37T web site before the crewmember exceeds upgrade training time limits in **Table 1.2**.

1.7.2.1. Use the waiver request format specified in **paragraph 1.5.8**. Include training difficulty, unit corrective action to resolve and prevent recurrence, and estimated completion date.

1.7.2.2. Sq/CC may extend training time up to 60 days (120 days ARC) through appropriate documentation in TMS; no notification to MAJCOM DOT is required. Extensions exceeding 60-days (120 days ARC) require MAJCOM/DO approval.

**1.8. Requalification Training.** AFI 11-202 Volume 1 specifies requalification training limits and requirements.

**1.9. Training Documentation.** C-17 units will utilize the Training Management System (TMS) to document training. See [Attachment 2](#).

**1.10. Evaluator Usage.** Use flight evaluators as instructors for any phase of training to capitalize on their expertise and experience. Units may use flight evaluators as instructors for qualification, local upgrade, or corrective-action training. If an evaluator is the primary instructor to train an individual, the same evaluator should not administer the associated evaluation.

**1.11. Instructor Training and Supervision Requirements.**

1.11.1. All instructors should be MR (wing level and below) FTU instructors are only required to maintain BMC.

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

1.11.2.1. All non-current crewmembers (See [paragraph 4.7](#)).

1.11.2.2. All crewmembers in initial, upgrade or re-qualification flying training unless syllabus states direct supervision is not required.

1.11.2.3. PIQ graduate pilots (MPD) performing pilot-flying (PF) duties during aerial refueling (attempting contacts).

1.11.2.4. Loadmasters in Mission Certification Training (Loadmasters in MCT may fly unsupervised on local training sorties after completion of a local orientation flight.)

1.11.2.5. Any other personnel designated by the wing, OG, or Sq/CC.

1.11.3. For unqualified and Flying Training Level (FTL) E crewmembers an instructor must be at a set of controls during critical phases of flight.

**1.12. Distribution.** Units will establish hard copy distribution requirements of this AFI.

**1.13. Transfer of Aircrews.**

1.13.1. A crewmember qualified in the C-17 according to AFI 11-202 Volume 2 will be considered qualified throughout the C-17 force. Certified/qualified MR crewmember transferring between units, accomplish only unit specific training and any applicable events in which they have lost currency. See AFI 11-2C-17 Volume 3, Interfly, for additional information.

1.13.2. For Foreign Military Sales (FMS), guest pilot, and/or exchange officers see training requirements in AFI 11-401, *Aviation Management*. Initial and/or continuation training requirements are specified in the appropriate MOU, OPLAN or agreement and should mirror requirements of this AFI to maximum extent possible.

**1.14. Aircrew Training While DNIF.** Crewmembers whose status is "duty not involving flying (DNIF)" may log ground training events, including simulator training, if the member's physical condition allows it. Consult the flight surgeon initiating AF Form 1042, **Medical Recommendation for Flying or Special Operational Duty**, action if the DNIF status includes ground training limitations.

## 1.15. Aircrew Rated Management Overview.

1.15.1. Program Requirements Document (PRD). According to AFI 11-412, *Aircrew Management*, USAF/XOOT projects C-17 long-range training requirements annually in a process called the PRD. Lead and user commands contribute to the PRD, which becomes a key long-range planning tool for training requirements.

1.15.2. Programmed Flying Training (PFT). AETC/DOR manages the training command's role in the HQ USAF/XOOT Flying Training CONOPS. A key product of this process is the PFT. The PFT balances available training quotas, FTU capacity, and course requirements on a fiscal year basis. Annually, units will send projected PFT requirements to their respective MAJCOM training staff which will forward projections to HQ USAF/XOOT.

1.15.2.1. HQ USAF/XOOT sponsors an annual PFT conference to balance pipeline production requirements and MAJCOM training requests against FTU capacity. AETC/DOR allocates quotas to lead and user commands who, in turn, allocate training quotas to each unit. HQ AETC/DOR publishes the annual PFT quota workbook on website:

<https://www.aetc.af.mil/do/dor/download/pft.htm>.

1.15.2.2. Throughout the training year, MAJCOM training staff and AETC PFT managers use assigned/allocated training quotas to assign individual crewmembers into the C-17 formal schools. Daily student quota adjustments to the annual PFT are made on quota management documents. HQ AETC/DOR will publish the quota management documents on web site:

<https://www.aetc.af.mil/do/dor/download/quotas.htm>.

**1.16. Information Management.** HQ AMC Aircrew Training Division (HQ AMC/A37T) hosts crewmember training information on web site: <https://private.amc.af.mil/a3/a37t/dot/dot.cfm>. Training event descriptions are maintained on the website, as well as non-ATS training courses (e.g., GRACC, VFR Training, etc), Aircrew Training Device (ATD) status, Host Nation Agreements (HNA), etc.

**1.17. Failure to Progress.** If a student fails to progress according to syllabus requirements, the command accomplishing the training will conduct a Progress Review (PR) according to the Commander's Review Process outlined in the course syllabus. The PR can recommend continuation in training or AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*, action, e.g., a Flying Evaluation Board (FEB), to the individual's unit commander. The ATS contractor will identify students who fail to progress according to the ATS contract (see **Chapter 6**).

**1.18. Failure to Complete Training.** If crewmember fails to complete a formal course for reasons other than those described in **paragraph 1.17.**, the formal school will send a recommendation to the individual's unit. The recommendation will state whether he or she should complete training in-unit, or return to the formal school to complete training, or be referred to the AF personnel system for reassignment.

**1.19. Career Enlisted Aviators (CEA).** CEA are not tied to AFMAN 36-2108, *Airman Classification*, skill level upgrade. All enlisted aircrew qualifications are separate and distinct from skill level qualification. When AF Form 8 is completed for the applicable flight evaluation, then that crewmember is qualified to perform all duties assigned to that crew qualification regardless of skill level. Aircrew instructor and flight examiner qualifications are also separate and distinct from OJT trainer or certifier designation

and are reflected in AFSC by use of “K” prefix (aircrew instructor) and “Q” prefix (aircrew flight examiner).

**1.20. Mobility Pilot Development (MPD) Codes.** AFI 11-401, *Aviation Management*, defines pilot aviation codes. For standardization, use the following:

1.20.1. FP = “Flight Qualified Pilot.” This designation (As a 2 digit code) will remain active during the "transition period" for first pilots, (will be phased out).

1.20.2. The Mobility Pilot Development program will be implemented in an anticipated 3-year transition period to replace copilot and aircraft commander upgrade training courses. The new MPD program includes the Pilot Initial Qualification (PIQ) formal training course, and the Pilot Check-out (PCO) course. Until the transition, presently qualified copilots will continue to upgrade to aircraft commander. An PIQ pilot graduate should have a shorter time to upgrade to aircraft commander since the PCO training may be conducted locally. The qualification codes below will be used:

1.20.2.1. FPN - Flight Qualified Pilot - Non-mission ready (MPD Graduate in Local MR Training)

1.20.2.2. FPQ - Qualified “MR” MPD Pilot

1.20.2.3. FPL - Qualified “MR” Direct Left Seat, Crossflow, OSA, or FAIP, Graduate

1.20.2.4. FPR - Ready For AC Certification (Training Complete)

1.20.2.5. MP – Fully certified/qualified Aircraft Commander

1.20.2.6. MPN - Aircraft Commander - Non-Mission Ready

1.20.3. Application:

1.20.3.1. Upon completion of MPD pilot initial qualification (PIQ) training, newly assigned pilots will receive the ARMs qualification, FP. They will then progress through a series of standardized 3rd character qualification codes.

1.20.3.2. FP = Flight Qualified Pilot (3rd letter designator distinguishes the status for a MPD pilot who completed formal training with evaluation (graduate).

1.20.3.3. FPN = MPD pilot (graduate) currently in local MR training (NMR).

1.20.3.4. FPQ = Qualified "MR" MPD pilot—Can fly as on any mission with an AC or IP.

1.20.3.5. FPL = Qualified, direct left seat crossflow pilot, OSA, FAIP graduate, before to completing MCT training.

1.20.3.6. MP = Certified Aircraft Commander.

1.20.3.7. MPN = Certified Aircraft Commander (Non-Mission Ready)

**NOTE:**

The third digit "N" (i.e. MPN) signifies the MP will be NMR for an extended period of time (greater than a month). Do not use for short duration, NMR status due to DNIF or short-term currency deficiencies. (Loadmasters will use the ARMS code FL to designate NMR status. This ARMS code does not affect the ML qualification status listed on the AF Form 8.)

## Chapter 2

### INITIAL QUALIFICATION TRAINING

**2.1. General Requirements.** AFI 11-202 Volume 1 defines initial qualification training. This chapter specifies minimum training requirements for initial/mission qualification, re-qualification, conversion training, and senior officer courses. The primary method of initial/mission qualification is to attend and complete the appropriate formal training course in the ETCA. When a quota is not available, units will request a waiver to conduct in-unit qualification training, using formal school courseware (see **paragraph 1.5.**).

**2.2. Initial Qualification Training (IQT) Prerequisites:** Complete initial qualification prerequisites in accordance with AFI 11-202 Volume 1 and the ETCA. See **Attachment 3** for formal IQT course listing and **Table 5.1.** for prerequisites.

**2.3. Ground Training Requirements.** Complete ground training requirements for initial qualification in accordance with AFI 11-202 Volume 1.

**2.4. Flying Training Requirements.** Complete flying training requirements for initial qualification in accordance with AFI 11-202 Volume 1 and this instruction.

**2.5. Conversion Training Requirements.** When possible, qualified personnel in other units will provide the initial cadre. In some instances, it will be necessary for units to form an initial cadre of crewmember personnel for whom certain qualification training requirements may be waived. The following conditions will apply to the management of initial cadre crewmember qualification:

2.5.1. MAJCOM, in-coordination with lead and training command, will develop a training plan for unit conversions. The plan should include provisions to form a nucleus of crewmembers to include instructors and flight examiners (initial cadre). Converting units may request initial cadre waiver of PAI time requirement. Send waiver requests through MAJCOM training staff in the format in **paragraph 1.5.** In the request, include the most recent aircraft flown and total time in that aircraft in the remarks section of the waiver.

2.5.2. Initial cadre will not be designated in a crew position higher than currently held, e.g. C-21 mission pilot (MP) to C-17 evaluator pilot (EP), unless previously qualified in the conversion aircraft.

2.5.3. After final approval, publish a unit letter to identify initial cadre of instructors and flight examiners by crew qualification.

**2.6. Multiple Qualification.** Crewmembers will attend a formal initial qualification course for multiple qualification in different MDS aircraft (i.e., C-130 and C-21). Crewmembers will as a minimum, maintain FTL A currency requirements in each aircraft (N/A for senior officers).

**2.7. Senior Officer Qualification and Performance Requirements.** AFI 11-202, Volume 1 (paragraph **2.8.**) identifies senior officer qualification requirements. These officers will be assigned FTL E for continuation training purposes and will not fly unsupervised in a primary crew position (see paragraph **4.3.2.5.**).

2.7.1. After qualification IAW AFI 11-202, Volume 1, and with OG/CC approval, senior officers (assigned or attached) may seek training which leads to a higher FTL and/or qualification. The unit OSS/OST office is responsible for determining training requirements based on the senior officer's flying experience and familiarity with the weapons system. HQ AMC/A37T or appropriate MAJCOM DOT will approve the proposed training plan prior to execution.

**2.8. Flight Surgeons.** AFI 11-202 Volume 1 establishes flight surgeon initial qualification requirements.

**2.9. Requalification Training (RQT).** RQT is conducted at the formal school following the appropriate syllabus (see course list in [Attachment 3](#)). For in-unit RQT training, initiate a waiver request (see [paragraph 1.5.](#)). Follow training event requirements in the appropriate re-qualification course syllabus except as noted in the waiver request.

2.9.1. Basic and instructor re-qualification may be conducted simultaneously on a case-by-case basis. Initiate a waiver request (see [paragraph 1.5.](#)) and include proposed training events to regain instructor status. When used, the unit will compare re-qualification syllabus and instructor syllabus and provide a recommendation of training events in the request to include an instructor evaluation.

**2.10. Reports.** The ATS has a post-training feedback system that elicits information and comments from students, supervisors, and evaluators in order to continually improve, update, and refine the ATS. Commanders and supervisors should promote use of this feedback system to its fullest extent.

**2.11. Initial Qualification Ground Training Events.** Students entered into formal undergraduate and graduate training programs leading to aircrew qualification will accomplish the events listed in [Table 2.1](#). These events will be accomplished during Undergraduate Pilot Training (UPT), Basic Training, Enlisted Aircrew Undergraduate Training Course (EAUC), Basic Loadmaster School (BLM), survival training and C-17 initial qualification courses. Document events not accomplished during formal school training in the individuals Training Management System (TMS) record prior to graduation from the C-17 initial qualification course. Gaining units will ensure all initial qualification events are completed prior to completing mission certification.

2.11.1. Ground training events accomplished during initial qualification establish the crewmember's due dates for subsequent continuation training. Ground training events accomplished during formal training will use the course completion date (successful evaluation date) to establish the due dates for all subsequent currency and requirements. Completion of Initial Combat Survival Training (S-V80-A), Initial Water Survival Training (S-V86-A), and initial life support equipment training during formal school establishes the due date (based on date of first completed course) for recurring Combat Survival (SS02), Conduct After Capture (SS03), Water Survival (SS05) and Emergency Parachuting Training (SS06). Completion of Initial Combat Survival Training (S-V80-A) establishes the due date for recurring Law of Armed Conflict (G100) and Level I Antiterrorism Awareness Training (G110) training.

**Table 2.1. Ground Training Requirements Accomplished during Formal School (See Notes)<sup>1</sup>.**

Code	Event	Crew Position	Notes
E030	Passport	All	
G005	Flight Physical	All	
G006	Physiological Training	All	
G010	Nuclear Biological Chemical & Conventional Defense Training	All	6
G231	Initial Crew Resource Management (CRM)	All	7
G240	Initial Crew Resource Management Simulator	All	7
G280	Small Arms Training	All	6
G002	Aircraft Marshaling Training	All	7
G060	Tactics	All	6
G070	Aircrew Intel	All	6
G080	Communications Procedures	P	4,7
G090	Anti-Hijacking	All	7
G100	Law of Armed Conflict	All	
G110	Level I Antiterrorism Awareness Training	All	6
G120	ISOPREP	All	6
G182	Hazardous Cargo	All	7
LL01	Aircrew Life Support Familiarization Training	All	6
LL03	Emergency Egress Training, Non-Ejection	All	2
LL04	Aircrew Chemical Defense Training	All	6
LL05	Egress Training, w/ACDE	All	4
LL06	Life Support Equipment Training	All	6
NV01	NVG Academics	All	7
SS03	Conduct After Capture (CAC)	All	3, 4,6
SS06	Emergency Parachute Training (EPT) (Pilots accomplish in UPT/SUPT, LM accomplish at S-V90-A or in S-V86-A)	All	4
SS20	Combat Survival Training (S-V80-A) (Approved Joint Survival School)	All	
SS30	Water Survival Training (S-V86-A) (Approved Joint Survival School)	All	
VT01	Initial VTRAT	All	4,6,7

**NOTES:**

1. If in-unit initial or requalification training is accomplished in lieu of formal school attendance, unit is responsible for ensuring all requirements are completed.
2. All Flight Surgeons accomplish these events along with SS02.
3. Flight Surgeons on mobility status accomplish these additional events.
4. Not required for basic aircraft qualification crewmembers or Senior Officers.
5. Basic aircraft qualification crewmembers only.
6. Accomplished in-unit if not accomplished during formal training
7. Completed during academic training with ATS contractor.

## Chapter 3

### MISSION QUALIFICATION AND CERTIFICATION TRAINING

**3.1. Description.** This chapter establishes minimum criteria and training requirements for mission qualification and certification training. All crewmembers will complete initial qualification followed by mission certification training (MCT). Except where specifically stated, units conducting MCT may arrange mission sequence or sequence training events as necessary to use flying training hours to effectively accomplish the unit mission. Crewmembers in MCT may participate in exercises (see **paragraph 1.6.2.**).

**3.2. Time Periods for Mission Certification Training.** See **Table 1.2.** A crewmember will be mission ready (MR) after completion of all ground training and flying training requirements. Additionally, a certification by the Sq/CC or Review and Certification (R&C) Board is required for Aircraft Commander (AC) see AFI 11-202 Volume 2, *Aircrew Standardization/ Evaluation Program*, AMC Supplement.

3.2.1. Aircraft Commander Initial Qual (ACIQ) Graduates. Upon completion of all requirements from **Table 3.1.** an AC Initial Qualification (ACIQ) graduate will be counted as a mission qualified copilot (FPL) for SORTS and TRP purposes and may fly as an FPL on any crew including operational missions. ACIQ graduates are not MR ACs and may not fly as A-code pilot-in-command until certified by the Sq/CC or R&C Board. The maximum time period for pilots completing the aircraft commander initial qualification course to be certified as an aircraft commander is 135 days.

3.2.2. Pilot Initial Qual (PIQ) Graduates. Upon completion of all ground and flying training requirements from **Table 3.1.** a PIQ graduate will be counted as a Mission Ready copilot for SORTS and TRP purposes and may fly as a mission qualified pilot (FPQ) on any crew including operational missions. PIQ graduates are not MR ACs and may not fly as an A-code pilot-in-command until completion of the Pilot Checkout (PCO) program and certified by the Sq/CC or R&C Board. Maximum time period for pilots completing the Pilot Checkout (PCO) course to be certified as an aircraft commander is 90 days. See **paragraph 5.3.**

3.2.3. Aircraft Commander Qual (ACQ) Graduates. Maximum time period for pilots completing the aircraft commander qualification course to be certified as an aircraft commander is 90 days. If individuals are unable to complete certification within these limits, their units will notify MAJCOM/DOT, (or as specified in MAJCOM supplement), with a description of the difficulty and expected certification date. The time period starts when the individual performs the first event leading to aircraft commander operational mission certification following their return from FTU or completion of the aircraft commander upgrade course if accomplished locally.

3.2.4. Loadmaster Initial Qual (LIQ) Graduates. The maximum time period for loadmasters to complete the local orientation flight is 45 days. Loadmasters will be certified as mission ready within 90 days of the first significant training event upon entering Mission Certification Training.

3.2.5. ARMS Tracking. Upon graduation from formal training, PIQ, ACQ, and ACIQ graduates will be coded "FP" with a suffix for ARMS tracking. Units will count these graduates as copilots. FPN will be used for a PIQ graduate currently in local mission ready training (NMR). FPQ will be used for a qualified mission ready PIQ graduate. FPL will be used for a qualified, direct left seat crossflow, OSA, FAIP graduate, prior to completing MR training. Once certified, units will code the graduates as "MP" and log the certification date in ARMS. LMIQ graduates will be coded "FL" for ARMS tracking and SORTS reporting purposes until certified as mission ready.

**3.3. Ground Training Requirements.** All crewmembers will accomplish events as directed in **Table 3.1**. Complete all academic ground training events required for mission certification in the unit operational mission (not applicable for senior officers or staff officers maintaining BAQ). Training may be accomplished concurrently with other training.

3.3.1. For in-unit initial or requalification training, the Flight Physical (G005), Physiological Training (G006), Aircrew Life Support Familiarization Training (LL01), Egress Training (LL03), and Aircraft Ground Marshaling Training and Examination (G002) will be completed prior to the first flight. Ensure all requirements of **Table 2.1** are accomplished.

3.3.2. Certified or qualified MR crewmembers transferring between units will require only Aircraft Ground Marshaling Training and Examination (G002), ISOPREP Review (G120), Local Area Survival (SS01), and unit-specific MR training events (and events in which they may have lost currency during the change-of-station).

**Table 3.1. Mission Qualification Ground Training Requirements.**

Code	Event	Crew Position	Notes
G060	Tactics Brief	All	2
G070	Aircrew Intel Brief	All	2,6
G080	Communications Procedures ( <i>local COMSEC</i> )	P	2, 5
G120	ISOPREP Review	All	4, 5, 6
LL01	Life Support Familiarization Training (LSFT)	All	1
SS01	Local Area Survival	All	1, 3

**NOTES:**

Crossflow crewmembers require G060, G070, and G080. OG/CCs will determine training requirements for certification in the unit training mission.

1. Mandatory grounding item after expiration date; individual will not fly until required training is accomplished. SS01 & LL01 will be accomplished before the first flight after PCS.
2. Events may be accomplished at formal school or in-unit.
3. All Flight Surgeons accomplish these events along with SS02.
4. Flight Surgeons on mobility status accomplish these additional events.
5. Not required for basic aircraft qualification or basic mission capable crewmembers.
6. Not required for formal schoolhouse instructors.

**3.4. Flying Training Requirements.**

3.4.1. BAQ crewmembers pursuing MR status will accomplish Flight Training Level (FTL) D (see **paragraph 4.3**.) continuation training requirements. Upon completion of MCT, the Sq/CC will adjust the crewmember's training levels as appropriate and prorate continuation training requirements based on the date MR was gained.

3.4.2. After arrival at duty station, all crewmembers will receive a local area briefing and supervised local orientation flight (not applicable for in-unit initial, re-qualification or upgrade training). The lack of a local briefing and local flight does not preclude the crewmember from deploying as MR. Crewmember must accomplish all grounding items prior to the local orientation flight.

3.4.2.1. Document all mission ready upgrade flying training in TMS (i.e. loadmaster mission ready course –LMMR).

3.4.2.2. Newly qualified airdrop loadmasters' first personnel airdrop mission will be flown with another LM with personnel airdrop experience. (**NOTE:** This does not apply to a previously qualified C-5, C-130, or C-141 airdrop LM.)

## Chapter 4

### CONTINUATION TRAINING

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

**4.2. Aircrew Status.** C-17 crewmembers are assigned to MR, NMR, BMC, or BAQ status.

4.2.1. Mission Ready (MR). For Status of Resources and Training System (SORTS), operational tasking, and deployments, a MR crewmember is defined as one who is available and certified in the squadron's mission (completed mission certification training for the applicable crew position).

4.2.2. Non-Mission Ready (NMR). A crewmember that is unqualified, non-current or incomplete in required continuation training, or not certified to perform the unit mission. See **paragraph 4.7.** for specific guidance on crewmembers who are non-current or incomplete in required continuation training.

4.2.2.1. If a crewmember is NMR for failure to complete required continuation training, OG/CC has two options:

4.2.2.1.1. Waive the required training in accordance with paragraph **4.7.2.** or **4.7.3.** The individual remains on MR status.

4.2.2.1.2. Place the crewmember in supervised status according to paragraph **4.2.2.2.**

4.2.2.2. If the crewmember is NMR for failure to maintain currency per paragraph **4.7.2.** or **4.7.3.**, place the crewmember in supervised status for that event (individual flies with an instructor of like specialty) until required training is accomplished. The crewmember cannot deploy until currency is regained (EXCEPTION: Noncurrent crewmembers may fly unsupervised on local, routine, and CONUS missions according to **Table 4.8.** on which events in the delinquent category are not accomplished (OG/CC approval not required)).

4.2.3. Basic Mission Capable (BMC). A NMR crewmember assigned to MAJCOM headquarters, NAF, EMTF, 18AF/AOC (TACC), AMWC, TALCE, AMOG, FTU, or direct reporting unit who has satisfactorily completed mission qualification training and does not maintain MR status, but maintains familiarization in the command or unit's operational mission.

4.2.3.1. The crewmember may maintain certification in some aspects of the unit mission and is able to attain full qualification in the unit mission within 45-days.

4.2.3.2. Formal Schoolhouse (AETC) BMC crewmembers are certified to conduct all aspects of the AETC training mission. AETC instructors must be certified in the training/unit mission before performing instructor duties. AETC crewmembers may fly CONUS (includes Alaska and Hawaii) and Caribbean 18AF/AOC (TACC)-directed missions, but will comply with MR requirements to fly all other 18AF/AOC-directed missions.

4.2.3.3. BMC crewmembers may log instructor or evaluator time for the portion of the mission for which they are current and qualified.

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

4.2.5. MR, BMC, and BAQ crewmembers must accomplish and/or maintain the requirements in AFI 11-202 Volume 1 (for their respective status) and the appropriate events in the ground and semi-annual flying continuation tables.

### 4.3. Training Levels.

4.3.1. The Sq/CC determines the TL before the start of each semi-annual period. Assign new unit crewmembers a TL during in-processing. Base TL on experience and aircraft proficiency. Crewmembers may have a different flying training level (FTL) for different flying qualifications, i.e. a crewmember may be a FTL A -- airland aircraft commander, but a FTL C -- airdrop copilot.

#### 4.3.2. Flying Training Levels (FTL).

4.3.2.1. FTL A— Highly Experienced Crewmembers. This may include MR or NMR MAJCOM headquarters, 18AF/AOC personnel, AETC instructors, NAF personnel, AMWC instructors, wing, OG, and Sq/CCs, operations officers, personnel assigned to OG evaluation positions, and any instructors assigned primarily to staff duties. Sq/CC may assign highly experienced MR line crewmembers to this level. **NOTE:** NMR crewmembers assigned to MAJCOM staff, 18AF/AOC (TACC), AMWC, TALCE, AMOG, FTU, or direct reporting unit may be categorized as BMC and assigned to FTL A and GTL 4. These individuals may fly unsupervised on local training missions provided they are current and qualified for that mission. AETC BMC crewmembers may fly CONUS (includes Alaska and Hawaii) and Caribbean 18AF/AOC (TACC)-directed missions. AETC crewmembers will comply with MR requirements to fly all other 18AF/AOC-directed missions

4.3.2.2. FTL B – Experienced MR Crewmember.

4.3.2.3. FTL C – MR Crewmember. Initially assign inexperienced MR crewmembers to FTL C.

4.3.2.4. FTL D – BAQ Crewmember. Primarily for individuals pursuing MR status after initial qualification training.

4.3.2.5. FTL E—BAQ or BMC non-instructor staff. May include senior officers, MAJCOM, NAF, and 18AF/AOC staff who are not maintaining MR or instructor status. FTL E requirements are insufficient for MR status and crewmembers assigned to this FTL will fly with an instructor of like specialty at all times.

#### 4.3.3. Ground Training Levels (GTL).

4.3.3.1. GTL 1— Highly experienced crewmembers with 10 or more years of operational flying.

4.3.3.2. GTL 2— Experienced crewmembers with between 5 and 10-years of operational flying.

4.3.3.3. GTL 3— Inexperienced crewmembers with less than 5-years of operational flying.

4.3.3.4. GTL 4— Senior officers, staff officers, and crewmembers who do not maintain MR status.

4.3.4. Change of FTL or GTL. Once the semi-annual period begins, do not move a crewmember to a level requiring fewer events. Place BAQ crewmembers into a different FTL any time after attaining MR status. Prorate events upon changing training levels.

**4.4. Training Events/Tables.** Standardized ARMS training event identifiers and descriptions are listed in **Chapter 7**. Designate Unit Defined Events (UDE) as “X” event (i.e. X020) and include a description in the local supplement to this AFI.

4.4.1. Crediting Event Accomplishment. Credit events accomplished on training, operational missions, and satisfactory evaluations toward currency requirements and establish a subsequent due date. Use date of evaluation as the date of accomplishment for all flying training currency events that were successfully accomplished during the formal course evaluation. **NOTE:** Events accomplished during upgrade training prior to the evaluation are credited towards the requirements for the current crew position.

4.4.1.1. Pilots (not aircraft commanders or above) and LMs will accomplish remaining events depending on the number of full months remaining in the quarter in which they graduated from initial school or upon completion of requalification training.

4.4.1.1.1. Two months remaining:

4.4.1.1.1.1. Pilots: Accomplish one instrument simulator sortie (ISS), one basic tactical sortie (BTS) or instructor tactical sortie (ITS), and one overseas sortie. **NOTE:** For AFRC/ANG units, OG/CC may waive the overseas requirement on a case-by-case basis.

4.4.1.1.1.2. Loadmasters: Accomplish one Proficiency Sortie (PS).

4.4.1.1.2. One month remaining:

4.4.1.1.2.1. Pilots: Accomplish one ISS and one BTS or ITS.

4.4.1.1.2.2. Loadmasters: No requirement.

4.4.1.2. Crewmembers enrolled in any other mission qualification course will complete all quarterly airland training requirements.

4.4.1.3. Pilots enrolled in the formal ACAL and IAC course are exempt from quarterly phase training simulator requirements (based on projected graduation dates). **NOTE:** Phase training CBT lessons must still be completed.

4.4.2. For an unsatisfactory flight evaluation, do not log continuation training requirements for those events graded Q-3 (according to AFI 11-2C-17 Volume 2) until re-qualified.

4.4.3. Make-up training (ground or flying) is creditable towards the new training period. **EXCEPTION:** Not applicable to phase training.

4.4.4. Instructor training requirements and responsibilities. Instructors and flight examiners may credit 50 percent of their total requirements while instructing or evaluating. **EXCEPTION:** Instructor and flight examiner pilots may not credit any takeoffs, landings, or air refueling flown by another pilot.

#### **4.5. Continuation Training Requirements.**

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

4.5.2. Ground Training Events. Crewmembers will comply with requirements of **Table 4.1.**, **Table 4.2.**, **Table 4.3.**, and **6.1.**

- 4.5.2.1. Failure to accomplish events in **Table 4.1.** leads to non-mission ready status. See **paragraph 4.7.** for regaining mission ready status.
- 4.5.2.2. Failure to complete mobility training requirements in **Table 4.2.** does not lead to non-mission ready status but may restrict member from certain missions.
- 4.5.2.3. Ancillary training events in **Table 4.3.** do not affect mission ready status nor restrict crewmember from any mission. These events are listed here to provide a single point of reference for all training events for crewmembers. For aircrew members, this AFI supersedes the governing AFI for each of these events.
- 4.5.2.4. Crewmembers (i.e., NAF, MAJCOM, AMWC, etc.) attached to units may accomplish ground training events at locations other than their unit of attachment. The crewmember is responsible for reporting accomplished training events to their unit of attachment (ARMS office).
- 4.5.2.5. Crewmembers performing extended alert duty (more than 72-hours) may accomplish ground training that does not degrade required response time or mission accomplishment. Specify requirements and or restrictions in the MAJCOM supplement and the unit supplement.
- 4.5.2.6. Flight Surgeons use requirements in **Table 4.4.**
- 4.5.2.7. All training events will be recorded in ARMS.
  - 4.5.2.7.1. Training events conducted during block training or phase training may be consolidated under one ARMS entry. See CBT event descriptions in **Chapter 7** for listings of continuation training events accomplished in conjunction with Phase Training.
  - 4.5.2.7.2. Combined training events may have only one ARMS entry.
  - 4.5.2.7.3. Input all one-time events and events required for Permanent Change-of-Station (PCS) in the ARMS database. Do not maintain these events on the crewmembers' currency report.

**Table 4.1. Ground Continuation Training Requirements (Failure to accomplish = NMR).**

Code	Event	Position	GTL1	GTL2	GTL3	GTL4	Notes
G005	Flight physical	All	A	A	A	A	1
G006	Physiological training	All	QQ	QQ	QQ	QQ	1
G060	Tactics	All	180d	180d	180d		11
G070	Aircrew intelligence	All	A	A	A		5
G130	Instrument refresher course	P	C	C	C	C	
G255	Interior Safety Inspection Simulator	L	A	A	A	A	
G260	Instrument Simulator Sortie	FP	Q	Q	Q		4,10
	Airland Phase CBTs (G251 – 254)	All	Q	Q	Q		6,8
	Airdrop Phase CBTs (G256 – G259)	All	Q	Q	Q		7, 13
	Airland phase training (G261 — G264)	All	Q	Q	Q	Q	6,8,9
	Airdrop phase training (G266 — G269)	All	Q	Q	Q		7,13
G280	Small arms training	All	B	B	B		2,5,12
SS02	Combat survival training (CST)	All	T	T	T		5
SS05	Water Survival Training (WST)	All	T	T	T		5
SS06	Emergency Parachute Training	All	T	T	T		
LL03	Egress Training, Non-Ejection	All	T	T	B	B	1
LL04	Aircrew Chemical Defense Trng	All	B	B	B		5
P280	ACDTQT	All	T	B	A		3,5
NV03	NVG Refresher	All	A	A	A		
VT04	AFTTP 3-1 Open Book Exam	All	A	A	A		5
VT05	AFTTP 3-3 Closed Book Exam	All	A	A	A		5

A-Annual, B-Biennial, C-Check Cycle, Q-Quarterly, QQ-Quinquennial, T-Triennial

**NOTES:**

1. Mandatory grounding event after expiration date. Crewmembers will not fly until training completion.
2. Annual for PNAF crews. Triennial for ARC.
3. Accomplished concurrently with quarterly phase trainers.
4. Not applicable to NAF, MAJCOM staff, 97 AMW, and Det 2/AMCAOS.
5. Not required for BMC crewmembers.
6. Phase training should be accomplished with an AC and an FP/CP/MCF together in the WST. If an AC is not available an FP or MCF may be substituted. For newly qualified crewmembers (PIQ, CIQ, ACIQ, and LIQ graduates), phase currency begins during the next currency period. Crewmembers completing C-17 ACAL, IAC, and IL formal school courses may credit quarterly airland phase training requirements (based on formal course projected completion date). These crewmembers must still complete all phase training CBT lessons. Phase CBTs are a grounding event. Annual written examinations are incorporated in phase training CBTs. Failure to complete required phase CBT results in annual written examinations being incomplete. Missed Phase CBTs must be completed prior to accomplishing any phase training for the current quarter.
7. Flying Training Level (FTL) C Aircraft Commanders who are also airdrop copilots will complete the airdrop phase training lessons plus an ISS every quarter. FTL A & B aircraft commanders, who are also airdrop copilots, only require the airdrop copilot phase training lesson (the additional ISS is not required). Airdrop Aircraft Commanders do not need to accomplish Airland Aircraft Commander Phase training simulator lessons. For newly qualified crewmembers (CAD and LAD graduates), phase currency begins during the next currency period. Crewmembers completing airdrop phase currency may credit both airdrop and airland phase currency requirements. ACAD formal school graduates may credit airdrop phase currency requirements (based on formal course projected completion date). ACAD graduates may not credit airland phase currency requirements.
8. Not required for Senior Officer Course graduates.
9. 97 AMW Instructor Pilots that do not maintain mission ready status are only required to accomplish the Emergency Procedures Simulator and are exempt from the “mission” simulator.
10. Two per quarter are required for CPs, MCFs, and FPs.
11. Units will conduct Tactics Training using a maximum of 180 days between events with emphasis on current tactics changes and techniques. MAJCOM/DOs may specify an alternate frequency for Tactics Training, but not less than “annual”.
12. See event description in [Chapter 7](#) for additional information on currency cycle requirements.
13. Loadmasters require one per semi-annual period.

14. If the Event IDs (G005, G006, or G007) identified above are already in use by another MAJCOM add an alpha character to the other Commands Event ID.

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

Code	Event	Position	GTL1	GTL2	GTL3	GTL4	Notes
G010	Nuclear Biological Chemical & Conventional Defense Training	All	B	B	B		
G050	PNAF	All	A	A	A		1
G100	LOAC	All	A	A	A		
G110	Level 1 Antiterrorism Awareness Training	All	T	B	A		
G120	ISOPREP review (days)	All	180	180	180		
E030	Passport	All					
SS03	Conduct After Capture (CAC)	All	T	T	T		
SS07	Contingency SERE Indoctrination	All	AR	AR	AR		
VT02	VTRAT Advanced Training	All	AR	AR	AR		2
VT03	VTRAT Refresher	All	A	A	A		2

A-Annual, B-Biennial, C-Check Cycle, T-Triennial, AR-As Required and Determined by OG/CC

**NOTES:**

1. PNAF qualified crewmembers only.
2. See event description in [Chapter 7](#) for additional information on currency cycle requirements. Applies to VTRAT equipped units only.

**Table 4.3. Ancillary Training Requirements. (Not Mandatory for Mission Readiness).**

Code	Event	Frequency	Notes
C050	Unit Disaster Preparedness Training		2
E012	Suicide Awareness and Violence Awareness Training	A	
E100	Information Assurance (IA) Awareness Program.	A	1
G007	Flight Records Review	A	
H010	Fitness Testing	A	
H040	Influenza Shot	A	

A-Annual, B-Biennial

**NOTES:**

1. SATE must also be completed within 60 days of arrival at a new duty station

2. Not mandatory. Units requiring training will determine frequency in the local supplement to this AFI.

**Table 4.4. Flight Surgeon Ground Continuation Training Requirements.**

Code	Event	Frequency	Notes
G005	Flight Physical	A	2
G006	Physiological Training	QQ	2
G010	Nuclear Biological Chemical & Conventional Defense Training	B	1
G090	Anti-hijack (One-time event in primary assigned aircraft)	One-time	
G100	Laws of Armed Conflict	A	1
G110	Level I Antiterrorism Awareness Training	A	1
G120	ISOPREP Review (days)	180	
G231	CRM (One-time event in primary assigned aircraft)	One-time	
LL03	Egress Training, Non-Ejection	B	2
LL04	ACDE	B	1
SS02	Combat Survival Training (CST)	T	1
SS05	Water Survival Training	T	1
Q001	Open Book Examination	C	
Q002	Closed Book Examination	C	
G007	Flight Records Review	A	

A-Annual, B-Biennial, C-Check Cycle, QQ-Quinquennial, T-Triennial

**NOTES:**

1. Flight Surgeons without a mobility requirement do not need to accomplish this training.
2. Failure to accomplish recurring ground events will result in grounding until training is accomplished.

4.5.3. Flying Continuation Training Requirements. **Table 4.5.** lists mobility-wide standardized flying continuation training event requirements. See **Chapter 7** for event descriptions.

4.5.3.1. Dual-Seat Qualification. Aircraft commanders (AC), first pilots (MCF), and flight pilots (FP) are dual seat qualified, and may accomplish training events in either seat. First Pilots (MCF) and flight pilots (FP) may conduct aerial refueling training under direct instructor pilot supervision. (**EXCEPTION:** Non-PIQ graduate aircraft commanders will only accomplish air refueling and full flap landings from the left seat unless under direct IP supervision). IPs may fly in either seat. Copilots may not fly in the left seat unless under direct IP supervision.

4.5.3.2. ATD Credit for Training Requirements. Flight events creditable in the ATD are listed in **Table 4.6.**



Code	Event	Aircraft Commander					Pilot					Loadmaster					Notes	
		A	B	C	D	E	CUR	A	B	C	D	CUR	A	B	C	D		CUR
P130	Circling Approach	2	2	2				2	2	2								
P190	Landing	6	6	12	6	6	<i>M</i>	6	10	12			<i>M</i>					
P192	Landing, Night (unaided)	2	2	2			<i>Q</i>	2	2	2			<i>Q</i>					
AS11	Landing, LZ	4	4	6	2		<i>Q</i>	3	3	3			<i>Q</i>					6,7
AS12	Landing, Night LZ (unaided)	2	2	3				1	1	1								6,7
AS21	Hvy Wt Full Flap	1	2	2				2	2	2								6,8
AS22	Hvy Wt Full Flap, Nt	1	1	1				1	1	1								6,8
P200	Touch-and-Go						<i>M</i>											9
R010	Receiver AR	3	6	6	3		<i>M</i>											22
R020	Receiver AR (Night)	1	2	2			<i>Q</i>											21
R050	Rcvr AR, Tanker AP off	1	2	2			<i>Q</i>											21
<b>NVG Events</b>																		
NV00	NVG Low Level	1	2	2				1	2	2								
NV47	NVG Takeoff	2	4	6			<i>Q</i>	2	4	4			<i>Q</i>					10,11
NV48	NVG Landing	2	4	6			<i>Q</i>	2	4	4			<i>Q</i>					10,11
NV49	NVG Landing, LZ	2	2	4				2	2	4								20
NV80	NVG Instrument Approach	1	2	2			<i>Q</i>	1	2	2			<i>Q</i>					10,11, 21
NV56	NVG ERO/Combat Offload													1	1	2		4,17
NV57	NVG Backing													1	1	2		
<b>Airdrop Events</b>																		
F080	AD visual wing	2	2	2				2	2	2								
F100	AD visual night wing	1	1	1				1	1	1								
F110	AD SKE lead	1	1	1														
F130	AD SKE wing	1	1	1				1	1	1								
F135	AD multi-element SKE	1	1	1				1	1	1								
F136	AD multi-element visual	1	1	1				1	1	1								
AD01	AD Event	2	2	2			<i>Q</i>	2	2	2			<i>Q</i>					12
AD03	Heavy	1	2	2				1	2	2				1	2	2		12,13

Code	Event	Aircraft Commander						Pilot					Loadmaster					Notes
		A	B	C	D	E	CUR	A	B	C	D	CUR	A	B	C	D	CUR	
AD04	CDS	1	2	2				1	2	2			1	1	2			12,13
AD05	Personnel	1	2	2				1	2	2			1	1	1			12,13, 14
AD95	Dual Row	1	2	2				1	1	1			2	2	2			15,16
R015	Formation Air Refueling	1	1	2				1	1	1								
NV18	NVG Airdrop Event	1	1	1				1	1	1			1	1	1			
M – Monthly		Q-Quarterly																

**NOTES:**

- Instructor and evaluator pilots may credit 50 percent of semiannual requirements when performing instructor or evaluator duties (not applicable to 97AMW personnel).
- Not required for BMC crewmembers.
- DET 2/AMCAOS and 97 AMW pilots who maintain MR status must participate as primary crew members on one overseas sortie during each calendar year.
- M065 ERO/Combat offload may be dual-logged with completion of NV56. MAJCOM and NAF staff loadmasters only require one ERO/ Combat offload and one backing event per semiannual period.
- The quarterly breakdown of sortie requirements, by crew position, is as follows:  
AIRLAND QUALIFIED CREWS: ONE BTS, ONE ITS  
AIRDROP IP: ONE ITS, ONE AD EVENT SORTIE  
AIRDROP AC: ONE ITS, ONE AD EVENT SORTIE  
AIRDROP COPILOT: ONE ITS, ONE AD EVENT SORTIE  
AIRLAND AC who is also an AIRDROP COPILOT: ONE ITS, ONE BTS, ONE AD EVENT SORTIE  
AIRLAND IP, ADCP: ONE ITS, ONE AD EVENT SORTIE  
M050 Basic Tactical Sortie, FTL A & B do not have a quarterly currency requirement
- Pilot not flying (PNF) duties for copilot/first pilot/flight pilot duty positions.
- To credit the landing, the maximum runway size is 5000' long by 100' wide. OG/CC's may waive runway criteria and must provide waiver info to HQ AMC/A37T and HQ AFRC/DOT (if applicable).
- To credit AS21 or AS22, the aircraft weight must be at least 450,000 lbs at touchdown and must be flown to a spot on a long runway (non-LZ) or LZ; flight pilots (FPs) must accomplish Pilot Flying duties once per quarter (no minimum weight required). When done in the simulator, the aircraft weight must be at least 470,000 lbs.
- Applies to Touch-and-Go certified aircraft commanders only.
- See [Table 4.6](#) for flight events creditable in an ATD.

11. Copilots/First Pilots will not perform NVG landings. They monitor/advise the aircraft commander. Flight pilots (FPs) must accomplish Pilot Flying duties once per quarter (may be accomplished in the simulator). Remaining requirements for flight pilots (FPs) may be logged accomplishing Pilot Not Flying duties.
12. Instructor and evaluator pilots may credit 50 percent of semi-annual airdrop requirements while instructing or evaluating. Not applicable for events which require only one per semi-annual period.
13. Instructor and evaluator LM may credit 50 percent of semi-annual airdrop requirements while instructing or evaluating. Not applicable for events which require only one per semi-annual period.
14. MAJCOM, NAF, DET 2, AMCAOS, C-17 WIC and 97 AMW loadmasters require one actual per 365-day period. This requirement will not be waived.
15. Pilot requirements are for actual Dual Row Airdrop(s), pallets or platforms. Copilot requirements may be met with actual or simulated drops. Loadmaster requirements consist of two actual Dual Row Drops (pallets or platforms) semiannually. One must be performed from the LM1 position and one from the LM2 position. No credit will be taken while performing instructor duties at LM1 position.
16. Only required for select crewmembers maintaining Dual Row Airdrop currency.
17. The Loadmaster Simulator (LS) may be used to credit 50 percent of the airland and NVG combat offload requirement per semiannual period. The simulator will not be used to regain ERO/Combat Offload currency.
18. PNAF qualified crewmembers only. The Aircraft Commander, Courier, and Loadmaster have a 180 day sortie requirement.
19. MAJCOM and NAF staff loadmasters require one proficiency sortie every 90 days.
20. Applies to NVG Assault Qualified pilots only. Pilots must have accomplished formal NVG Assault Landing training to be considered qualified. Dual log with NVG Landing NV48.
21. FTL A Currency requirement is semi-annual.
22. FTL A & B Currency requirement is 60 days.

Table 4.6. C-17 Flight Requirements Creditable in ATD.

Code	Event	Aircraft Commander					Pilot					CURRENCY		Notes
		A	B	C	D	E	A	B	C	D	E	Maintain	Regain	
P020S	Takeoff	ALL					ALL					Y	Y	
P070S	Instrument Approach	ALL					ALL					Y	Y	
NV80S	NVG Instr App	ALL					ALL					Y	Y	
P100S	Precision Approach	ALL					ALL							
P110S	Non-precision Approach	ALL					ALL							
P116S	NDB Approach	ALL					ALL							
P120S	Category II Approach	ALL					ALL							
P121S	Msn Computer Approach	ALL					ALL							
P130S	Circling Approach	ALL					ALL							
P190S	Landing	ALL					ALL					Y	Y	
P192S	Landing, Night	ALL					ALL					Y	Y	
AS11S	Landing, LZ	2	2	2	1		1	1	1			N	N	
AS12S	Landing, Night LZ	1	1	1			0	0	0					
AS21S	Hvy Wt Full Flap Landing	ALL					ALL							1
AS22S	Hvy Wt Full Flap, Night	ALL					ALL							2
R010S	Receiver AR	2/Qtr FLT LEVEL A					2/Qtr FLT LEVEL A					Y	N	3
		1/Qtr FLT LEVEL B/C/D					1/Qtr FLT LEVEL B/C/D					Y	N	
NV47S	NVG Takeoff	2	2	2			2	2	2			Y	N	
NV49S	NVG Landing, LZ	1	1	2			1	1	2					
NV48S	NVG Landing	2	2	2			2	2	2			Y	N	
F110S	AD SKE Lead	1	1	1			1	1	1			Y	Y	4
F130S	AD SKE Wing	1	1	1			1	1	1			Y	Y	4
AD01S	AD Event	1	1	1			1	1	1			Y	Y	
AD05S	Personnel	1	1	1			1	1	1			Y	Y	
AD03S	Heavy Equipment	1	1	1			1	1	1			Y	Y	
AD04S	CDS	1	1	1			1	1	1			Y	Y	

Code	Event	Aircraft Commander					Pilot					CURRENCY		Notes
		A	B	C	D	E	A	B	C	D	E	Maintain	Regain	
AD95S	Dual Row	1	1	1			1	1	1			Y	Y	
VT06S	Threat Response	1	2	2			1	2	2					
<b>Loadmasters FLT LEVEL A/B/C</b>														
M065S	Combat Offload	1										Y	N	
NV56S	NVG Combat Offload	1										Y	N	
VT06S	Threat Response	2												

**NOTES:**

1. A minimum of two per semiannual period should be accomplished in the aircraft. If scheduling prevents accomplishing in the aircraft, the simulator may be used. When done in the simulator, the aircraft weight must be at least 470,000 lbs.
2. The intent is for AS 22S to be accomplished in the aircraft. If, however, scheduling prevents accomplishing in the aircraft, the simulator may be used. When done in the simulator, the aircraft weight must be at least 470,000 lbs.
3. Do not use the simulator to maintain currency during two consecutive periods.
4. May only be logged during DMT/DMO missions linked with another C-17.

**4.6. Proration of Training.** AFI 11-202 Volume 1 describes proration of training requirements for crewmembers not available for flying duties. This authority must be used judiciously, especially when prorating the same crewmember for consecutive semi-annual training periods.

4.6.1. Use this formula to determine training requirements: number of months available times the event volume divided by the number of months in the training period. Round down to the nearest whole number, but not less than 1 (e.g. 5.6 rounds to 5).

4.6.1.1. Use **Table 4.7.** to determine the number of months available. Prorate only if absence is at least 15 consecutive days. For contingency alerts and contingency flying TDYs non-consecutive periods of non-availability can be combined for proration purposes.

4.6.1.2. When an individual permanently changes station (PCS) during the training cycle to a unit flying the same model aircraft and enters the same FTL or lower, credit training accomplished at the previous base. Prorate training requirements based on the time available (e.g., time at former base, plus time at new base, minus number of days not available) during the training period. Time available starts 7-days after sign-in for CONUS and 14-days after sign-in for OCONUS or on the date of actual accomplishment of the first training event, whichever occurs first. Subtract previous accomplishments from the prorated total to determine remaining requirements.

4.6.2. Units may also prorate requirements for individuals changing training levels. If requirements are prorated do not credit events accomplished while in the former FTL.

**Table 4.7. Individual Availability.**

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

**4.7. Failure to Complete Training Requirements.** Declare individuals NMR if they fail to maintain flying currency, fail to complete semi-annual flying continuation training requirements, or ground continuation training requirements. The following guidance applies:

4.7.1. Loss of Currency. Place individuals delinquent in one or more currency events in supervised training status for that event and declare them NMR in those unit missions requiring that event. Crewmembers are non-current the day after event currency expires; (i.e., a crewmember that accomplished an event with monthly currency on 1 September becomes non-current on 1 November). Regain currency based on the time elapsed since becoming non-current as described in paragraph 1.8. and paragraph 4.7.1.4.

4.7.1.1. Overseas Sortie. Aircraft commanders who are not current for an overseas sortie may fly in command on operational CONUS-only missions. Aircraft commanders may regain overseas currency under the supervision of a qualified aircraft commander or higher. Non-current copilots must be under the supervision of an IP, EP, or a current and qualified copilot/FPQ (who may perform this duty from the ACM seat). When a copilot/FPQ or higher is not available to occupy the jumpseat, the noncurrent copilot/FPQ must be supervised by an instructor or higher in the left seat.

4.7.1.2. Air Refueling (AR). Aircraft commanders who are not current for air refueling may not fly in command until currency is regained. If noncurrent for less than 15 days, they may regain currency on operational AR missions under the supervision of a qualified AC or higher, if no passengers are carried and only after fuel required for mission completion is unloaded.

**NOTE:** ACs who are AR noncurrent for 15 days or more must regain currency in the aircraft under the supervision of an IP or EP.

4.7.1.3. OG/CCs will endorse all Sq/CC waiver requests for flight currency prior to forwarding to MAJCOM/DOT (or equivalent) for approval (paragraph 1.5.2.).

4.7.1.4. Regaining Currency.

4.7.1.4.1. For a loss of currency up to 6-months, a crewmember must demonstrate proficiency in the aircraft or simulator (as appropriate as defined in Table 4.6.) with an Air Force instructor in all delinquent items. Crewmembers non-current for up to 6-months will maintain their current training level (no training folder required).

4.7.1.4.2. Loss of currency exceeding 6-months. For events identified in **Table 4.5.** as leading to unqualified status, the crewmember is unqualified in the aircraft and must complete Sq/CC-directed requalification training and an aircrew evaluation according to AFI 11-2C-17 Vol 2. For all other currency events, regain currency according to **Paragraph 4.7.1.4.1. Loss of currency for NVG events does not affect the unaided event (e.g., loss of NVG airdrop currency does not affect airdrop currency). Crewmembers will regain NVG certification by flying with an instructor for the particular NVG event.**

4.7.2. Failure to Complete Semi-annual Flying Training Events (reference Paragraph **4.2.2.2.**). At the end of each training period, the squadron commander will review ARMS products for those crewmembers who failed to accomplish all required flying training events (includes all events listed in the flying continuation training tables, **Table 4.5.**). The squadron commander will either direct training necessary for the individual to regain MR status or request OG/CC waiver. If the ARMS review shows enough flying events were recently accomplished to ensure MR proficiency, OG/CC or equivalent may waive the requirements. The same flying training events will not be waived for two consecutive training periods. This waiver authority must be used judiciously. The intent is to ensure crewmembers receive the proper quantity of flying events to remain proficient and allow OG/CC to determine MR status and additional training requirements when those training quotas are not met. **EXCEPTION:** Events denoted with a specific period of time (monthly, quarterly, or maximum days between accomplishments) in the currency (CUR) column of **Table 4.5.** will only be waived under extreme circumstances and only at the MAJCOM level.

4.7.3. Failure to Complete Ground Training Events. The OG/CC or equivalent may waive ground continuation training (**Table 4.1.**). This waiver authority will be used judiciously. The decision to grant a waiver will be based on the individual crewmember's experience and proficiency level (i.e. waivers will not be based on a crewmember's availability). OG/CC will determine the allowable time period of the waiver. The make-up training should be accomplished at the earliest opportunity. This waiver is for unforeseen circumstances only and only for events that will not degrade mission accomplishment.

4.7.3.1. Noncurrency in the applicable currency events of the ground and flying continuation training tables has the following consequences:

**Table 4.8. Noncurrency Flying/Flight Continuation Training.**

Noncurrent In	Result
Phase Training CBTs	Grounded <sup>1</sup>
Phase Training WST/LS Missions	Instructor supervision required
Airland events <sup>2</sup>	Instructor supervision required
ISOPREP Review	Restricted to CONUS-only missions
Formation (incl. form. Air refueling)	Restricted from formation missions
Airdrop	Restricted from airdrop missions <sup>3</sup>
Overseas Sortie	Restricted from overseas missions

**NOTES:**

1. Annual written examinations are incorporated in phase training computer-based training (CBT). Failure to complete required phase CBT results in annual written examinations being incomplete. Missed CBT must be completed prior to accomplishing any phase training for the current quarter.
2. Minimum airland currency for pilots includes takeoff, instrument approach, precision approach, non-precision approach, NDB approach, day/night/NVG landing, day/night/NVG assault landing (NVG Assault Qualified crews only), and day/night air refueling. Aircraft Commanders non-current for Air Refueling events are considered first pilot qualified.
3. For loadmasters, the restriction applies only to the delinquent airdrop event for loss of currency up to six months. If loss of currency exceeds six months, the individual is unqualified in airdrop. For example, LMs may perform container delivery system (CDS) or heavy equipment drops while non-current for personnel drops.

**4.8. Requirements Before PCS or TDY by Rated Members on Active Flying Status.** AFI 11-202 Volume 1 specifies requirements before PCS or TDY.

**4.9. Requirements Before Removal From Active Flying.** AFI 11-202 Volume 1 specifies requirements before removal from active flying.

**4.10. Requirements While in Inactive Flying Status.** AFI 11-202 Volume 1 specifies requirements while in inactive flying status.

**4.11. Retraining.** AFI 11-202 Volume 1 specifies retraining restriction before separation, retirement, or mandatory inactive flying status.

**4.12. Aircrew Flying With Other Than US Air Force Units.** AFI 11-202 Volume 1 addresses individuals flying in this status.

**4.13. Training Period.** Continuation training program is based on static 6-month periods (1 January — 30 June and 1 July — 31 December).

**Chapter 5**  
**UPGRADE TRAINING**

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

**Table 5.1. Aircrew Qualification / Upgrade Prerequisites**

<b>From</b>	<b>To</b>	<b>Prerequisites</b>	<b>Tasks and Events Required Before Certification</b>	<b>Notes</b>
UNQ	MC	UPT Graduate and those not meeting requirements of PIQ course	CIQ course. Qualification and Mission Eval.	5
MC	MCF	50 percent of total hours required for upgrade to MP	First Pilot course. Initial First Pilot Qualification Eval.	
UNQ	FPN	UPT Graduate	PIQ course. Qualification and Mission Eval.	
UNQ	MP	1000 total flying hours (800 FAIP/OSA) Prior Aircraft Commander	ACIQ course. Qualification and Mission Eval.	1, 4, 5
MCF	MP	<u>Total flying hours – C-17 PAA</u> 1100                      400 or 1400                      300	ACQ course. Mission Eval.	4
FPQ	MP	<u>Total flying hours – C-17 PAA</u> 1100                      400 or 1400                      300	Pilot Checkout course. Mission Eval.	4
MP	IP	200 hours since AC Certification, NVG Qualified	IAC course. Instructor Eval.	
MC	CPAD	Airland MC, NVG Qualified	CPAD course. CPAD Mission Eval.	
AD Copilot	ACAD (wing)	Airdrop MC and Airland AC	ACAD course. ACAD Mission Eval.	
ACAD (wg)	ACAD (ld)	ACAD (wing)	Lead Upgrade Course & Squadron Certification	
UNQ	ML	Basic LM Course	LIQ course. Qualification Eval.	
ML	LMAD	Mission Ready, NVG Qualified	LMAD Course. Airdrop Eval	
ML	IL	200 C-17 flying hours, NVG Qualified, Flight Examiner Recommendation	ILM course. Instructor Eval.	2, 3

From	To	Prerequisites	Tasks and Events Required Before Certification	Notes
Instructor	Evaluator	Sq/CC Recommendation	FE course. Squadron Certification	

**NOTES:**

1. Prior qualified pilots trained in the left seat at the formal school will have 100 total C-17 hours prior to certification (includes formal school time but does not include “other” time).
2. Instructor candidates should have a A1A251 primary AFSC (or higher); A1A271 is desired.
3. Previously qualified instructors may upgrade in-unit without completing the ATS course with OG/CC approval. MAJCOM waivers are not required. Document OG/CC approval and training in TMS (see **paragraph 5.4.4.**).
4. Level C or better WST time is creditable towards PAA Time.
5. Refer all Rotary Wing pilots to MAJCOM/DOT (or equivalent) for a training recommendation

**5.2. First Pilot (MCF)**

5.2.1. The first pilot program is part of a building block approach leading to aircraft commander upgrade. First pilot upgrade may begin on completion of one-half the total hours required for aircraft commander upgrade.

5.2.2. Training, as a minimum, will include taxi, take-off, and landings from the left seat. Emergency procedures will be trained to proficiency prior to the first pilot qualification evaluation. The evaluation will include normal left-seat procedures, to include taxi, take-off, approach, and landing. This evaluation can be combined with a composite qualification evaluation.

**5.3. Aircraft Commander (MP).** See minimum flying-hour requirements in **Table 5.1.**

5.3.1. General. The flying time prerequisites for upgrade are based on the pilot having gained the knowledge and judgment required to effectively accomplish the unit’s missions. Sq/CCs will ensure their continuation training programs emphasize these areas. Flying experience should include left seat time before entering formal school upgrade training. AC candidates will have an in-depth knowledge of systems, procedures, and instructions before entering the formal upgrade program. The following guidance applies:

5.3.1.1. Mobility Pilot Development (MPD). Some UPT graduates will enter the Pilot Initial Qual (PIQ) course and graduate with Flight Pilot (FP) crew qualifications. PIQ graduates, when flying with any aircraft commander with more than 100 hours in command, are qualified to: fly and land in the left or right seat, accomplish full-flap full stop landings to long runways (greater than 5000 ft) from either seat. PIQ graduates may attempt air refueling contacts under IP supervision from either seat on training and operational missions with no passengers after the required on-load is achieved. Immediately following graduation from PIQ, Flight Pilots (FPs) should be considered as if they are entered into AC upgrade training until the Continuation Training and the Pilot Checkout phases are complete.

5.3.1.1.1. Continuation Training (CT). This phase involves the normal number of recurring ISSs with the duration of each session increasing from 2.0 hours to 3.0 hours each. This additional hour will focus on A/R and LZ procedures. There will no longer be a First Pilot upgrade program for MPD graduates.

5.3.1.1.2. Pilot Checkout (PCO). This will be the final phase of the MPD program and will require no WST training at Altus AFB. It will consist of only aircraft sorties culminating in an Aircraft Commander Mission evaluation in the aircraft. This program will either be accomplished at Altus AFB or the home unit. The primary method of training occurs in-unit. The secondary method of training occurs at the Formal Training Unit.

5.3.1.2. AC Candidate. An individual, who did not attend PIQ, designated by the Sq/CC or appropriate ARC Air Operations Officer for entry into training before a formal aircraft commander upgrade course. Once designated, first pilots may fly from the left seat and perform all flight maneuvers authorized for an aircraft commander when under the direct supervision of an IP.

5.3.1.2.1. ACIQ Graduates (FPL) and non-PIQ Aircraft Commanders (MP) do not currently share the same training latitude as MR PIQ Graduates (FPQ) in terms of air refueling and Full Flap/LZ landings from either seat. To allow like training across the scope of crew positions, Squadron Commanders may certify the following after a certification flight with an IP (annotate in TMS for documentation purposes).

5.3.1.2.1.1. ACIQ Graduate FPLs and non-PIQ MPs can be certified to perform the same training events as a PIQ Graduate FPQs according to paragraph 5.3.1.1. Certification will be accomplished via Sq/CC directed training.

5.3.1.3. AC Upgrade. This is defined as an individual currently enrolled in a formal aircraft commander upgrade course and PIQ graduates (FPQs) on active flying status prior to completing Pilot Checkout (PCO).

5.3.1.4. Complete applicable ground and flying requirements of this instruction.

**NOTE:** See [Attachment 1](#) for definitions of FP, FPL, FPN, FPQ, FPR, MP, and MPN

5.3.2. In-Unit Upgrade. With the exception of MPD, formal school attendance is the primary method for AC qualification training. The secondary method includes completing the course academics phase (including ATD) in-unit and returning to formal school for flying training/evaluation or completing course academics at formal school and completing flying training in-unit.. If approved, complete a full in-unit upgrade using formal courseware, (non-ATS ATD training—government time, if available), and local flying training and an evaluation.

5.3.2.1. For all in-unit upgrades, the unit will send a waiver request to MAJCOM/DOT staff (see [paragraph 1.5.4](#)). Several agencies may require coordination including HQ AMC/A37TA, AETC, 97 AW, & the ATS contractor.

5.3.2.2. AC upgrade-Academic or fly only (C17-A) quotas at Altus will be allocated to MAJCOM by the HQ AETC/DOR PFT manager upon request.

5.3.3. Global Ready Aircraft Commander Course (GRACC). GRACC is a three-phase process designed to familiarize pilots with all aspects of operating in the en route system.

5.3.3.1. Pilot To Aircraft Commander Phase I (V280). This phase consists of completing a workbook. Copilots will complete a workbook during their first six months of MR status. The work-

book will help new pilots become familiar with moving a mission within the Mobility Enroute System and other associated requirements.

5.3.3.2. Pilot To Aircraft Commander Phase II (V281). The second phase consists of completing a second workbook by pilots identified for aircraft commander upgrade training. V281 will serve to review all the objectives in Phase I (V280). AC candidates will complete V281 before Phase III (V282) and arrival at their formal aircraft commander upgrade training course. Aircraft Commander Initial Qualification (ACIQ) graduates who have transferred from non-AMC units or FAIP/OSA assignments will complete V281 before AC certification during an R & C board.

5.3.3.3. HQ AMC Orientation Tour Phase III (V282). The third phase visits HQ AMC and the TACC. This event provides an in-depth look at selected TACC and AMC operations as well as an opportunity to interact with command senior staff. Ideally, this course should be completed by aircraft commander candidates after completing Phase II, but before attending formal aircraft commander upgrade training. Initial qualification aircraft commanders (ACIQ) who have transferred from non-AMC units or FAIP/OSA assignments will complete V282 before AC certification.

5.3.3.4. Applicability. This training is required for active duty pilots or as specified in MAJCOM supplement. GRACC is highly encouraged for mobility forces including AFRC and ANG pilots. A one-time course, completion is transferable between all mobility weapon systems. Waiver authority is OG/CC or equivalent. Document completion in TMS.

5.3.4. ETCA lists prerequisites and special requirements for the formal school AC upgrade course. Units should work directly with their MAJCOM PFT quota managers (AMC Active Duty is HQ AMC/A37TF) to fill available upgrade training slots no later than 45-days before the class start date.

**5.4. Aircrew Instructor Program:** This course is designed to teach selected crewmembers fundamentals and concepts of instructing. Instructor candidates will be selected based on experience, judgment, ability to instruct, flying skill, and technical knowledge.

5.4.1. For instructor upgrade prerequisites, see [Table 5.1.](#) and [Chapter 6.](#)

5.4.2. For ground and flight training requirements, all initial aircrew instructor upgrade candidates will complete training on the principles of instruction at the appropriate formal school.

5.4.2.1. Candidates will demonstrate to a flight examiner their ability to instruct and perform selected maneuvers and items according to applicable directives.

5.4.2.2. Individuals who complete the applicable instructor course (e.g. IAC, ILM) are qualified instructors for all mission qualification events in which they maintain currency. **EXCEPTION:** Airdrop instructors will be designated by the SQ/CC after completion of IAC and lead upgrade.

5.4.3. New instructor candidates will attend the formal C-17 ATS instructor course. Waivers will be reviewed on a case-by-case basis if formal school course slots are not available.

5.4.4. Instructor candidates who previously attended a formal instructor course for instructor qualification and were certified in any US Air Force aircraft may upgrade in-unit without completing the ATS IAC or ILM course. In-unit instructor upgrades require OG/CC approval. MAJCOM Waivers are not required. Unit commanders determine training required to complete upgrade. Approval and training will be documented in TMS. Refer to [Table 1.2.](#) for In-unit training time limits.

#### 5.4.5. Instructor Responsibilities:

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

5.4.5.2. Instructors will review each trainee's TMS training record prior to performing each training flight or session.

5.4.5.3. Instructors will ensure all required upgrade training items are completed, signed off, and proficiency demonstrated IAW AFI 11-2C-17 Volume 2 grading requirements before recommending trainee for evaluation or certifying the student as qualified in a tactic or mission. Instructors should further ensure training, operations sections, and the flight commander or designated representative are apprised of the trainee's status.

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

5.4.5.5. Instructor Loadmasters (IL). Responsibility for safely executing duties of their position must be emphasized to each aircrew member. Should the judgment or proficiency of the trainee raise a question in the instructor's mind as to the trainee's ability to safely execute the duties of the aircrew position at any time during the flight, the instructor will immediately takeover those duties. The instructor should then explain and demonstrate the proper method of executing those duties prior to the trainee resuming duties.

### 5.5. Flight Examiner Certification.

5.5.1. Flight Examiners. Sq/CC will recommend instructors for flight examiner certification. Instructors identified for certification as a flight examiner will possess superior knowledge of training and evaluation policies and procedures and the ability to administer evaluations according to applicable publications.

5.5.2. Flight examiner candidates will complete the ATS flight examiner course for their crew position. Squadron commanders may waive this requirement if the candidate is a previously qualified flight examiner in any USAF aircraft. Flight examiner candidates should:

5.5.2.1. Observe qualified evaluators conducting a cross-section of evaluations, to include techniques used to evaluate aircraft systems and flight directive knowledge.

5.5.2.2. Receive a briefing on command policies and interpretations of AFI 11-202 Volume 1, AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, AFI 11-2C-17, Volumes 1 and 2, and MAJCOM supplements.

### 5.6. Special Qualifications:

5.6.1. Aerial Delivery Training:

5.6.1.1. Aircraft Commander. Wing AD qualification will be via the aircraft commander airdrop (ACAD) Course and Lead Upgrade Course Syllabus. Besides flying proficiency, this course emphasizes crew coordination, mission preparation, and inter- and intra-cockpit crew resource management. It also emphasizes deputy element lead tasks. Lead AD qualification will be via squadron commander certification.

5.6.1.2. Copilot. AD qualification will be via Copilot Airdrop (CPAD) Course. This course emphasizes crew coordination, mission preparation, en route navigation, and copilot responsibilities. All copilots are lead-qualified upon graduation from CPAD course.

5.6.1.3. Loadmaster. AD qualification will be via LM Airdrop (LMAD) Course.

5.6.2. Special-Operations Low-Level (SOLL) II. C-17 aircraft and SOLL II-qualified crews provide a means of inserting or extracting forces in support of special operations missions. These missions may be covert or clandestine, operating in low to medium threat environments. Missions are planned to avoid enemy defensive positions and minimize hostile detection. Low-level flight (using segmented-altitude or modified-contour tactics) during ingress and egress from the objective area is used as required to counter anticipated threats.

5.6.2.1. Right Seat Pilot. Airdrop qualifications will be via the C-17A Copilot Airdrop (CPAD) Course. Individuals must also have successfully graduated from the C-17A first pilot course. Once they have finished both upgrades, they will begin the C-17 ATS Special Operations formal course and then complete the SOLL II RS upgrade program.

5.6.2.2. Jump Seat Pilot. Airdrop qualifications will be via the C-17A Aircraft Commander Airdrop (ACAD) Course. The SOLL II qualification is accomplished via the SOLL II JS upgrade program.

5.6.2.3. Left Seat Pilot. Airdrop qualifications will be via the C-17A Aircraft Commander Airdrop (ACAD) Course. The individual will also need to have accomplished the C-17A Instructor Aircraft Commander (IAC) Course. Lead airdrop qualification will be via squadron commander certification. Once the lead upgrade is complete, the SOLL II qualification will be via the C-17 ATS Special Operations formal course and the SOLL II LS upgrade program.

5.6.2.4. Loadmaster. Airdrop qualifications will be via the C-17A Loadmaster Airdrop (LMAD) Course. The Boat drop/SOLL II qualification is accomplished via the C-17 ATS Special Operations formal course and the Boat drop/SOLL II LM upgrade program

5.6.3. Primary Nuclear Airlift Force (PNAF) Upgrade. This section outlines the qualification and continuation training requirements for a crewmember to be qualified to fly on PNAF missions.

5.6.3.1. Responsibilities. PNAF training applies only to those personnel identified as part of the nuclear airlift force structure established in AFI 11-299, *Nuclear Airlift Operations*. Sq/CCs will ensure PNAF crews are comprised of the most highly qualified personnel available.

5.6.3.2. Prerequisites. A crewmember will be BAQ and current to begin PNAF training.

5.6.3.3. Qualification/Certification Training. Complete the C-17 ATS formal course and complete training according to AFI 11-299. Aircrew PNAF candidates will complete nuclear surety and PNAF academic training before participating in flight operations.

5.6.3.4. Aircraft Commanders, couriers, and loadmasters require a PNAF evaluation on a 17-month cycle.

5.6.3.5. Copilots, require one-time PNAF certification.

5.6.3.6. Continuation Ground Training. Accomplish according to AFI 11-299.

5.6.3.7. Academic training is an annual requirement.

5.6.3.8. PNAF crewmembers will participate in an actual or training nuclear airlift mission or loading exercise annually. The time between the first airlift mission or loading exercise and the student's initial academic training will not to exceed 60 days.

5.6.3.9. Those who lose their annual currency cannot participate in peacetime nuclear missions; however, they may perform duties on operational (non-nuclear) missions or emergency nuclear airlift missions. Loss of annual currency is regained by participating on a nuclear mission or on a nuclear training mission while under the supervision of a current and qualified PNAF instructor counterpart.

5.6.3.10. Flying Continuation Training. None required for PNAF.

5.6.4. Night Vision Goggle (NVG) Training. Will be conducted in accordance to HQ AMC/A37T NVG training programs located on the HQ AMC/A37T website until integrated into the formal ATS schoolhouse syllabus.

5.6.5. Phoenix Banner Certification. Sq/CCs will identify their most highly qualified crewmembers for entry into certification training. Training will focus on the unique circumstances that differentiate this mission from other mobility missions.

5.6.5.1. Wings will establish and maintain Phoenix Banner training programs. As a minimum, training will consist of an instructor-led in-depth review of AFI 11-289, *Phoenix Banner, Silver, and Copper Operation*, discussion of tasking and execution agencies for Phoenix Banner missions, and how the aircrew will interface with these agencies. Furthermore, the program will address the personnel to coordinate with, in case of diversion or delay, including the presidential Advance Agent, US Secret Service, and HMX-1 representative. The goal of training is to educate crewmembers on the requirements for these individuals/agencies and illustrate their ability to help accomplish the mission. Following the review, an open book examination of AFI 11-289, corrected to 100 percent will be accomplished. Following certification by the Squadron/CC/DO, document training on an AF Form 1381, *USAF Certification of Aircrew Training*, filed in the individual's flight evaluation folder.

5.6.5.2. Crew qualification. Before commanding a Phoenix Banner, Silver, or Copper mission, aircraft commanders require squadron commander certification IAW AFI 11-289.

## Chapter 6

### AIRCREW TRAINING SYSTEM (ATS)

**6.1. Description.** The C-17 ATS is a civilian contractor-provided aircrew training system. The ATS contractor provides academic and simulator training. The Air Force conducts all flight training and administers all evaluations. The ATS contract guarantees trained students meet government standards.

**6.2. Applicability.** As defined in AFI 11-202 Volume 1.

6.2.1. Purpose. C-17 ATS is a system of academics, ATD sessions, and ground and flight training phases. This system provides qualification, upgrade, and continuation training to attain and maintain appropriate qualification for C-17 crewmembers and maintenance engine run technicians. The ATS contractor provides training courseware and all academic and ATD instruction. US Air Force provides all flight instruction.

6.2.2. Goal. The goal of the ATS program is to optimize aircrew training through the integrated use of academics, ATD, and flightline C-17 aircraft instruction. The C-17 ATS by contract establishes performance requirements in the ATS Statement of Work (SOW) and system specification. The ATS master task listing/ Evaluation Standards Document (MTL/ESD), objective media analysis report (OMAR), and media selection syllabus report (MSSR) products (approved by HQ AMC/A37T) help define C-17 course content, standards, and media selected for each task and objective, respectively.

**6.3. Dedicated Training Time.** As defined in AFI 11-202 Volume 1.

6.3.1. It is imperative that students complete training in a timely and uninterrupted manner. Students will enroll on a full-time basis. Unit commanders will relieve students of duties not directly related to training. **EXCEPTION:** Senior Officer Course (SOC) students may continue their normal duties as time permits.

**6.4. ATS Course Prerequisites.** ATS course prerequisites are listed in [Table 5.1](#). Each ATS course is designed and based on student prerequisites being met. Prerequisites may include a minimum number of flying hours, squadron operations officer recommendation, and completion of applicable training guides.

**6.5. Lesson Objectives:** Instructors and evaluators use lesson objectives as a reference document to establish training and evaluation standards.

6.5.1. The Master Task List/ Evaluation Standards Document (MTL/ESD) provide the basis for ATS courseware development, and are the principle source for evaluation criteria (validate C-17 crewmember performance).

6.5.1.1. Courseware, flight examiners, and instructors who evaluate or train C-17 crewmembers should use criteria in the MTL/ESD and AFI 11-2C-17 Volume 2 to determine the ability of an individual to meet evaluation performance levels required to be mission-qualified.

6.5.1.2. Conduct the Air Force evaluation to MTL/ESD standards, in a timely manner (normally within 7 days of completion of the last ground-based or flight training event to guarantee standards).

6.5.2. ATS contractor provides opportunities for Air Force flight instructor to observe trainee progress in ATD. Likewise, ATS instructors may observe the trainee's aircraft flights. In some cases, ATS courseware may state these specific occurrences. Every reasonable effort should be made to ensure this type of interface continues at each main operating base (MOB).

6.5.3. Crew Resource Management (CRM) training. CRM trains crewmembers to cope with potential problems in human behavior affecting crew performance. CRM is presented on a recurring basis throughout the C-17 ATS. Introduction to CRM is presented during initial qualification training (IQT) and is imbedded in recurring phase training.

**6.6. Unsatisfactory Student Progress.** If a student's training progress is unsatisfactory, the contractor will notify the government representative (wing training, operations officer, etc.). Following review of the student's record, the commander will determine whether to continue or terminate training. Reference AETCI 36-2205, the course syllabus, and local supplements for further guidance.

6.6.1. The contractor will provide written feedback to the unit commander or training office for students who display substandard performance.

6.6.2. Remediation Procedures. ATS contractor and Project Officer (PO) or Quality Assurance Representative (QAR) will receive prompt notification of failed flight evaluations culminating an ATS course. Local procedures will ensure notification is completed within 24 hours of failure for local evaluations and within 24 hours after return to home station for off-station evaluations. Remediation subsequent to a failed flight evaluation may be the ATS contractor's responsibility, Air Force's responsibility, or a joint responsibility, depending on the nature of failure. In every case, close coordination is required to achieve maximum trainee progress. Direct contact with appropriate ATS instructor supervisor is encouraged. If an aircrew member is unable to achieve, progress, or maintain qualification level and requires remedial training, it shall be documented in TMS and/or on AF Form 8. Identified deficiencies shall be remediated by the contractor at no additional cost to the government and without displacing student throughput.

6.6.2.1. Remediation Scheduling:

6.6.2.1.1. When a trainee is required to return for remediation regarding deficient areas, the trainee's unit, appropriate wing or group training office, and ATS training manager will coordinate training start and completion dates. Previously qualified crew members should be enrolled in the UNQXX course in TMS to document all remediation training.

6.6.2.1.2. The ATS contractor will contact the trainee's flight commander if a trainee is identified, during ATS contractor's instruction, to need remediation or additional training. If ATS contractor determines no further amount of remediation or additional instruction will result in the individual attaining required MTL or SOE proficiency level, contractor will expeditiously inform trainee's flight commander and wing or group training office verbally and follow-up in writing. The contractor shall retrain the student until deemed qualified by an Air Force evaluator or the student is eliminated by cognizant Air Force authority. At minimum, the Air Force ATS PO/QAR will receive a courtesy copy of this documentation. The Air Force will review the ATS contractor's documentation and recommendations regarding trainee performance. The Air Force will determine whether or not to continue any further training for that trainee, using ATS instruction, or otherwise terminate all training in accordance with AETCI 36-2205 and the course syllabus.

**6.7. Courseware Changes.** Changes to ATS courseware, including MTL and SOE, may be proposed by any C-17 crewmember. Complete recommended change on ATS contractor's change proposal form and submit to the local PO/QAR. Change proposals will be sent through wing or group training and ATS PO and QAR offices to Det 2/AMCAOS at Altus AFB. Det 2/AMCAOS will coordinate with the ATS contractor and the originator and will provide feedback to reflect action taken. Contract proposal forms are available from ATS contractor training manager at each site.

**6.8. Scheduling:**

6.8.1. General. Each unit will submit annual simulator requests for local training to AMC/A37TA to ensure contractual requirements are met and total system simulator capacity is available. Local procedures will be developed at each MOB for scheduling ATS trainees. MOB wing or group training offices will ensure procedures minimize schedule changes and turbulence.

6.8.2. Enrollment. Enrollment for all ATS courses (upgrade and continuation) will be accomplished through the MOB wing or group training office (appropriate ARC chain-of-command for ARC upgrades). Each active duty wing and group training office will establish procedures to accommodate ARC unit training requirements. Names and other personal data required by ATS contractor will be passed to their scheduler not later than the time established by host wing or group training office.

6.8.3. Class Surging. Class surging will be coordinated between MAJCOMs due to relationships of the many ATS resources. Refer to the ATS contract class capacity allowances.

6.8.4. Class Size. Annual throughput for specific ATS courses is established in the ATS contract. The AETC PFT document reflects formal school throughput based on Air Force requirements and what is authorized by contract. If the contract throughput for any MOB (formal school or otherwise) will be exceeded, HQ AMC/A37T will coordinate those requirements through appropriate Air Force and ATS contractor channels. In conjunction with their PO or QAR office, wing or group training offices will monitor annual throughput (current or projected) according to their MOB ATS authorized throughput and notify HQ AMC/A37T of differences either above or below what is authorized in the contract.

6.8.4.1. The ATS contractor establishes class sizes for individual courses. Every attempt will be made by MOB wing or group training office to ensure all classes are filled before requesting secondary method. ATS may accommodate less than full classes on a case-by-case basis when class is needed to obtain MR status.

6.8.4.2. ATS training at alternate sites. The ATS contractor determines the required number of ATS instructors and resources needed to accommodate annual throughput. Projected annual throughput is based on Air Force manpower data, which includes assigned, on-loan, and attached active duty as well as designated ARC and other units specified to be trained at that MOB. Trainee scheduling at a particular MOB should be kept within the units designated for that MOB. If a unit is unable to complete their requirements at a designated site, units may receive training at another site with prior coordination between the unit and the site.

6.8.5. Cancellations. Deletions from the ATS schedule will vary at each training site because of training courses offered and the impact to scheduling. Continued cancellations will greatly impact the overall annual training plan, and the contractor may be unable to accommodate the original, planned throughput.

6.8.5.1. Simulator lessons will be canceled or changed no later than 1200 hours the day prior to the scheduled lesson. Cancellation procedures will be developed at each MOB between the ATS contractor and wing training.

6.8.5.2. Cancellation for ATS formal school courses. According to ETCA, HQ AETC/DOR must be notified 45-days before a formal school start date if a course allocation cancellation or no-fill is pending. This suspense should enable the class quota to be reallocated. Formal school cancellations must be made not later than 30-days before class start date, due to the impact of scheduling changes on the PFT.

**EXCEPTION:** Emergency leave. HQ AETC/DOR will remove quotas and either reallocate or cancel affected quota or class.

6.8.6. Wing Option Time. ATS contractor is required to provide Air Force use of training equipment at each site. Amount of time varies by site. Use of this time for other than SIMCERT is at the discretion of the OG/CC, and the time will be coordinated through wing or group training office channels. Contractor will provide a minimum of an ATD operator during this option time.

6.8.7. ATS Course Pre-Work. ATS courses may require trainee preparation before class start. The pre-work is an integral portion of the course and will be accomplished to receive course completion credit. Pre-work may consist of reviewing study references, quizzes, performance data preparation, workbooks, etc. Required pre-work is described in the appropriate student training guide. When required, ATS contractor will ensure student training guides and workbooks are distributed to units in time for pre-work completion.

6.8.8. Late or No-Show. Course completion credit may be withheld when trainee tardiness interferes with class training. For WST, cockpit systems simulator (CSS), and loadmaster simulator (LS) sessions, tardiness is defined as 15 minutes after mission briefing time. Those classes, which cannot be conducted without the late trainee's presence, will be canceled at the 30-minute point (e.g., a WST session with pilot no-show will be canceled if the mission cannot be effectively conducted). While ATS contractor personnel are not required to substitute for missing or late crewmembers, contractor personnel may fill a crew position per existing contractor / government agreements.

## **6.9. Administration:**

### 6.9.1. ATS Feedback

6.9.1.1. Air Force-appointed ATS Project Officer and/or Quality Assurance Representatives (PO/QAR) are primary focal points and the liaison agency between the Air Force and the ATS contractor. POs and/or QARs are the only Air Force personnel empowered to evaluate any component of contract compliance. These individuals are entrusted with quality assurance, are the only appropriate office (unit-level) to direct contractor to perform or stop work via the contracting officer's direction, and are accountable for these actions. Each wing or group commander will establish ATS PO and QAR positions and enforce directives, requirements, and procedures established by DoD and MAJCOM directives and publications. ATS POs and QARs will maintain a current copy of the ATS contract(s), designated quality assurance regulations and directives, and quality assurance procedures. Local PO/QARs will provide feedback on C-17 ATS performance and contract compliance to Det 2, AMCAOS. Provide a courtesy copy of all monthly CPAR reports and corrective action requests to Det 2, AMCAOS.

6.9.1.2. Operational Evaluation. The ATS contractor is required to evaluate the ATS program and its graduates' on-the-job performance. The objective of this ongoing "operational evaluation" is to assure the ATS produces qualified graduates. The contractor's system will ensure a steady flow of information to maintain quality, effectiveness, and currency in the ATS. Revisions to the ATS will be based on this information.

6.9.1.3. Feedback includes inputs from graduates, flight commanders (or designated representatives), and evaluators. Analysis of actual performance (Air Force evaluation) and trainee critique data help to determine if graduates' on-the-job performance meets MTL and established performance standards. The importance of this on-the-job performance feedback from graduates, flight commanders, and evaluators cannot be overemphasized. This data is vital to establishing a database to identify trends and support revisions to the ATS.

6.9.2. ATS Data Collection. Internal and external data will be collected, reported, and corrective actions taken according to approved operation evaluation plan.

**6.10. Browsing.** C-17 crewmembers and engine-run personnel are encouraged to browse any and all lessons existing within the ATS. This is particularly applicable to those personnel preparing to enter upgrade courses, subject to the following restrictions:

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

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

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

**6.11. Aircraft Flights for ATS Training Instructors.**

6.11.1. Contractor Personnel Flight Operations. ATS instructors observe in-flight operations according to AFI 11-401, *Aviation Management* and the C-17 ATS contract. ATS instructors may occupy the cockpit during any phase of flight. The instructor may observe the mission as an Additional Crewmember (ACM), Mission Essential Ground Personnel (MEGP) or simulator-certification pilot. Instructors in ACM or MEGP status will not be allowed access to flight controls nor shall they occupy a primary crew position. Units detail local requirements in a supplement to this AFI.

6.11.1.1. The ATS contractor shall identify, publish and update (as appropriate) a list of ATS training instructors who plan to fly aboard C-17 aircraft on observation missions. Personal factors such as life insurance restrictions may dictate the instructor's status. The contractor's list will clearly indicate the status for each instructor. Maintain the list with HQ AETC/DOF and HQ AMC/A37T (as appropriate). Coordinate requests to observe in-flight training requirements with the appropriate OG/CC or equivalent. Limit the flight to local missions only (see paragraph [6.11.4.](#) for exception).

6.11.1.2. Contractor instructors are authorized to fly a minimum of one time per year subject to OG/CC concurrence and the ATS contract.

6.11.2. ACM (Observer) on Local Training Flights. Contractor instructors who observe local missions in ACM status shall be considered unqualified aircrew members and are authorized an ACM

seat in the cockpit (if available) during any phase of flight in accordance with the ATS contract. Touch-and-go landings, stop-and-go landings, and tactical maneuvers may be accomplished when the observer is on a local training flight. The contractor shall prepare and maintain current written procedures (according to AFJI 10-220V1, Volume 1, *Contractor's Flight and Ground Operations*) applicable to the training requirements of observer crewmembers. Training requirements include, but are not limited to, personal and life support equipment training, egress training, and emergency procedures training.

6.11.3. ACM (Observer) on Local Training Flights. The contractor instructor may observe the mission as an Additional Crewmember (ACM), Mission Essential Ground Personnel (MEGP) or simulator-certification pilot or loadmaster in accordance with the C-17 ATS contract. Contractors in ACM or MEGP status will not be allowed access to flight controls nor shall they occupy a primary crew position. Contractor instructors who observe local missions in MEGP status shall be considered passengers and are authorized to occupy the cockpit during any phase of flight. As mission essential passengers, instructors may observe tactical maneuvers, touch-and-go landings, and stop-and-go landings. The contractor shall prepare and maintain current written procedures (according to AFJI 10-220V1, Volume 1, *Contractor's Flight and Ground Operations*) for MEGP personnel. No specific training is required.

6.11.4. ACM (Observer) on Off-Station Missions. Designated contractor personnel may observe flight activities on operational cross-country missions in accordance with the ATS contract and MAJCOM concurrence. Except in rare cases, contractor personnel are required to remain with their home station departure aircrew. (**EXCEPTION:** Mission reroutes to sensitive or possible hostile areas, diplomatic restrictions, etc.). In such cases, contractor MEGP may join an aircraft mission enroute to home station or return at contractor expense. Contractor personnel in this status will not be allowed access to aircraft controls nor shall they occupy a primary crew position. The appropriate MAJCOM/DO will approve transportation authorization for contractor instructors depending on the mission.

6.11.5. Simulator Certification Pilot and Loadmaster. One designated contractor pilot at each C-17 simulator site is authorized to fly at the aircraft controls as a crewmember on local training flights while under the direct supervision of an instructor pilot in accordance with the ATS contract and OG/CC concurrence. These simulator certification pilots may accomplish the following events: takeoff, precision approaches, non-precision approaches, circling approaches, missed approaches, full-stop landings, touch-and-go landings, and other standard maneuvers required to compare simulator handling characteristics to that of the actual aircraft. One designated loadmaster at each site may perform primary loadmaster duties during airland and airdrop missions under the direct supervision of an instructor. The purpose of the flights is to ensure the C-17 simulators remain at a level consistent with the aircraft and contract requirements of fidelity. These flights will be conducted on a quarterly basis or as mutually determined by the contractor and MAJCOM training division. Each simulator certification pilot will pre-fly a minimum of a one-hour simulator profile within 30 calendar days prior to the aircraft sortie. Simulator certification pilots are not required to maintain aircraft currency or qualification requirements but will comply with the physiological training requirements of AFI 11-403, *Aerospace Physiological Training Program* and shall possess a current FAA Class II physical.

6.11.6. Simulator Certification Loadmaster. One designated contractor loadmaster at each MOB is authorized to fly at the forward and aft loadmaster stations as a crewmember on local training flights under the direct supervision of an instructor/evaluator loadmaster in accordance with the ATS contract and OG/CC concurrence. These simulator certification loadmasters may accomplish the following

events: takeoff, cruise, descent, and landing; heavy equipment, CDS, and live personnel airdrops; combat offload, engine-running on/offload, and ground maneuvers to assess simulator versus aircraft handling characteristics. Purpose of the flights is to ensure the Loadmaster Station and Cargo Compartment Trainer remain at a level of fidelity consistent with the aircraft and contract requirements of fidelity. Simulator certification loadmasters are not required to maintain aircraft currency or qualification requirements.

6.11.7. Contractor Medical Examinations and Toxicological Testing. Contractor designated flight personnel are subject to medical examination and toxicological testing if involved in an aircraft mishap. Contractor personnel will also provide written statements and other information relating to the mishap as required by the mishap investigator. Contractor statements are protected under the privileged, limited use provisions of AFI 91-204, *Safety Investigations and Reports*.

6.11.8. Flight Authorization Orders and Flight Time Log. Contractor instructors flying as ACM observer crewmembers in accordance with the terms of the ATS contract shall be designated "ACM" in the crew position column of the Flight Authorization Order and log "XA" in the duty position column. Simulator certification pilots and loadmasters flying at the controls on local flights shall be designated "XP" or "XL" in the crew position column and log "UP" or "XL" in the duty position column. Contractor employees flying as observers will be designated on a passenger manifest and must meet the requirements of AFI 11-401.

## **6.12. C-17 ATS Facility Tours:**

6.12.1. Wing training offices will coordinate all requests for C-17 ATS facility tours with the contractor as soon as possible, but in no case later than 24 hours prior to the planned event. This may require close coordination with public affairs and protocol. AF option time may be used at the discretion of the OG/CC. Tours will be on an as-available basis and will not displace scheduled training events.

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

**6.13. Reports.** Feedback is an important tool for ATS instructors. Formal school ATS contractors will devise and implement student feedback questionnaires.

## Chapter 7

### ARMS IDENTIFIERS AND COURSE DESCRIPTIONS

#### 7.1. Description. Event Identifiers and Descriptions.

***OPR NOTICE: Contents for remainder of this chapter are for reference only (facilitate the coordination phase of this instruction). The on-line version is operational and now available. See site address at paragraph 1.16.***

#### 7.2. Academic (“A”) Training Identifiers.

- 7.2.1. **A001 Initial Qualification Academic Course.**
- 7.2.2. **A002 Aircraft Commander Upgrade Qualification Academic Course (ACA).**
- 7.2.3. **A003 Senior Staff Orientation Course.**
- 7.2.4. **A004 Senior Staff Qualification Course.**
- 7.2.5. **A010 Instructor Academic Training.**
- 7.2.6. **A016 Reserve Associate Program Orientation Indoctrination.**
- 7.2.7. **A017 Regulation/Directive Knowledge/Use.**
- 7.2.8. **A018 Aircraft Commander Responsibilities.**
- 7.2.9. **A034 Requalification Course.**
- 7.2.10. **A044 Instructor (CFIC) Pre-Attendance Workbook.**
- 7.2.11. **A052 Receiver Air Refueling Indoctrination.**
- 7.2.12. **A053 Receiver Air Refueling (Initial).**
- 7.2.13. **A060 Flight Examiners Course.**

#### 7.3. Airdrop (“AD”) Events

##### 7.3.1. **AD01 Air Drop Event:**

AC and CP may take credit concurrently for an AD, provided they are occupying their respective crew positions. Pilots may credit an AD event after completion of the “Post Drop Checklist”. Refer to AFI 11-231 criteria for scoring actual drops. Loadmasters must accomplish actual drops to satisfy requirements. The loadmaster may still credit the drop if a no-drop occurs after completion of the slowdown checklist provided the no-drop was **not** due to loadmaster error. May be dual logged upon completion of an NVG airdrop event (NV18).

- 7.3.2. **AD03 AD-Heavy.** Credit in accordance with AD01 requirements and dual log with AD01.
- 7.3.3. **AD04 AD-CDS.** Credit in accordance with AD01 requirements and dual log with AD01.
- 7.3.4. **AD05 AD-Personnel.** Credit in accordance with AD01 requirements and dual log with AD01.

7.3.5. **AD95 AD-Dual Row Airdrop (DRA).** Credit in accordance with AD01 requirements and dual log with AD01.

**7.4. Formation (“F”) Training Events.** Copilots, FPs, and first pilots will log applicable events when performing copilot duties.

7.4.1. **F080 AD Visual Day Wing.** Credit in accordance with and dual log with AD01.

7.4.2. **F100 AD Visual Night Wing.** Credit in accordance with and dual log with AD01.

7.4.3. **F110 AD SKE Lead.** Credit in accordance with and dual log with AD01.

7.4.4. **F130 AD SKE Wing.** Credit in accordance with and dual log with AD01.

7.4.5. **F135 AD Multi-Element SKE.** Multi-element SKE airdrop mission comprised of at least two aircraft split into two elements. Mission will include takeoff, assembly or rejoin, simulated or actual airdrop, and a formation recovery.

7.4.6. **F136 AD Multi-Element Visual.** Multi-element visual airdrop mission comprised of at least two aircraft split into two elements. Mission will include takeoff, assembly or rejoin, simulated or actual airdrop, and a formation recovery.

**7.5. Ground (“G”) Training Events.**

**7.5.1. Responsibilities:**

7.5.1.1. The wing commander will ensure ground training programs are supported by all agencies involved. Host and tenant units will develop agreements to provide required support for training.

7.5.1.2. OG/CC is responsible for establishing and maintaining the academic training program for non-ATS courses, but may delegate this responsibility to squadron OPRs. The OG or squadron OPR will:

7.5.1.2.1. Appoint primary and alternate instructors for each non-ATS course to be taught.

7.5.1.2.2. Publish a ground training schedule (period determined by MAJCOMS) to include date, time, location, attending students and instructor for each course (ATS and non-ATS) scheduled. If a designated instructor for any course is not available, another academic instructor may teach the course. This substitute instructor must be approved either by the squadron commander or designated representative (non-ATS only) and must be given sufficient time to prepare. If either condition is not met, the course will be rescheduled.

7.5.1.2.3. Utilize MAJCOM, ATS, or unit-developed products or syllabi for all courses as applicable. Local supplements to courseware are encouraged. Units will locally reproduce MAJCOM-provided courseware. Also, units will manage and administer computer-based training (CBT) programs and interactive courseware (ICW) products when made available. Document training in TMS.

7.5.1.2.4. Develop a procedure to monitor the academic training program for course content, currency of materials, instructor availability, and status of training aids. Recommend to the commander changes to existing courses or additional academic training courses required, based on aircrew member feedback.

7.5.1.2.5. Send recommendations for changes, additions, and deletions of courses through the appropriate MAJCOM channels to Det 2, AMCAOS with an information copy to HQ AMC/A37T.

7.5.1.3. Instructor Selection and Training. OG/CC will select course instructors for non-ATS courses on the basis of professional qualifications and aptitude to teach. Instructors must complete either a formal school or a local training program before assuming instructor duties. Local academic instructor program will follow guidance in AFMAN 36-2236, *Guidebook for Air Force Instructors*. **NOTE:** An individual who instructs a class receives credit for that academic training requirement.

7.5.1.4. Records and Documentation. Units should use AF Form 1522, **ARMS Additional Training Accomplishment Input**, or a locally developed accomplishment report, to record training accomplishments. Small arms training will be recorded on AF Form 522, **USAF Ground Weapons Training Data**. Course instructors will deliver these forms to the appropriate scheduling and training documentation sections within one duty day after the class is taught. If additional forms are required, see AFI 33-360, Volumes 1 & 2, *The Air Force Publications and Forms Management Program--Developing and Processing Forms*, for guidance.

#### 7.5.2. **G002 Aircraft Marshaling Training and Examination.**

7.5.2.1. **Purpose:** To ensure crewmembers understand proper marshaling procedures to prevent aircraft taxi incidents.

7.5.2.2. **Description:** Review of AFI 11-218, *Aircraft Operation and Movement on the Ground*, followed by a 20-question test.

7.5.2.3. **OPR :** MAJCOM: HQ AMC/A37T

7.5.2.3.1. Unit: ATS Contractor/ Squadron

7.5.2.3.2. Additional Information : Conducted during formal school academics upon their first assignment to aircrew duties requiring knowledge of marshaling signals. Also required for certified or qualified MR crewmembers transferring between units will require Aircraft Marshaling Training & Examination (i.e. PCS from Charleston to Hickam).

#### 7.5.3. **G003 Flightline Security and Drivers Examination.**

7.5.3.1. **Purpose:** To ensure crewmembers understand proper flightline driving and security procedures. Aircrew members who are required to drive on the flightline must receive this course.

7.5.3.2. **Description:** Training, examination, and certification to drive vehicles on the flightline according to local procedures. Also includes a briefing by the flightline constable covering the physical layout of restricted areas and owner or user responsibility for security reporting and detection.

7.5.3.3. **OPR:** MAJCOM: HQ AMC/A3A/SFO Unit: Chief, Airfield Management and Flightline Constable

#### 7.5.4. **G005 Flight Physical.**

7.5.4.1. **Description:** AFI 48-123 *Medical Examinations and Standards*. Examination expires on the last day of the birth month annually (example: if an individual's birth month is March, and a physical was accomplished 19 Jan 1995, the next physical is due not later than 31 Mar 1996.)

### 7.5.5. **G006 Physiological Training.**

7.5.5.1. **Description:** (AFI 11-403 *Aerospace Physiological Training*). Currency expires 5 years after the last day of the month in which accomplished. (Example: if training was accomplished 19 Oct 1995, training is due not later than 31 Oct 1998.) See AFI 11-403 for requirements.

### 7.5.6. **G007 Flight Records Review.**

7.5.6.1. Governed by AFI 11-401.

### 7.5.7. **G010 Nuclear, Biological, Chemical, and Conventional (NBCC) Defense Training.**

7.5.7.1. **Purpose:** To successfully survive and fight in a chemical or biological environment while wearing ground crew individual protective equipment.

7.5.7.2. **Description:** Lesson summary—academic and hands-on training on the ground crew protective equipment components (AFI 10-2501, *Full Spectrum Threat Response (FSTR) Planning and Operations*). Units may combine this training with LS04 (Aircrew Chemical Defense Training), provided both aircrew and ground ensembles are fully covered. Aircrew-specific procedures will be covered by Aircrew Life Support personnel. Qualified CE readiness personnel will instruct ground crew protective equipment.

7.5.7.3. **OPR:** MAJCOM: HQ AMC/A7X

7.5.7.3.1. Unit: Civil Engineering readiness flight

7.5.7.3.2. Curriculum development: HQ AFCESA/CEX, local Civil Engineering readiness flight

7.5.7.3.3. Instructor: Qualified disaster preparedness instructor

7.5.7.3.4. Additional Information: Loadmasters may credit initial training conducted during Basic Military Training.

### 7.5.8. **G050 Primary Nuclear Airlift Force (PNAF) Training.**

### 7.5.9. **G055 Emergency Nuclear Airlift Force (ENAF) Training.**

### 7.5.10. **G060 Tactics.**

7.5.10.1. **Purpose:** To provide the crewmember with information necessary for the effective and successful completion of the unit's assigned employment mission.

7.5.10.2. **Description:** Initial training is conducted at the formal school. A unit tactics briefing is required during mission certification training. The annual refresher course will include both specialized briefings and individual or aircrew study of all areas pertinent to completing the unit's assigned tasking. The lesson will be based on information in *Air Force Tactics, Techniques, and Procedures* 3-1 & 3-3 and any documents pertinent to completing the unit's assigned mission. Tactics specialists will be available during periods of aircrew self-study to assist in strengthening weak areas and answering questions. Each unit's tactics training should be tailored to their mission. The course should cover the following topics as determined applicable to the unit mission by the OG/CC:

7.5.10.3. **Unit Mission Brief: Composite Force Structure:**

7.5.10.3.1. Conventional employment Operations theory

- 7.5.10.3.2. Tasking under regional OPLANS
- 7.5.10.3.3. Threat warning and information dissemination
- 7.5.10.3.4. Peacekeeping operations Close control versus broadcast (bullseye) control
- 7.5.10.3.5. High value airborne asset (HVAA) protection
- 7.5.10.4. Aircraft Defensive Systems:**
  - 7.5.10.4.1. Low level navigation and AR
  - 7.5.10.4.2. Large formation operations
- 7.5.10.5. Exercise and Conflict Lessons Learned:**
  - 7.5.10.5.1. MAJCOM and theater lessons learned
  - 7.5.10.5.2. Unit lessons learned
  - 7.5.10.5.3. Unit specific equipment (NVG, etc.)
- 7.5.10.6. ATO and SPINS: Threat System Description and Capabilities:**
  - 7.5.10.6.1. ATO breakout and use
  - 7.5.10.6.2. SPINS usage Threat employment doctrine
  - 7.5.10.6.3. \* AFKAI-1, *USAF Voice Call Sign List*
- 7.5.10.7. SAFE PASSAGE:**
  - 7.5.10.7.1. Airspace control and air defense measures
    - 7.5.10.7.1.1. Surface-to-air and air-to-air systems (including blue and gray threat)
    - 7.5.10.7.1.2. Friendly air defense systems
    - 7.5.10.7.1.3. \* Have Quick
    - 7.5.10.7.1.4. \* KY-58, SECURE VOICE, DAMA, SATCOM
    - 7.5.10.7.1.5. \* COMSEC user requirements
    - 7.5.10.7.1.6. Authentication procedures
    - 7.5.10.7.1.7. \* IFF procedures and equipment operation
    - 7.5.10.7.1.8. Unit and theater specific SAFE PASSAGE procedures
    - 7.5.10.7.1.9. \* Flight Information Handbook Review
    - 7.5.10.7.1.10. Use of code words, chattermarks
  - \* *May be credited towards local G080, Communications Procedures requirements.*
- 7.5.10.8. Threat Recognition & Avoidance**
  - 7.5.10.8.1. Aircraft Aerodynamics:**
    - 7.5.10.8.1.1. Energy Management
    - 7.5.10.8.1.2. Fighter maneuvers against AMC aircraft Airspace control and air defense measures

7.5.10.8.1.3. Tactical maneuvering against threats

7.5.10.8.1.4. Compare threat aircraft to AMC aircraft

7.5.10.8.2. **Defensive Maneuvering:**

7.5.10.8.3. Long range and radar missile defense Basic principle and concepts

7.5.10.8.3.1. Short range IR and guns AMC aircraft participation and involvement

7.5.10.9. **Tactical Deception**

7.5.10.10. **OPR:** MAJCOM: AMWC, HQ AMC/A39T/A37T/A36A/A35/STSP

7.5.10.10.1. Unit: Tactics Branch, COMSEC responsible officer (CRO), wing, OG, and squadron training personnel

7.5.10.10.2. Instructors: Tactics instructors and applicable wing staff agencies as required. WIC graduates preferred.

7.5.10.11. **Training Aids:** Visual Threat Recognition & Avoidance Trainer (VTRAT). As required (video--SAFE PASSAGE Procedures for Aircrews)

7.5.10.12. **Additional Information:** Written criterion tests (as required) may be given individually or as a crew effort. This 3-hour annual training requirement may be separated into two 1.5-hour sessions taught semiannually. Credit event only after completion of all required training.

7.5.11. **G070 Aircrew Intelligence.**

7.5.11.1. **Purpose:** To enhance crewmember understanding of the threat to unit assets and directly contribute to mission success and aircrew survival. Includes unit mission intelligence brief. This training will be conducted by intelligence personnel in coordination with tactics officers, base judge advocate general and security forces, as appropriate, to meet aircrew training requirements.

7.5.11.2. **Description:** See AFI 14-103, *Threat Recognition Training Program*, and MAJCOM supplements. The Visual Threat Recognition & Avoidance Trainer (VTRAT) may be utilized to meet AFI 14-103 requirements.

7.5.11.3. **OPR:** MAJCOM: HQ AMC/A27

7.5.11.3.1. Unit: Intelligence officer, JA, SF

7.5.11.3.2. Curriculum development: Units

7.5.11.3.3. Instructor: Qualified intelligence instructor

7.5.11.4. **Additional Information:** Laws of armed conflict” (LOAC) and “protection from terrorism/force protection” will be taught in conjunction with Aircrew Intelligence Training (requires scheduling additional time beyond 3 hours scheduled for AIT). Coordinate with the staff judge advocate for LOAC training and the security forces for protection from terrorism training. The unit intelligence officer may administer an aircrew intelligence-related test to determine if additional training is required.

#### 7.5.12. G080 Communications Procedures.

7.5.12.1. **Purpose:** To ensure crewmembers possess a thorough knowledge of all communication and COMSEC requirements.

7.5.12.2. **Description:** This course includes detailed discussion of equipment operation, procedures, and training requirements applicable to peacetime and wartime communications operations. Also included are the proper use, protection, disposition, and accountability of COMSEC aids (See AFI 33-211 and MAJCOM supplements). The following subjects will be covered as determined applicable by the OG/CC:

7.5.12.2.1. Authentication procedures SIOP (as applicable)

7.5.12.2.2. IFF SIF codes and equipment operation AFSIR

7.5.12.2.3. HAVE QUICK Flight Information Handbook review

7.5.12.2.4. KY-58, SECURE VOICE Radio L-BAND SATCOM, DAMA, and AOC Messages

7.5.12.2.5. Other communications information pertinent to unit **COMSEC user requirements (See AFCOMSEC Form 30, Comsec Responsible Officer and User Training Checklist)**

7.5.12.3. **OPR:** MAJCOM: HQ AMC/A37T/A36A/A35/STSP

7.5.12.3.1. **Unit:** COMSEC responsible officer (CRO), wing, OG, and squadron training personnel, and ATS contractor.

#### 7.5.13. G090 Anti-Hijacking.

7.5.13.1. **Purpose:** To provide aircrews with training on US Air Force policy and guidance on preventing and resisting aircraft piracy (hijacking).

7.5.13.2. **Description:** This training will consist of a review of AFI 13-207, *Preventing and Resisting Aircraft Piracy [Hijacking]*, and a criterion test.

7.5.13.3. **OPR :** MAJCOM: HQ AMC/A37T

7.5.13.3.1. Unit: ATS Contractor

7.5.13.3.2. Curriculum development: ATS Contractor

7.5.13.3.3. Media: Computer Based Training

7.5.13.4. **Training Aids:** AFI 13-207 and ATS developed criterion test

#### 7.5.14. G100 Laws of Armed Conflict.

7.5.14.1. **Purpose:** To ensure crewmembers understand the LOAC.

7.5.14.2. **Description:** This training includes the principles and rules of the LOAC for aircrews to carry out their duties and responsibilities according to the Hague Convention IV 1907, 1949 Geneva Conventions, and status of forces agreements.

7.5.14.3. **OPR:** MAJCOM: HQ AMC/JAAO

7.5.14.3.1. Unit: JA

7.5.14.3.2. Instructor: JA or intelligence officer

7.5.14.4. **Training Aids:** LOAC training is available in several formats including web-based training at: <https://amc.scott.af.mil/ja/loac/quiz.cfm>, Air Force Portal, & MAJCOM/JA staff web sites.

7.5.14.5. **Additional Information:** Due to different mission requirements, units have the option of putting increased emphasis on those areas in the course of particular interest to them. During wartime or contingency operations, the intelligence officer may brief LOAC with prior coordination between JA and intelligence. Intelligence is only responsible for presenting the JA's scripted briefing.

#### 7.5.15. **G110 Level I Antiterrorism Awareness Training.**

7.5.15.1. **Purpose:** To provide detailed guidance for reporting and preventing terrorist activity.

7.5.15.2. **Description:** Course covers information on threat conditions, security reporting, safe guarding aircraft and COMSEC equipment, and individual responsibilities and protective measures. See AFI 31-210, *The Air Force Antiterrorism (AT) Program*.

7.5.15.3. **OPR:** MAJCOM: HQ AMC/SFO

7.5.15.3.1. Unit: Security police squadron

7.5.15.3.2. Curriculum development: Units

7.5.15.4. **Additional Information:** Normally conducted during Intel training. Annual Level 1 AT Awareness Training may be accomplished by any level II certified personnel or per DoD sponsored computer-based training and/or distance learning at <http://at-awareness.org/>.

#### 7.5.16. **G120 Isolated Personnel Report (ISOPREP) Review.**

7.5.16.1. **Purpose:** To generate (if necessary), review, and ensure accuracy of aircrew member isolated personnel reports.

7.5.16.2. **Description:** Semiannual review of isolated personnel report (ISOPREP) card. See AFDD 34, *Combat Search and Rescue Operations*. Currency expires 180 days from event accomplishment.

7.5.16.3. **OPR:** MAJCOM: HQ AMC/IN

7.5.16.4. Unit: Intelligence officer

#### 7.5.17. **G130 Instrument Refresher Course.**

7.5.17.1. **Purpose:** To ensure pilots possess sufficient knowledge of all applicable directives, procedures, and techniques to assure safe and professional instrument flying.

7.5.17.2. **Description:** Guidance for development of unit IRC programs, including topics and subject outlines, course length, instructor prerequisites, and methods of instruction is contained in AFMAN 11-210, *Instrument Refresher Course Program*. Familiarity with AFMAN 11-210 is essential for unit program developers and IRC instructors. For those weapon systems that receive contractor-provided IRC on an annual basis, log IRC upon completion of the ATS course. However, the IRC test must be completed within the check ride eligibility period. The following topics will also be addressed where applicable to unit mission:

- 7.5.17.2.1. Controlled flight into terrain (CFIT) (applicable to all)
- 7.5.17.2.2. VFR flight rules, maneuvers, and procedures
- 7.5.17.2.3. Operations under the Global Air Traffic Management system:
- 7.5.17.2.4. Minimum Navigation Performance Specifications (MNPS) airspace and procedures
- 7.5.17.2.5. Reduced Vertical Separation Minimums (RVSM) airspace and procedures
- 7.5.17.2.6. Required Navigation Performance (RNP) airspace and procedures
- 7.5.17.3. **OPR:** MAJCOM: HQ AMC/A37T (AETC/DO for AETC units)
  - 7.5.17.3.1. Unit: OG/CC, ATS contractor
  - 7.5.17.3.2. Curriculum development: Air Force Flight Standards Agency (AFFSA)
- 7.5.17.4. **Training Aids:** USAF Core IRC available from HQ AFFSA at URL <http://www.aon.af.mil/affsa/irc.htm> fulfills part of AFMAN 11-210 IRC requirements. Additional support is available from HQ AMC/A37T. Unit program development assistance can be obtained by contacting HQ AFFSA, as part of their IRC Roadshow.
- 7.5.18. **G150 Terminal Instrument Procedures (TERPS).**
  - 7.5.18.1. **Purpose:** Provides loadmasters with the knowledge and skills necessary to monitor the briefed departure and approach and advise the pilots of any deviations that would compromise safety.
  - 7.5.18.2. **Description:** Introduces standard DOD approach plates, explains aircraft navigational equipment, departure and terminal arrival procedures, instrument approach types, final approach procedures, Go-around procedures, CRM requirements and crew briefings.
  - 7.5.18.3. **OPR:** MAJCOM: HQ AMC/A37TA
    - 7.5.18.3.1. **Unit:** ATS Contractor or Unit Training Office
- 7.5.19. **G182 Hazardous Cargo.** Procedures for identifying and handling hazardous cargo.
  - 7.5.19.1. **Purpose:** To familiarize crewmembers with procedures and restrictions when carrying hazardous materials cargo.
  - 7.5.19.2. **Description:** Complete ATS contractor-provided CBT instruction reviewing aircrew hazardous procedures and AFI 11-204, *Operations Procedures for Aircraft Carrying Hazardous Materials*. (AFJMAN 24-204, *Preparing Hazardous Materials for Military Air Shipments*). The lesson includes hazardous classification, aircraft loading and passenger movement, packaging, tactical and contingency airlift, marking and labeling, aircrew responsibility, flight plan procedures, remote parking requirements, and certification.
  - 7.5.19.3. **Additional Information:** Loadmasters will complete the C-17 ATS Hazardous Cargo CBT annually during phase training and document it's completion in ARMS.
- 7.5.20. **G190 Aircraft Servicing.** Accomplish aircraft refueling/defueling computer based training lesson. Initial training is conducted during formal school training utilizing CBT & the CCT. Annual CBT includes normal refueling procedures (quantity-select & high level), alternate method using

overhead fuel panel (vs. SPR), defueling procedures, safety procedures, fire extinguisher training and emergency procedures training.

**7.5.21. G200 Hot Refueling/Defueling.**

**7.5.22. G230 Crew Resource Management (CRM) Refresher.**

7.5.22.1. **Purpose:** Mission-specific CRM continuation training class conducted according to AFI 11-290, *Cockpit/Crew Resource Management Training Program*, and the MAJCOM supplement. This training is normally conducted in a classroom with interactive exercises to facilitate small group dynamics (class size should be limited to encourage group discussion). However, it may be accomplished by a crew in conjunction with the CRM simulator.

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

7.5.22.3. **OPR:** MAJCOM: HQ AMC/A37T

7.5.22.3.1. Unit: ATS contractor

7.5.22.4. **Additional Information.** G230 must be accomplished before G240, CRM Simulator.

**7.5.23. G231 Initial Crew Resource Management (CRM) Training.**

7.5.23.1. **Purpose:** Aircraft and crew-specific CRM training conducted according to AFI 11-290 and the MAJCOM supplement.

7.5.23.2. **Description:** Introduces common core subjects according to AFI 11-290. Initial CRM is accomplished at the formal C-17 ATS school. Dual log with G230 for ARMS tracking purposes utilizing the initial checkride completion date.

7.5.23.3. **OPR:** MAJCOM: HQ AMC/A37T

7.5.23.3.1. Unit: ATS contractor

7.5.23.3.2. **Additional Information:** Initial training is normally conducted during formal school initial qualification training. Crew members upgrading in-unit must complete initial CRM training IAW AFI 11-290.

**7.5.23.4. G240 Crew Resource Management (CRM) Simulator.**

7.5.23.4.1. **Purpose:** To provide hands-on application of classroom-presented CRM refresher concepts through CRM simulator training addressing human factors issues in a realistic mission scenario.

7.5.23.5. **Description:** A linked CRM mission-oriented simulator training (MOST) lesson conducted according to AFI 11-290 and the MAJCOM supplement. This event is normally conducted during phase training.

7.5.23.6. **OPR:** MAJCOM: HQ AMC/A37T

7.5.23.6.1. Unit: ATS contractor or squadron instructor

7.5.23.7. **Additional Information:** May be accomplished in conjunction with G231, CRM Refresher. Optimal scheduling of G240 is not later than 5 days following completion of G230. For C-17, G230 and G240 are accomplished concurrently with quarterly phase training. If this lesson

is not accomplished in the linked mode due to crew member availability or simulator maintenance, document the full explanation in TMS.

**7.5.24. G255 Interior Safety Inspection (ISI) Simulator**

7.5.24.1. **Purpose:** LM simulator training focused on the ISI and emergency procedures.

7.5.24.2. **Description:** This event is conducted in the AVS or CSS and includes preflight procedures and emergency procedures (APU Fire, Loop Failure, Ground Evacuation, etc.)

**7.5.25. OPR: HQ AMC/A37T**

7.5.25.1. Unit: ATS Contractor

7.5.25.2. Curriculum development: ATS Contractor

7.5.26. **Additional Information:** This event is not conducted in conjunction with continuation phase training to allow scheduling flexibility. This event may be completed at any time during the calendar year. Consider this event as a phase training simulator lesson when determining waiver authority.

7.5.27. **G251 C-17 Airland CBTs, Phase 1 (Jan - Mar).** The following required continuation training events are accomplished and may be dual logged upon completion of these phase CBTs:

7.5.27.1. G182 Hazardous Cargo (Pilots)

7.5.28. **G252 C-17 Airland CBTs, Phase 2 (Apr - Jun).** The following required continuation training events are accomplished and may be dual logged upon completion of these phase CBTs:

7.5.28.1. G090 Anti-Hijacking (Pilots)

7.5.28.2. G190 Aircraft Servicing

7.5.29. **G253 C-17 Airland CBTs, Phase 3 (Jul - Sep).** The following required continuation training events are accomplished and may be dual logged upon completion of these phase CBTs:

7.5.29.1. G080 Comm Procedures

7.5.29.2. G090 Anti-Hijacking (Loadmasters)

7.5.30. **G254 C-17 Airland CBTs, Phase 4 (Oct - Dec).** The following required continuation training events are accomplished and may be dual logged upon completion of these phase CBTs:

7.5.30.1. G182 Hazardous Cargo (Loadmasters)

7.5.30.2. G230 Crew Resource Management (CRM) Training

**7.5.31. G256 C-17 Airdrop CBTs, Phase 1 (Jan - Mar)**

**7.5.32. G257 C-17 Airdrop CBTs, Phase 2 (Apr - Jun)**

**7.5.33. G258 C-17 Airdrop CBTs, Phase 3 (Jul - Sep)**

**7.5.34. G259 C-17 Airdrop CBTs, Phase 4 (Oct - Dec)**

**7.5.35. G260 Instrument Simulator Sortie.**

7.5.35.1. **Purpose:** Simulator training focused on instrument procedures.

7.5.35.2. **Description:** The ISS focuses primarily on instrument procedures. It includes a review of boldface procedures, three instrument approaches (minimum), procedure turn or track (includ-

ing entry), a no-HUD approach, windshear and crosswind approach and landing, missed approach, 3-engine approach and landing (FP, CP, and MCF) or nonstandard slat and flap approach and landing (FP and MCF), and 3-engine missed approach (FP and MCF). Pilots will receive this training with a qualified ATS IP or US Air Force IP present in the device.

7.5.36. **G261 C-17 Airland Refresher Simulator, Phase 1 (Jan - Mar).** The following required continuation training events are accomplished and may be dual logged upon completion of this phase:

7.5.36.1. P 280 ACDTQT (Simulator or aircraft)

7.5.36.2. VT03 VTRAT Refresher (Only if Unit equipped)

7.5.37. **G262 C-17 Airland Refresher Simulator, Phase 2 (Apr - Jun).** The following required continuation training events are accomplished and may be dual logged upon completion of this phase:

7.5.37.1. G 270 Tactics Simulator

7.5.38. **G263 C-17 Airland Refresher Simulator, Phase 3 (Jul - Sep).**

7.5.39. **G264 C-17 Airland Refresher Simulator, Phase 4 (Oct - Dec).** The following required continuation training events are accomplished and may be dual logged upon completion of this phase:

7.5.39.1. G 240 CRM Simulator

7.5.40. **G265 C-17 AR Addendum Training. (ACs only)**

7.5.41. **G266 C-17 Airdrop Refresher Simulator, Phase 1 (Jan - Mar)**

7.5.42. **G267 C-17 Airdrop Refresher Simulator, Phase 2 (Apr - Jun)**

7.5.43. **G268 C-17 Airdrop Refresher Simulator, Phase 3 (Jul - Sep)**

7.5.44. **G269 C-17 Airdrop Refresher Simulator, Phase 4 (Oct - Dec)**

7.5.45. **G270 Tactics Simulator.**

7.5.45.1. **Purpose:** To train crew members on Combat Tactics, Techniques, & Procedures.

7.5.45.2. **Description.** Simulator lesson emphasizing Air Force Tactics, Techniques, and Procedures 3-1, and 3-3 Mission Employment, and Tactical Airland Procedures. Conducted in conjunction with quarterly phase training.

7.45.2.1. **OPR:** Det 2, AMCAOS (with input from AMC/A37TA & A39T)

7.45.2.2. **Instructor:** ATS contractor/ WIC graduates.

7.5.45.3. **Additional Information:** Update tactics scenario annually based on real-world contingency operations and on feedback from the C-17 WIC and tactics/training conferences.

7.5.46. **G280 Small Arms Training.**

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

7.5.46.2. **Description:** Academics and firing range exercise; includes use of force and live fire or simulator training. Simulator training may not be used for initial qualification (AFI 36-2226, *Combat Arms Training and Maintenance [CATM] Program*, AFI 31-207, *Arming and Use of Force by Air Force Personnel*).

7.6.46.3. **OPR:** MAJCOM: HQ AMC/SFX

7.5.46.3.1. Unit: Security Forces Squadron (SFS)

7.5.46.3.2. Instructor: Qualified SFS combat arms instructor

7.5.46.3. **Additional Information:** Course will meet requirements of AFI 36-2226 and include use of force training from AFI 31-207. Small Arms training is a biennial currency event directed by AMC/A3 as the arming authority. (Small Arms is a triennial event for ARC.) Utilize the AF Form 522 to document qualification. Do not allow crew members to carry weapons beyond their AF Form 522 expiration date unless an extension is granted IAW AFI 31-207.

**EXCEPTION:** 62 OG/CC determines currency requirements for PNAF qualified aircrew members to ensure compliance with AFI 31-207 Attachment 2 guidance and AFI 36-2236 currency requirements which may be more restrictive.

7.5.47. **G281 Self Aid & Buddy Care (SABC).** Combat Survival Training satisfies SABC requirements for aircrew members. See AFI 36-2238.

7.5.48. **G290 Airport Qualification Program.**

7.5.48.1. **G803 NVG Training and Qualification.** See approved MAJCOM syllabus.

7.5.49. **G904 C17 Ground Egress (AECM).**

7.5.50. **G940 Automated External Defibrillator (AED) Training.**

7.5.50.1. **Purpose:** To train crewmembers in the performance and use of an AED for critical life saving skills.

7.5.50.2. **Description:** Academics and hands on training in accordance with American Heart Association Heartsaver AED protocol.

7.5.50.3. **OPR:** HQ AMC/A37T

7.5.50.4. **Additional Information:** Not required until aircraft equipped with AED devices.

**7.6. Life Support (“LL”) Training Events.** MAJCOMs may combine and/or supplement courses to tailor training to their needs. Refer to AFI 11-301, *Aircrew Life Support (ALS) Program*, for general instructions.

7.6.1. **LL01 Life Support Familiarization Training (LSFT).**

7.6.1.1. **Purpose:** One time event, per base assignment, conducted prior to the first flight at home station to familiarize aircrew members with local ALS equipment availability, issue, use, pre-flight, and post-flight procedures.

7.6.1.2. **Description:** See AFI 11-301 and the MAJCOM supplement. The course may include inprocessing items such as AERPS fitting & sizing.

**OPR:** MAJCOM: HQ AMC/A37TL

Unit: Aircrew Life Support

7.6.2. **LL03 Egress Training, Non-Ejection.**

7.6.2.1. **Purpose:** To ensure all crewmembers can explain ground and inflight egress procedures, are able to identify and document equipment discrepancies, can perform required egress procedures, and are able to identify, locate and utilize appropriate emergency equipment. Also, to ensure all crewmembers understand the operation of fire extinguishers located in the aircraft and fire bottles positioned outside the aircraft. The course should also address egress difficulties associated with the Aircrew Eye/Respiratory Protection System (AERPS) equipment and emergency contamination control when combined with LS05.

7.6.2.2. **Description:** See AFD 11-3, AFI 11-301, AFOSH Standard 127-100, and applicable MAJCOM guidance. Evaluate the aircrew member's ability to demonstrate use of aircrew and passenger LSE and ground egress procedures. Practice egress scenario to enforce the importance of aircrew coordination actions required for emergency situations. Ensure crewmembers are aware of their responsibilities for conducting safety briefings according to AFI 11-202, Volume 3, *General Flight Rules*, and LSE documentation procedures.

7.6.2.3. **OPR:** MAJCOM: HQ AMC/A37TL

7.6.2.3.1. Unit: Squadron and Aircrew Life Support

7.6.2.3.2. Curriculum development: Unit & C-17 ATS Contractor (Emergency Equipment CBT)

7.6.2.3.3. Instructor: Squadron instructor pilot or loadmaster.

7.6.2.3.4. Fire department personnel for fire extinguisher training if not included in CBT.

7.6.2.4. **Training aids:**

7.6.2.4.1. Actual in-the-aircraft performance of ground emergency egress procedures is desired.

7.6.2.4.2. C-17 Crew members complete fire extinguisher training embedded in the Aircraft Refueling CBT lesson accomplished annually.

7.6.2.5. **Additional Information:**

7.6.2.6. Scheduling will coordinate with maintenance to ensure aircraft availability for training.

7.6.3. **LL04 Aircrew Chemical Defense Training (ADCT).** Academic and equipment training in which the aircrew member demonstrates and performs donning, doffing, buddy dressing procedures using the Aircrew Eye/Respiratory Protection System (AERPS) equipment, and Contamination Control Area procedures.

7.6.3.1. **Purpose:** Provide training to all aircrew members stationed in or subject to deployment or operations through a chemical threat area (CTA).

7.6.3.2. **Description:** See AFI 11-301 and MAJCOM supplements for complete course description. Includes in-depth instruction in donning the aircrew defense ensemble, post-bailout procedures, and decontamination and doffing. Units may combine this training with G010 (Chemical-Biological Warfare Training), provided both aircrew and ground ensembles are fully covered.

7.6.3.3. **OPR:** MAJCOM: HQ AMC/A37T

7.6.3.3.1. Unit Aircrew Life Support

7.6.3.4. **Additional Information:** Donning, decontamination, and doffing of equipment during exercises fulfills training requirement.

7.6.4. **LL05 Egress Training, w/ACDE.** To ensure all crewmembers can explain ground and inflight egress procedures, are able to identify and document equipment discrepancies, can perform required egress procedures, and are able to identify, locate and utilize appropriate emergency equipment. Also, to ensure all crewmembers understand the operation of fire extinguishers located in the aircraft and fire bottles positioned outside the aircraft. The course will also address egress difficulties associated with the Aircrew Eye/Respiratory Protection System (AERPS) equipment and emergency contamination control.

7.6.4.1. **Description:** See AFPD 11-3, AFI 11-301, AFOSH Standard 127-100, and applicable MAJCOM guidance. Evaluate the aircrew member's ability to demonstrate use of aircrew and passenger LSE and ground egress procedures. Practice egress scenario to enforce the importance of aircrew coordination actions required for emergency situations. Ensure crewmembers are aware of their responsibilities for conducting safety briefings according to AFI 11-202, Volume 3, *General Flight Rules*, and LSE documentation procedures.

7.6.4.2. **OPR:** MAJCOM: HQ AMC/A37TL

7.6.4.2.1. Unit: Squadron and Aircrew Life Support

7.6.4.2.2. Curriculum development: Unit & C-17 ATS Contractor

7.6.4.2.3. Instructor: Squadron instructors must be certified initially and annually by the group LSO.

7.6.4.3. **Training aids:**

7.6.4.3.1. Actual in-the-aircraft performance of ground emergency egress procedures is required.

7.6.4.3.2. Complete fire extinguisher training during annual phase CBTs.

7.6.4.4. **Additional Information:**

7.6.4.4.1. Scheduling will coordinate with maintenance to ensure aircraft availability for training.

7.6.4.4.2. Also, contact the fire department for extinguisher training if necessary.

7.6.4.4.3. An appropriate maintenance stand and safety equipment must be immediately below windows, hatches, and escape slides being used. A safety observer or instructor must be positioned on the maintenance stand to assist as necessary.

7.6.5. **LL06 Life Support Equipment Training**

7.6.5.1. Normally conducted during initial qualification training at the formal school.

7.7. **Mission-Specific ("M") Training Events:**

7.7.1. **M010 Proficiency Sortie.** Applies to C-17 loadmasters only:

7.7.1.1. Loadmasters must accomplish a preflight or through-flight inspection and in-flight duties. Two loadmasters (ML) may log a proficiency sortie on all flights.

7.7.2. **M020 Unit Specific Training Sortie.** Unit-defined sortie to accomplish mission-specific training events. The following is a suggested listing of events that can be used on a M020:

- 7.7.2.1. Any individual training event (approaches, landings, ARs)
- 7.7.2.2. Exercise training (RED FLAG, MAPLE FLAG)
- 7.7.2.3. Practice mobility training
- 7.7.2.4. Special mission tasking
- 7.7.2.5. Special operations tasking
- 7.7.2.6. Tactical navigation training
- 7.7.2.7. Corrective training or identified weaknesses

7.7.3. **M030 Overseas Sortie.** Sortie that includes take-off or landing outside the 48 conterminous states of the United States. Primary crew and crewmembers performing instructor or evaluator duty may log accomplishment of M030. This event does not apply to units that are permanently based overseas.

7.7.4. **M040 PNAF Sortie.** To credit a PNAF sortie, one onload or offload of nuclear weapons or components and a transfer of custody is required. Copilot may credit a sortie without performing the take-off or landing provided all other duties pertinent to the crew position are completed (not applicable for AFRC/ANG).

7.7.5. **M050 Basic Tactical Sortie.** One sortie per quarter will be planned and flown either as a basic crew (preferred) or with an instructor. A BTS plan must include at least two of the following subevents to log the event:

- 7.7.5.1. A low-level route
- 7.7.5.2. A mission computer approach or tactical approach
- 7.7.5.3. LZ ground operations or NVG ground operations
- 7.7.5.4. Landing at an LZ or NVG landing
- 7.7.5.5. Tactical egress (high or low profile)

Both pilots may credit the BTS concurrently.

7.7.6. **M055 Low-Level Route.** Day or night (unaided) visual low-level route. Route should be planned to terminate at an airfield, LZ or DZ. Focus should be on low altitude tactical ingress, 10 minutes minimum to log requirement. The route should not exceed 25 minutes if possible. May be logged in conjunction with a BTS or ITS.

7.7.7. **M060 Theater Indoctrination**

7.7.8. **M065 ERO/ Combat Offload.** Ground maneuver the aircraft to an actual engines running onload, engines running offload, or combat offload. May be dual logged upon completion of NV56.

7.7.9. **M066 Aircraft Backing.**

Ground maneuver the aircraft to an actual backing using reverse taxi procedures. Complete straight backing or a star turn.

7.7.10. **M070 Instructor Tactical Sortie (ITS).** One sortie per quarter will be planned and flown under the supervision of an instructor pilot. IP/EPs may credit the ITS while performing instructor duties. (See AFTTP 3-1 & 3-3 for further descriptions). As a minimum, an ITS will include 4 of the following:

7.7.10.1. Low level or Tactical Ingress (Random steep, random shallow, or tactical descent) FPs and higher perform pilot-flying duties (PF); CPs, and MCFs perform pilot-not-flying (PNF) duties.

7.7.10.2. Tactical egress (high or low profile)

7.7.10.3. A landing at a Landing Zone (LZ) or NVG landing. FPs may perform PF duties with an instructor in the seat.

7.7.10.4. LZ ground operations or NVG ground operations

7.7.10.5. For MCFs, and CPs, two approaches and landings

7.7.10.5.1. NVG Instrument Approach

7.7.10.6. NVG Assault Landing

7.7.10.7. Air Refueling

**NOTE:** Accomplish the planning session with an instructor. Should the ITS be incomplete, credit on completing the last required maneuver on another sortie with an instructor. Instructors should consider accomplishing instrument approaches with MCFs and CPs.

## 7.8. Navigation (“N”) Training Events

## 7.9. Crew and Individual Proficiency Training Events (“AS, NV, P, & RS”)

7.9.1. **AS11 Assault Landing.** Tactical ingress and landing at a small austere airfield. May be logged in conjunction with a ITS or BTS.

7.9.2. **AS12 Assault Landing, Night.** Tactical night ingress and landing at a small austere airfield. May be logged in conjunction with a ITS or BTS. Does not dual log with NV49.

7.9.3. **AS21 Heavy Weight LZ & AS22 Heavy Weight LZ, Night.**

To credit AS21 or AS22, the aircraft weight must be at least 450,000 lbs at touchdown and must be flown to a spot on a long runway (non-LZ) or LZ; pilots (FPs) must accomplish Pilot Flying duties once per quarter (no minimum weight required). A spot is defined as a pre-briefed, visually identifiable, 500’ section of any long runway (non-LZ), that simulates a LZ touchdown zone. The spot landing should be made to this section following LZ landing procedures. When done in the simulator, the aircraft weight must be at least 470,000 lbs.

7.9.4. **NV00 NVG Low Level.** Training for mission ready crewmembers operating in the low altitude environment using single ship or visual formation procedures during night using Night Vision Goggles. Route should be planned to terminate at an airfield, LZ or DZ. Focus should be on low altitude tactical ingress, 10 minutes minimum to log requirement. The route should not exceed 25 minutes if possible. May be logged in conjunction with a BTS or ITS. Route will be flown in the period between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac.

7.9.4.1. Training Media: Aircraft or Level C or better WST.

7.9.4.2. Instructor: Not required for continuation training.

7.9.5. **NV18 NVG Airdrop Event.** Continuation training for mission ready crewmembers certified for NVG airdrops. An airdrop event or procedure to an IR-lit DZ or unmarked DZ (when directed by MAJCOM DO/XO. See AFI 11-2C-17, Volume 3 for NVG airdrop procedures. Loadmasters must complete an actual airdrop with NVGs.

7.9.5.1. Training Media: Aircraft.

7.9.5.2. Instructor: Not required after completion of NVG airdrop training.

7.9.5.3. Additional Information: The following procedures are for training missions and may be superseded by contingency operations or other operational restrictions. Refer to AFI 11-2C-17 Vol. 3, FCIF, & SPINS for additional operational restrictions and procedures.

7.9.5.3.1. Heavy Equipment (HE). During a nighttime airdrop, forward loadmaster station lights and red lights in the cargo compartment are set at minimum levels allowing operations to be conducted safely without the use of NVGs. Blacked out (no-light) lighting conditions in the cargo compartment during a HE airdrop are not authorized. The loadmaster may use NVGs during the airdrop to aid in determining the status of the load, and if necessary, status of the drogue parachute.

7.9.5.3.2. Container Delivery System (CDS). During a nighttime airdrop, forward/aft loadmaster station lights and red lights in the cargo compartment are set at minimum levels allowing operations to be conducted safely without the use of NVGs. Blacked out (no-light) lighting conditions in the cargo compartment during a CDS airdrop are not authorized. The loadmaster may use NVGs during the airdrop to aid in determining release gate and load status.

7.9.5.3.3. Personnel – Static Line/Freefall. Use of NVGs during static line and HALO/HAHO personnel airdrops are not authorized.

7.9.5.3.4. Dual Row Airdrop (DRA). During a nighttime airdrop, forward loadmaster station lights and red lights in the cargo compartment are set at minimum levels allowing operations to be conducted safely without the use of NVGs. Blacked out (no-light) lighting conditions in the cargo compartment during a Dual Row Airdrop are not authorized. LM2 may use NVGs during the airdrop to aid in determining the status of the load.

7.9.6. **NV47 NVG Takeoff.** A takeoff accomplished with NVGs.

7.9.6.1. Training Media: Aircraft or Level C or better WST.

7.9.6.2. Instructor: Not required after the aircrew is qualified on NVG Airland operations.

7.9.6.3. Additional Information: Dual log with P020.

7.9.7. **NV48 NVG Landing.** A landing accomplished with NVGs using standard AFI 13-217 lighting patterns (Low overt or covert).

7.9.7.1. Training Media: Aircraft.

7.9.7.2. Instructor: Not required after the aircrew is qualified on NVG Airland operations.

7.9.7.3. Additional Information: Does not dual log with P192.

7.9.8. **NV49 NVG Landing, LZ.** A landing on NVGs to a runway that meets the defined Landing Zone Criteria.

7.9.8.1. Instructor: Not required for continuation training.

7.9.8.2. Additional Information: Dual log with AS11. Does not dual log with AS12.

7.9.9. **NV56 NVG ERO/Combat Offload.** Loadmaster ERO ground operation or Combat Offload using NVGs in a reduced-light, environment.

7.9.9.1. Training Media: Academic instruction and either a C-17 aircraft or C-17 LS. The loadmaster simulator (LS), may be used for the combat offload portion of the training.

7.9.9.2. Instructor: Not required after the aircrew is qualified on NVGs.

7.9.9.3. Additional Information: The following procedures are for training missions and may be superseded by contingency operations or other operational restrictions. Refer to AFI 11-2C-17 Vol. 3, FCIF, & SPINS for additional operational restrictions and procedures.

7.9.9.4. During NVG ERO operations the LM uses NVGs to maintain situational awareness/visually acquire the load team while they are behind the aircraft before or after an ERO. Red lights are selected in the cargo compartment and set at minimum levels allowing operations to be conducted safely without the use of NVGs. Red light levels are set to allow MHE (k-loader, forklift, etc.) or vehicle drivers the ability to see marshaller's signals when being positioned to or from the aircraft ramp. When conducting loading operations (winching, tiedown, etc.) in the cargo compartment, light levels must be adequate to allow load teams to safely conduct operations without the use of NVGs. Blacked out (no-light) lighting conditions in the cargo compartment during an ERO are not authorized. NVGs are not authorized to be used while conducting loading operations in the cargo compartment.

7.9.9.5. During NVG Combat Offload operations the LM uses NVGs to ensure the area behind the aircraft is clear and secure prior to a combat offload. Forward loadmaster station lights and red lights in the cargo compartment are set at minimum levels allowing operations to be conducted safely without the use of NVGs. Blacked out (no-light) lighting conditions in the cargo compartment during a combat offload are not authorized. NVGs may be used to aid in determining the status of the load.

7.9.10. **NV57 NVG Backing.** Loadmaster backing ground operation using NVGs in low light, covert, or unlit environment.

7.9.10.1. Training Media: Academic instruction and aircraft.

7.9.10.2. Instructor: Not required after the loadmaster is qualified on NVGs.

7.9.10.3. Additional Information: The following procedures are for training missions and may be superseded by contingency operations or other operational restrictions. Refer to AFI 11-2C-17 Vol. 3, FCIF, & SPINS for additional operational restrictions and procedures.

7.9.10.4. The LM uses NVGs at night to visually clear the maneuvering area prior to backing the aircraft. The LM uses NVGs to observe the maneuvering area while giving directions to the pilot during the backing operation. Retracted IR filtered wing tip landing lights may be used to illuminate the maneuvering area. The backing operation must be stopped if a problem develops with the LM's NVGs.

7.9.10.5. During forward taxi operations the LM may use NVGs while positioned in the troop door or on the ramp while providing taxi obstruction clearance and feedback to the pilots.

7.9.11. **NV80 NVG Instrument Approach.** An instrument approach flown on NVGs.

7.9.11.1. Additional Information: May be Dual logged with P070, P100, P110, or P116.

7.9.12. **P020 Takeoff.** Initial takeoff or takeoff following a touch-and-go landing.

7.9.13. **P070 Instrument Approach.** Training for pilots to fly Instrument Approach Procedures. Any precision (P100) or non-precision (P110) approach may be flown and credited if the crew could safely land out of the IAP. While the entire IAP need not be flown, the portion from the final approach fix through the decision height or missed approach and either a landing or an ATC coordinated missed approach procedure or instructions will be accomplished.

7.9.14. **P100 Precision Approach.** Training for aircraft commander and copilots to fly using Instrument Approach Procedures with the aid of glide slope and course guidance information. Any PAR, ILS, or MLS approach may be credited if the crew could safely land out of the IAP. While the entire IAP need not be flown, the portion from the final approach fix through the decision height and either a landing or an ATC coordinated missed approach procedure or instructions will be accomplished.

7.9.15. **P101 MLS Approach.** Training for aircraft commanders, flight pilots, and copilots to fly Microwave Landing System IAPs. Any MLS approach may be credited if the crew could safely land out of the IAP. While the entire IAP need not be flown, the portion from the final approach fix through the decision height and either a landing or an ATC coordinated missed approach procedure or instructions, will be accomplished using MLS guidance. Crewmembers will receive MLS ground training (either through the FTU or via in-unit training). See the flight manual, AFI 11-2C-17, Volume 3, AFI 11-202, Volume 3, and AFI 11-217 Volumes 2 and 3 for additional information. When accomplished, P100 may also be credited.

7.9.16. **P110 Nonprecision Approach.** Training for aircraft commanders, flight pilots and copilots to fly an instrument approach procedure with course guidance but without the aid of glideslope information. Any VOR, TACAN, NDB, localizer, or ASR may be credited if the crew could safely land out of the approach. While the entire IAP need not be flown, the portion from the final approach fix through the missed approach and either a landing or an ATC coordinated missed approach procedure or instructions, will be accomplished.

7.9.16.1. Training Media: Aircraft or Level C or better WST.

7.9.16.2. Additional Information: See the flight manual, AFI 11-2C-17, Volume 3, AFI 11-202, Volume 3, and AFI 11-217 Volumes 2 and 3 for additional information.

7.9.17. **P116 NDB Approach.** Training for aircraft commanders, flight pilots, and copilots to fly a landing using instrument approach procedure using a non-directional beacon. Any NDB may be credited if the crew could safely land out of the approach. While the entire IAP need not be flown, the portion from the final approach fix through the missed approach point and either a landing or an ATC coordinated missed approach procedure or instructions, will be accomplished.

7.9.17.1. Training Media: Aircraft or Level C or better WST.

7.9.17.2. Additional Information: See the flight manual, AFI 11-2C-17, Volume 3, AFI 11-202, Volume 3, and AFI 11-217 Volumes 2 and 3 for additional information. Will be dual logged with P110.

7.9.18. **RS06 High Altitude Tactical Arrival.** Spiral Down, MC Spiral approach, tactical descent to any random approach, or a random approach initiated above normal VFR pattern altitudes.

7.9.19. **RS16 Low Altitude Tactical Arrival.** Overhead, downwind, teardrop, 90/270, high speed straight-in, or abeam approach.

7.9.20. **P120 CAT II Approach.**

7.9.21. **P121 Mission Computer Approach.**

7.9.22. **P130 Circling Approach.** Training for aircraft commanders, flight pilots, and copilots to fly a non-precision IAP to one runway and then safely land on another runway (at the same airport) or opposite direction. Any circling approach may be credited if the crew could safely land out of the circling approach. While the entire non-precision IAP need not be flown, the portion from the final approach fix through the missed approach point through the circle to either a landing or an ATC coordinated missed approach procedure or instructions, will be accomplished.

7.9.22.1. Training Media: Aircraft or Level C or better WST

7.9.22.2. Additional Information: See the flight manual, AFI 11-2C-17, Volume 3, AFI 11-202, Volume 3, and AFI 11-217 Volumes 2 and 3 for additional information.

7.9.23. **P190 Landing.** On-going training for flight pilots to maintain proficiency landing the aircraft. Any landing actually accomplished (full stop, touch and go, stop and go).

7.9.23.1. Training Media: Aircraft or Level C or better WST.

7.9.23.2. Additional Information: See applicable aircraft technical orders and AFI 11-2C-17, Volume 3. Consult with FLIP and ASRR before landing on any runway or prepared surface. May be dual logged with other landing events.

7.9.24. **P192 Night Landing.** On-going training for flight pilots to maintain proficiency landing the aircraft at night. Any landing actually accomplished (full stop, touch and go, stop and go) between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac.

7.9.24.1. Additional Information: Will be dual logged with P190. Does not dual log with NV48 Crewmembers assigned to units north of the 60-degree parallel will handle night currency as follows: Day events/sorties update night event/sorties from 1 April to 30 September. Unit commanders will determine crewmembers night currency status after 30 September.

7.9.25. **P260 Have Quick Radio.** Training consists of properly configuring the radio for HAVE QUICK operation and making at least one transmission and reception using HAVE QUICK mode of operation with any source. When practical, rendezvous and refueling should be accomplished utilizing the HAVE QUICK mode of operation.

7.9.26. **P270 Secure Radio Operation.** Training consists of properly loading SECURE VOICE code and making at least one transmission and reception using SECURE VOICE with like-equipped aircraft.

7.9.27. **P280 ACDTQT.** An exercise emphasizing hands-on training, dressed out in partial chemical defense (CD) ensemble. Do not accomplish in conjunction with a formation take-off or a night formation departure. The purpose of the exercise is to enable crewmembers to become aware of their limitations while wearing the equipment. Complications of heat exhaustion, fatigue, hyperventilation,

limited dexterity, and hampered communication can all be experienced during the exercise. Observers must closely monitor crewmember actions during the exercise. If a crewmember experiences difficulties such as excessive thermal stress, hyperventilation, headaches, etc., and either the observer or crewmember believes it is unsafe to continue, the equipment will be immediately removed.

7.9.27.1. The following aircrew CD items will be used:

7.9.27.2. Flying helmet (if applicable)

7.9.27.3. MBU-19/P hood and mask assembly

7.9.27.4. Filter pack with filters and CQU-7/P blower assembly with filter canisters and batteries

7.9.27.5. MXU-835 intercom assembly

7.9.27.6. Filter pack suspension straps

7.9.27.7. Glove set (cotton, butyl, Nomex)

7.9.27.8. ACDTQT should be accomplished in a simulator with visual displays, provided a simulator exists or is available. If accomplished in a simulator, ATS instructors will observe the exercise, no other supervision is required, and no restrictions apply on who and how many crewmembers may wear the gear.

7.9.27.9. If performed in the aircraft, only one pilot will be dressed out at any time. Aircraft commanders will be supervised by an instructor pilot occupying the copilot seat. Copilots will be supervised by an instructor pilot or experienced aircraft commander (determined by the squadron commander) occupying the pilot seat. A safety observer crewmember will occupy the jump seat. Pilots will don the gear, review emergency procedures, and accomplish at least one take-off, approach, and landing, and complete all crew position checklists associated with approach and landing. Loadmasters will, as a minimum, perform a combat offload and review emergency procedures under the supervision of another loadmaster. Prior to being scheduled for this event, each aircrew member must have completed SS02.

#### 7.9.28. **P200 Touch-and-Go.**

7.9.28.1. Purpose. This provision permits units to benefit from additional training opportunities when deemed appropriate, but in no way establishes a requirement to conduct these events. It establishes a currency requirement for touch-and-go certified ACs. Loss of currency does not result in a loss of mission ready status. Dual log with P020, P190, and P192 as applicable.

7.9.28.2. Description: The squadron commander (Sq/CC) determines ground and in-flight touch-and-go certification training.

7.9.28.2.1. A single in-flight evaluation (AF Form 8 indicating qualified to accomplish touch-and-gos) will be accomplished prior to an AC accomplishing or supervising touch-and-gos. This evaluation may occur during initial qualification training. After successful evaluation, an AC is eligible to be certified by the Sq/CC.

7.9.28.2.2. Certification shall be in two phases: Phase I to accomplish touch-and-gos, and Phase II to supervise copilot touch-and-gos. Separate certifications are required for each phase.

7.9.28.2.3. Certified ACs will be evaluated on touch-and-go procedures for which they are certified on recurring evaluations.

7.9.28.2.4. When the training/evaluation/certification process is complete the Sq/CC will document the certification in the individual's FEF IAW AFI 11-2C-17, Volume 2.

7.9.28.2.5. Certified AC touch-and-go currency is monthly. Loss of currency does not result in a loss of mission ready status.

7.9.28.2.6. Additional Restrictions:

7.9.28.2.6.1. Minimum 200 hours since AC certification.

7.9.28.2.6.2. Weather minimums: 600-foot ceiling and 2 miles visibility.

7.9.28.2.6.3. No performance degrades (i.e., simulated engine out, no flap, etc.).

7.9.28.2.6.4. Maximum crosswind is 15 knots.

7.9.28.2.6.5. Designated training mission only.

7.9.28.2.6.6. Under AC supervision: first/flight pilots may accomplish touch-and-gos in either seat, copilots may accomplish them in right seat only.

7.9.28.2.6.7. Minimum runway length: 9,000 ft.

7.9.29. **P301 PNAF Loading.**

7.9.30. **P302 ENAF Loading.**

#### **7.10. Qualification and Certification ("Q") Training Events :**

7.10.1. **Q001 Open-Book Qualification Examination.**

7.10.2. **Q002 Closed-Book Qualification Examination.**

7.10.3. **Q007 Senior Staff Basic Qualification Evaluation.**

7.10.4. **Q008 Instructor Evaluation.**

7.10.5. **Q011 Formation Lead Certification.**

7.10.6. **Q012 Airdrop Mission Evaluation.**

7.10.7. **Q019 Airland Mission Evaluation.**

Units will utilize this code to track initial and recurring airland mission evaluations. Crew members that are only BMC qualified (FTL E) will utilize the AA01, *Qualification Check* or AA22, *Combined Qualification and Instrument Check, Simulator* ARMS codes IAW 11-202, Volume 1. Senior Officer Course graduates use the Q007 ARMS code.

7.10.8. **Q034 SOLL II Evaluation.**

7.10.9. **Q080 PNAF Evaluation.**

7.10.10. **Q090 Flight Publications Check.**

7.10.11. **Q110 Personal Reliability Program.**

7.10.12. **Q120 AECM C17 Closed-Book Qualification Examination.**

7.10.13. **Q160 Instrument Refresher Course Examination.**

7.10.14. **Q170 Flight Evaluation Folder Review.**

### 7.11. Air Refueling (“R”) Training Events:

7.11.1. **R010 Receiver AR.** Aircraft commanders may credit one AR event per sortie by accomplishing closure from the pre-contact position and maintaining sustained contact. As a guide, sustained contacts are defined as 5 minutes (tanker autopilot on) and 5 minutes (tanker autopilot off). Instructor and evaluator pilots should accomplish at least two sorties semiannually (ideally, one per quarter) while occupying the right seat. R010 may also be credited in the WST by accomplishing the following:

7.11.1.1. ACs and above may credit a receiver AR event (R010) by accomplishing 30 minutes of closures, a minimum sustained contact of 5 minutes or greater, or both.

7.11.2. **R015 Receiver AR formation.** 15 minutes of AR formation required (two or more receivers).

7.11.3. **R020 Receiver AR (Night).**

7.11.4. **R050 Receiver AR, Tanker Autopilot Off.** The tanker autopilot must be disengaged and AR contacts must be practiced. Aircraft commanders may credit one AR event per sortie by accomplishing closure from the pre-contact position and maintaining sustained contact. As a guide, sustained contacts are defined as 5 minutes in contact.

**7.12. Survival Evasion Resistance Escape (“SS”) Training Events.** MAJCOMs may combine and/or supplement courses to tailor training to their needs. Refer to AFI 16-1301, *Survival Evasion Resistance and Escape (SERE) Program*, for general instructions.

#### 7.12.1. SS01 Local Area Survival:

7.12.1.1. **Purpose:** To familiarize aircrew members with local equipment and rescue procedures.

7.12.1.2. **Description:** One time event conducted prior to the first flight. Unit-specific equipment (i.e. different variants of the same airframe) and local rescue procedures that may be peculiar to your home station or local training area. See AFI 16-1301 for course description.

7.12.1.3. **OPR :** MAJCOM: HQ AMC/A37T

7.12.1.3.1. Unit: SERE

7.12.1.4. **Additional Information.** Each unit is responsible for tailoring training to meet unit needs.

7.12.2. **SS02 Combat Survival Training (CST).** Academic and field training designed for aircrew members whose duties may include overflight of or deployment to hostile territory. CST provides aircrew members an opportunity to demonstrate their ability to operate life support equipment (LSE), employ survival/evasion techniques, and practice rescue procedures under simulated combat conditions.

7.12.2.1. **Purpose:** To provide aircrews with the information necessary to survive in any peacetime or wartime environment.

7.12.2.2. **Description:** See AFI 16-1301 and the MAJCOM supplement. This course includes in-depth instruction in physiological and psychological factors, personal protection, land navigation, combat recovery and signaling, survival medical training, Code of Conduct, and SAR communications.

7.12.2.2.1. It also satisfies the requirements of AFI 36-2238, *Self-Aid and Buddy Care Training*.

7.12.2.3. **OPR:** MAJCOM: HQ AMC/A37T

7.12.2.3.1. Unit: SERE

7.12.2.4. Additional Information. Each unit is responsible for tailoring training to meet unit needs, according to AFI 16-1301; Survival, Evasion, Resistance and Escape Program. Course length will not exceed one training day. Units may schedule crewmembers to complete both CST and WST events in a single training day. Rational - Instructor can not accomplish training objectives identified in AFI 16-1301 without conducting field training.

### 7.12.3. SS03 Conduct After Capture (CAC)

7.12.3.1. **Purpose:** To provide aircrew POW, Government Detention, & **Description:** CAC, commonly referred to as Resistance Training (RT), provides refresher training for wartime, governmental, and hostage detention situations. Only qualified personnel will conduct CAC. **Resistance role-play instruction is specifically prohibited without HQ USAF/XOO approval and validation.**

7.12.3.2. **OPR:** MAJCOM: HQ AMC/A37TL

7.12.3.2.1. Unit: SERE Instructor

### 7.12.4. SS04 Non-Combat Survival Training (NCST)

7.12.4.1. **Description:** Non-Mission Ready (MR)/Combat Mission Ready (CMR) and personnel not assigned to combat-coded units will conduct survival training tailored to their unit's specific needs. As a minimum, the following objectives must be satisfied:

7.12.4.1.1. Determine personal protection procedures.

7.12.4.1.2. Determine signaling and personnel recovery procedures.

7.12.4.1.3. Determine survival medicine procedures.

7.12.4.1.4. Determine navigation principles.

7.12.4.1.5. Identify sustenance considerations.

7.12.5. **OPR:** MAJCOM: HQ AMC/A37TL

7.12.5.1. Unit: SERE Instructor

### 7.12.6. SS05 Water Survival Training (WST)

7.12.6.1. **Description:** Academic and equipment training designed to provide aircrew members the opportunity to demonstrate their ability to use all weapon-system specific flotation devices and components available during an overwater emergency, employ water survival techniques, and practice rescue procedures (AFPD 11-3, *Life Support*, AFI 11-301).

7.12.6.1.1. Frequency. Mission Ready (MR)/Combat Mission Ready (CMR) and personnel assigned to combat-coded units will receive WST once per assignment not to exceed 36 months. Conduct training within 90 days (120 days for ANG) of arrival to a new assignment. WST must be completed prior to being awarded mission ready status. Personnel on remote

assignments are exempt from the “once per assignment” rule if their current training date carries them through the full tour length.

7.12.6.1.2. Aircrew will demonstrate proficiency in TTP for survival and recovery from a water environment using weapons system specific survival equipment. This training should be conducted in natural waters (pond, lake, or ocean) or an environmental pool if logistically possible. Training in swimming pools is authorized if overall training objectives are not compromised. WST will utilize the demonstration and performance method of instruction. As a minimum, the following objectives must be satisfied:

7.12.6.1.3. Identify pre-ditching procedures.

7.12.6.1.4. Use post ditching/bailout and water landing procedures.

7.12.6.1.5. Determine survival living in an open sea environment.

7.12.6.1.6. Determine evasion considerations during open sea survival.

#### 7.12.7. **SS06 Emergency Parachuting Training**

7.12.7.1. **Purpose:** Provide training to all crewmembers in parachuting procedures and techniques.

7.12.7.2. **Description:** See AFI 16-1301 and MAJCOM supplements for complete course description. Evaluates the aircrew’s ability to perform critical post egress and parachute malfunction procedures while suspended under the parachute canopy.

7.12.7.3. OPR: MAJCOM: HQ AMC/A37TL.

7.12.7.3.1. Unit: SERE.

#### 7.12.8. **SS07 Contingency SERE Indoctrination**

7.12.8.1. **Purpose:** Meet theater requirements for personnel operating in contingency AOR.

7.12.9. OPR: Theater Commanders

7.12.10. **SS20 Combat Survival Training (CST), Wartime Level C (S-V80-A)**

7.12.11. **SS21 Combat Survival Training, Wartime Level B**

7.12.12. **SS22 Combat Survival Training, Wartime Level C Top Off**

7.12.13. **SS23 Combat Survival Training, USAFA Wartime Level B**

7.12.14. **SS24 Survival Training, Governmental Detention Level C (S-V83-A)**

7.12.15. **SS25 High Risk Survival Training, Govern. Detention Level C (S-V91-A)**

7.12.16. **SS26 Governmental Detention, Level B**

7.12.17. **SS27 Hostage Survival Training, Level C (S-V93-A)**

7.12.18. **SS28 Hostage Survival Training, Level B**

7.12.19. **SS29 Survival Training (S-V82-A)**

7.12.20. **SS30 Underwater Egress Training (S-V84-A)**

7.12.21. **SS31 Water Survival Training, Parachuting (S-V86-A)**

7.12.22. **SS32 Water Survival Training, Non-Parachuting (S-V90-A)**

7.12.23. **SS33 Arctic Survival Training (S-V87-A)**

### **7.13. SOLL II, GRACC & Tactics (“V”) Training Events:**

7.13.1. **V210 Airborne Radar-Directed Approach**

7.13.2. **V220 Unfamiliar Routes (dual log with M120)**

7.13.3. **V230 Loading Exercise**

7.13.4. **V240 AD**

7.13.5. **V250 Hot Refueling**

7.13.6. **V280 GRACC Aircraft Commander Phase I**

7.13.7. **V281 GRACC Pilot to Aircraft Commander Phase II**

7.13.8. **V282 GRACC HQ AMC Orientation Tour Phase III**

### **7.14. VTRAT (“VT”) Training Events**

#### **7.14.1. VT01 Initial VTRAT Training**

7.14.1.1. Purpose: To train aircrew members on scanner duties during an anti-aircraft engagement.

7.14.1.2. Description: An automated course of classified instruction consisting of a sequence of lessons that exposes aircrew members to the various characteristics of threat scenarios while incrementally increasing the level of possible difficulty to allow the student to attain the level of expertise required for a qualified scanner.

#### **7.14.2. OPR: HQ AMC/A37TA**

7.14.2.1. Unit: Tactics/ Training or ATS contractor

7.14.2.2. Curriculum Development: Contractor

7.14.2.3. Additional Information: One time event. The training may be accomplished at the formal school. Not applicable to units not equipped with VTRAT. Units receiving new trainers are allowed 1 year before requirements apply due to the maximum class size (10) restrictions. The training includes group academics and an individual VTRAT performance test.

#### **7.14.3. VT02 VTRAT Advanced Training :**

7.14.3.1. Purpose: To provide additional instruction on threat recognition and avoidance training.

7.14.3.2. Description: Group academics using instruction from the VTRAT system to display threats and avoidance procedures.

#### **7.14.4. OPR: HQ AMC/A37TA**

7.14.4.1. Unit: Tactics/ Training or ATS contractor

7.14.4.2. Curriculum Development: HQ AMC approved syllabus

7.14.4.3. Additional Information: One time event. May be combined with annual tactics training.

#### 7.14.5. VT03 VTRAT Refresher

7.14.5.1. **Purpose:** Annual refresher training on threat recognition and avoidance.

7.14.5.2. **OPR:** HQ AMC/A37TA

7.14.5.3. **Description:** Individual completion of VTRAT instruction and a summary drill.

7.14.5.3.1. Unit: Tactics/ Training or ATS contractor

7.14.5.3.2. Curriculum Development: Contractor

7.14.5.3.3. Additional Information: Refresher training requires approximately 30 minutes per crew member. Not required unless unit-equipped with VTRAT.

#### 7.14.6. VT04 AFTTP 3-1 Open-Book Examination

7.14.6.1. **Purpose:** Annual testing on AFTTP 3-1 procedures.

7.14.6.2. **Description:** Classified test may be conducted in conjunction with G260 Tactics Training. Minimum passing score is 85%. Instructors will remediate students on missed test questions to 100%.

7.14.6.3. **OPR:** A39T

7.14.6.3.1. Unit: Tactics or ATS Contractor

7.14.6.3.2. Curriculum Development: Tactics or ATS contractor

#### 7.14.7. VT05 AFTTP 3-3 Closed Book Examination

7.14.7.1. **Purpose:** Annual testing on AFTTP 3-3 procedures.

7.14.7.2. **Description:** Unclassified test may be conducted in conjunction with G260 Tactics Training or phase training CBTs. 20 question test with a minimum passing score of 85%.

7.14.7.3. **OPR:** A39T

7.14.7.3.1. Unit: Tactics or ATS Contractor

7.14.7.3.2. Curriculum Development: Tactics or ATS contractor

#### 7.14.8. VT06 Threat Response

7.14.8.1. **Purpose:** To provide reinforcement of AFTTP 3-1 & 3-3 threat recognition and response procedures in an aircraft or simulator.

7.14.8.2. **Description:** Aircraft Commanders will pre-brief a particular threat with appropriate threat calls and expected response procedures IAW AFTTP 3-1 & 3-3 prior to the sortie. Aircraft commanders will emphasize safety, aircraft limitations, terrain restrictions, and the use of the CRM "time-out" phrase during the crew coordination briefing. Upon recognition and initiation by any crew member, the PF will evaluate the flight conditions prior to performing the appropriate threat avoidance maneuver. The mission commander, or formation leader, will pre-brief expected formation threats & response procedures.

7.14.8.3. **OPR:** A37TA

7.14.8.3.1. Unit: Tactics Office

7.14.8.3.2. Curriculum Development: WIC Graduate, Tactics Officer, or IPs should be used to plan mission profiles & threats to ensure standardization & compliance with AFTTP 3-1 & 3-3.

7.14.8.3.3. Additional Information: May be completed in conjunction with G270 Tactics Simulator and/or phase training.

**7.15. Unit Defined ("X") Events.** (See AFI 11-401 Flight Management and MAJCOM supplement.) Define events in the local supplement to this AFI.

**7.16. Air Force Specified ("XX") Training Events.** See AFI 11-202, Volume 2, and AFI 11-2C-17, Volume 2.

7.16.1. **AA01 Qualification Check**

7.16.2. **AA02 Qualification Check, Simulator**

7.16.3. **AA11 Instrument Check**

7.16.4. **AA12 Instrument Check, Simulator**

7.16.5. **AA21 Combined Qualification and Instrument Check**

7.16.6. **AA22 Combined Qualification and Instrument Check, Simulator**

**7.17. Additional Event Identifiers ("C, E, H, & LE").** These identifiers will be used if units choose to track the associated events and items in ARMS:

7.17.1. **C010 CWD Driver Operations**

7.17.2. **C020 Mass Casualty Exercise**

7.17.3. **C030 Mobility Briefing**

7.17.4. **C040 Mobility Folder Review**

7.17.5. **C050 Unit Disaster Training**

7.17.6. **E010 Standards of Conduct Briefing**

7.17.7. **E020 AMC Escort Training**

7.17.8. **E030 Passport**

7.17.9. **E035 Passport (2-year)**

7.17.10. **E040 Base Populace Briefing**

7.17.11. **E050 Newcomer Substance Abuse Awareness Briefing**

7.17.12. **E060 Newcomers Social Actions Briefing**

7.17.13. **E070 Protection of the President**

7.17.14. **E080 Report Counter Human Resources Intelligence Threat Briefing**

7.17.15. **E090 Hostile Human Intelligence Threat Briefing**

7.17.16. **E100 Information Assurance (IA) Awareness Program (SATE).** The goal of IA awareness is to integrate information systems security policy and practices into the Air Force culture and minimize the opportunity for system compromise. **Purpose:** Ensure all personnel using Air Force information systems understand the necessity and practice of safeguarding information processed, stored, or transmitted on all these systems. Personnel must understand various concepts of IA countermeasures to protect systems and information from sabotage, tampering, denial of service, espionage, fraud, misappropriation, misuse, or access by unauthorized persons. This program may also be called, Security Awareness Training and Education (SATE). See course description in ETCA, under AETC, Ancillary Training. Reference: AFI 33-204, *Information Assurance (IA) Awareness Program*. Register on USAF CBT (SmartForce) web site at

[https://www.smartforce.com/learning\\_community/Custom/USAF/login.asp](https://www.smartforce.com/learning_community/Custom/USAF/login.asp). Additional information is available on AFCA web site at: [https://private.afca.af.mil/ip/training\\_menu.cfm](https://private.afca.af.mil/ip/training_menu.cfm)

7.17.17. **H010 Fitness Testing**

7.17.18. **H020 Dental Exam**

7.17.19. **H030 Cholera**

7.17.20. **H040 Flu Shot**

7.17.21. **H050 Smallpox**

7.17.22. **H060 Oral Polio**

7.17.23. **H070 Tetanus**

7.17.24. **H080 Yellow Fever**

7.17.25. **H090 TB Tine**

7.17.26. **H100 Meningococcola**

7.17.27. **H110 Typhoid**

7.17.28. **H120 Hepatitis A**

7.17.29. **H130 Hepatitis B**

7.17.30. **H140 Anthrax (Initial Series)**

7.17.31. **H141 Anthrax (Recurrent)**

7.17.32. **LE01 Helmet Inspection**

7.17.33. **LE02 Oxygen Mask Inspection**

**7.18. Forms Adopted.** AF Form 847, **Recommendation for Change of Publication**, AETC Form 6, **Waiver Request**, AF Form 1042, **Medical Recommendation for Flying or Special Operational Duty**, AF Form 8, **Certificate of Aircrew Qualification**, AF Form 1381, **USAF Certification of Aircrew Training**, AF Form 1522, **ARMS Additional Training Accomplishment Input**, AF Form 522, **USAF**

**Ground Weapons Training Data, AFCOMSEC Form 30, Comsec Responsible Officer and User Training Checklist.**

RONALD E. KEYS, Lt General, USAF  
DCS/Air & Space Operations

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

Executive Order 9497, *Numbering System for Federal Accounts Relating to Individual Persons U.S.C.37 301a, Incentive Pay*

Public Law 92-204, *Appropriations Act for 1973*

Public Law 93-570, *Appropriations Act for 1974*

Public Law 93-294, *Aviation Career Incentive Act of 1974*

DoDD 7730.57, *Aviation Career Incentive Act of 1974*

AFMAN 36-2108, *Airman Classification*

AFMAN 36-2236, *Guidebook for Air Force Instructors*

AFMAN 37-123, *Management of Records*

AFPD 11-2, *Aircraft Rules and Procedures*

AFPD 10-9, *Lead Operating Command Weapon System Management*

AFPD 10-21, *Air Mobility Lead Command Roles and Responsibilities*

AFPD 11-3, *Life Support*

AFPD 11-4, *Aviation Service*

AFPD 37-1, *Information Management*

AFI 10-2501, *Full Spectrum Threat Response (FSTR) Planning and Operations*

AFI 11-2AE, Volume 1, *Flight Nurse and Aeromedical Evacuation Technician (AET) Aircrew Training and Education Program Training and Education Program) (forthcoming).*

AFI 11-202 , Volume 1, *Aircrew Training*

AFI 11-202, Volume 3, *General Flight Rules*

AFI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*

AFI 11-215, *Flight Manual Program (FMP)*

AFI 11-218, *Aircraft Operations and Movement on the Ground*

AFI 11-289, *Phoenix Banner, Silver, and Copper Operation*

AFI 11-290, *Cockpit/Crew Resource Management Training Program*

AFI 11-299, *Nuclear Airlift Operations*

AFI 11-301, *Aircrew Life Support (ALS) Program*

AFI 11-401, *Aviation Management*

AFI 11-403, *Aerospace Physiological Training*

AFI 11-412, *Aircrew Management*

AFI 14-103, *Threat Recognition Training Program*

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

AFI 31-207, *Arming and Use of Force by Air Force Personnel*

AFI 31-210, *The Air Force Antiterrorism (AT) Program*

AFI 33-211, *Communications Security (COMSEC) User Requirements*

AFI 33-360, Volumes 1 & 2, *The Air Force Publications and Forms Management Program--Developing and Processing Forms, for guidance*

AFI 36-2107, *Active Duty Service Commitments (ADSC)*

AFI 36-2209, *Survival and Code of Conduct Training*

AFI 36-2226, *Combat Arms Training and Maintenance [CATM] Program*

AFI 36-2238, *Self-Aid and Buddy Care Training*

AFI 36-2251, *Management of Air Force Training Systems*

AFI 48-123, *Medical Examinations and Standards*

AFI 91-204, *Safety Investigations and Reports*

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

**A**—annual

**A37T**—director of training

**AC**—aircraft commander

**ACAD**—aircraft commander airdrop

**ACDT**—aircrew chemical defense training

**ACDTQT**—aircrew chemical defense task qualification training

**ACM**—additional crew member

**AECM**—aeromedical evacuation crew member

**AD**—airdrop

**AFFSA**—Air Force flight standards agency

**AFORMS**—Air Force operations resource management system

**AFRC**—Air Force reserve command

**AFSIR**—Air Force spectrum interference resolution

**AMWC**—air mobility warfare center

**ANG**—air national guard

**AR**—air refueling

**ATD**—aircrew training device  
**ATS**—aircrew training system  
**AVS**—air vehicle simulator  
**BAQ**—basic aircraft qualification  
**BMC**—basic mission capable  
**C**—cyclical (17-month qualification evaluation cycle)  
**CBT**—computer-based training  
**CCRW**—command curriculum review workshop  
**CCT**—cargo compartment trainer  
**CCTS**—combat crew training school  
**CDS**—container delivery system  
**COMSEC**—communications security  
**CONUS**—continental United States  
**CP**—copilot  
**CRM**—crew resource management  
**CLM**—cargo load model  
**CSS**—cockpit systems simulator  
**CST**—combat survival training  
**CTA**—chemical threat area  
**CUR**—currency  
**DDS**—direct delivery sortie  
**DNIF**—duty not including flying  
**DOC**—designed operational capability  
**EMCON**—emission control  
**EP**—evaluator pilot  
**EL**—evaluator loadmaster  
**ESD**—evaluator standards document  
**FE**—flight examiner  
**FEF**—flight evaluation folder  
**FL**—qualified loadmaster – non-mission ready  
**FP**—flight qualified pilot; PIQ graduate (non-aircraft commander)  
**FPN**—flight qualified pilot - non-mission ready (MPD graduate in local MR training)

**FPQ**—flight qualified pilot; qualified, MR MPD pilot

**FPL**—flight qualified pilot; qualified, MR, direct left seat, crossflow, OSA, or FAIP, graduate (ACIQ grad)

**FPR**—flight qualified pilot; ready for AC certification (training complete)

**FTL**—flying training level

**GPS**—global positioning system

**GTL**—ground training level

**IFF/SIF**—identification, friend or foe, selected identification features

**IL**—instructor loadmaster

**IP**—instructor pilot

**IR**—infrared

**IRC**—instrument refresher course

**ISS**—instrument simulator sortie

**L-BAND**—satellite communications frequency

**LSE**—life support equipment

**LZ**—landing zone

**MCF**—first pilot

**ML**—mission-ready loadmaster

**MLS**—microwave landing system

**MOB**—main operating base

**MOST**—mission-oriented simulator training

**MP**—mission pilot (not applicable for flight pilots, copilots or first pilots)

**MPD**—mobility pilot development

**MPN**—aircraft commander - non-mission ready

**MR**—mission ready

**MTL**—master task listing

**NBCC**— nuclear, biological, chemical, and conventional

**NMR**—nonmission-ready

**NVG**—night-vision goggles

**OCONUS**—outside the continental United States

**OG**—operations group

**OG/CC**—operations group commander

**OPR**—office of primary responsibility

**P**—proficient  
**PAI**—primary aircraft inventory  
**PCO**—pilot checkout  
**PFT**—programmed flying training  
**PIQ**—pilot initial qual  
**PNAF**—primary nuclear airlift force  
**PR**—progress review  
**QAR**—quality assurance representative  
**SAAF**—small, austere airfield (see assault landing)  
**SATCOM**—satellite communications  
**SG**—surgeon general  
**SIOP**—single-integrated operations plan  
**SKE**—station-keeping equipment  
**SOAR**—special operations air refueling  
**SOLL II**—special-operations low-level II  
**TACC**—tanker airlift control center (AMC)  
**TALCE**—tanker airlift control element  
**TL**—training level  
**TMS**—training management system  
**TPS**—tactical proficiency sortie  
**TRP**—training review panel  
**TVT**—tactical visual flight rules (VFR) training  
**VTRAT**—visual threat recognition and avoidance trainer  
**WST**—weapon system trainer

### ***Terms***

**Academic training**—A course of instruction that includes, but is not limited to, classroom instruction related to aircraft systems and operation, flight characteristics and techniques, performance, normal procedures, abnormal procedures, and emergency procedures. To adequately prepare students, academic courses should be completed prior to simulator or flight training.

**Aeromedical Evacuation (AE)**—The movement of patients under medical supervision to and between medical treatment facilities by air transportation.

**Aeromedical Evacuation Crew Member (AECM)**—Qualified Flight Nurse (FN) and Aeromedical Evacuation Technician performing AE crew duties.

**Aeromedical Readiness Missions (ARM)**—Training missions using simulated patients to prepare AECMs for moving patients during wartime.

**Aircraft Commander (AC)**—Pilot who has been certified to perform "pilot-in-command" duties.

**Aircraft systems refresher**—Aircraft and crew position unique systems refresher courses.

**AD loadmaster.**—Loadmaster on specific AD missions performing duties he or she is specifically qualified and certified to accomplish.

**AD mission**—Flight that involves the aerial delivery of personnel, supplies, or equipment from an aircraft. If multiple aircraft are involved in formation, lead and wing mission qualifications apply.

**AD qualified crew**—Required complement of crewmembers qualified to perform a specific AD mission.

**Airland aircrew**—Basic or augmented crew qualified to conduct an airland mission.

**Airland loadmaster**—Crewmember fully qualified to function as a loadmaster on airland missions.

**Airland mission**—A flight that involves the delivery of cargo or personnel between airfields.

**AR mission**—Flight that involves AR procedures as a tanker or receiver aircraft.

**Aircrew Training Device (ATD)**—Includes cockpit procedures trainer, boom operator part task trainer, weapons systems trainer, operational flight trainer, celestial training device, table top navigation and rendezvous trainer, cargo loading trainer, and other flight simulators.

**Aircrew Training System (ATS)**—Integrated qualification, upgrade, and continuation training program for crewmembers. Civilian contractors conduct most academic and ATD training. Air Force conducts all flight training.

**Annual**—Training required once every calendar year.

**Assault Landing**—For the purposes of training, a landing zone of 5,000 feet or less with a maximum width of 100 feet.

**Basic aircraft qualified**—Aircrew member who has successfully completed an inflight evaluation but is not mission qualified in his or her assigned aircraft.

**Biennial**—Training required once every two calendar years.

**Communications security (COMSEC) aid**—COMSEC material, other than equipment or devices, that assists in securing communications and which is required in the production, operation, or maintenance of COMSEC systems and their components. Examples are keys, codes, authentication information in physical or electronic form, call signs, frequencies, and supporting documents.

**COMSEC Responsible Officer (CRO)**—Individual appointed by a unit commander to oversee the unit's COMSEC program as outlined in AFI 33-211, *Communications Security (COMSEC) User Requirements*.

**Computer-Based training (CBT)**—Ground training system that uses computer-generated graphics or text in conjunction with interactive programs as the primary medium of instruction.

**Continuation training**—Ground and flight training events necessary to maintain mission-ready or basic qualification status.

**Copilot (CP)**—Pilot qualified to perform duties in the right seat only.

**Crew Resource Management (CRM) training**—Training to improve the teamwork, dynamics, and effectiveness of aircrews.

**Critical phases of flight**—Take-off, AR, AD, approach to landing, landing, or any flight maneuver stipulated in 11-2C-17 series instructions specifically requiring direct (access to controls) instructor supervision for qualified or unqualified crewmembers.

**Currency event**—Flying continuation training events with prescribed maximum interval-between-accomplishments shown in the CUR column.

**Currency reference month**—Month used to determine when an annual requirement is due. The reference month may be based on when the event was first accomplished, birth month (for physical), semiannual period, or other reference timeframe based on unit requirements.

**Cycle**—17-month cycle based on inflight evaluation completion date. IRC, open and closed book testing, and inflight evaluations are required 17 months after previous inflight evaluation. Testing and evaluation will be accomplished during the 6-month period that includes the qualification expiration month and the 5 preceding months. See AFI 11-202, Volume 2, AFI 11-2C-17 Volume 2, and appropriate MAJCOM supplement.

**Difference qualification training (DQT)**—Training necessary to qualify an individual in a different tactic or system within the same aircraft or an aircraft that is a different series other than the one in which currently qualified.

**Direct instructor supervision**—Instructor of like specialty with immediate access to controls (for pilots, instructor will occupy either aircraft commander or copilot seat).

**Event or task**—A training item to be accomplished. Several events or tasks constitute a training profile.

**Familiarization Item**—An item completed by demonstration, observation or in-seat experience. Proficiency is not required.

**First pilot (airlift aircraft only)**—Experienced copilot qualified in both the left and right seats of an aircraft.

**Flight examiner or evaluator**—A crewmember designated to administer evaluations IAW AFI 11-202 Volume 2.

**Flight Qualified Loadmaster (FL)**—Qualified Loadmaster, Non-mission ready

**Flight Qualified Pilot (FP)**—PIQ graduate (non-aircraft commander)

**Flight Qualified Pilot (FPN)**—Non-mission ready (MPD Graduate in Local MR Training)

**Flight Qualified Pilot (FPQ)**—Qualified, MR MPD Pilot

**Flight Qualified Pilot (FPL)**—Qualified, MR, Direct Left Seat, Crossflow, OSA, or FAIP, Graduate (ACIQ Grad)

**Flight Qualified Pilot (FPR)**—Ready For AC Certification (Training Complete)

**Flight surgeon (FS)**—Medical doctor qualified to perform flight surgeon duties and has current aeronautical orders in that AFSC.

**Flying Training Level (FTL)**—A standard assigned to crewmembers, by the squadron commander, directing flying continuation training requirements.

**Formal school courseware**—Training syllabi and all other materials used to conduct formal school courses (not necessarily at Altus AFB, Oklahoma).

**Ground Training Level (GTL)**—A standard assigned to crewmembers, based upon experience and squadron commander recommendation, directing ground continuation training requirements.

**Instructor**—Crewmember trained, qualified, and certified by the squadron commander as an instructor IAW AFI 11-2C-17, Volume 2.

**Instructor candidate**—An aircrew member undergoing upgrade training to instructor.

**Instructor supervision**—A qualified instructor of like specialty supervising a maneuver or training event. For critical phases of flight, the instructor must occupy one of the seats or stations, with immediate access to the controls.

**Instrument simulator sortie**—Simulator training focusing primarily on instrument procedures.

**Lead airdrop crew**—Airdrop crew certified to plan and lead AD formations.

**Loadmaster**—Crewmember fully qualified to perform loadmaster duties.

**Main Operating Base**—An active duty or AFRC/ANG training location.

**Mission accomplishment report**—The AMC or MAJCOM-equivalent form for recording continuation training activity.

**Mission Certification Training (MCT)**—Training conducted at the gaining unit to ensure compliance with MAJCOM and local requirements. Chapter 3 establishes minimum criteria and training requirements leading to unit Mission-Ready certification.

**Mission-Oriented Simulator Training (MOST)**—Part of a training program (e.g. crew resource management) that includes a practical application, full-mission scenario in the simulator or weapons system trainer.

**Mission Pilot (MPN)**—Aircraft Commander - Non-mission ready

**Mission Loadmaster (ML)**—Qualified Loadmaster – Mission ready

**Mission-ready (MR)**—Aircrew member who is current, qualified, and certified in the unit's designated missions.

**Mission Review Panel**—Locally established panel to review previous day's flight and ground training accomplishment.

**Mobility Pilot Development (MPD)**—Initial C-17 flying training course for non-prior qualified pilots. MPD consists of three phases: Pilot Initial Qual (PIQ), Continuation Training (CT), and Pilot Checkout (PCO). Upon completion of PIQ, graduates will be qualified to fly from the left or right seat and accomplish air refueling and assault landings under the supervision of an instructor. Additionally, graduates will be qualified in NVG PF duties.

**Monthly**—Training required once every month.

**Night**—Defined as between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time, IAW AFI 11-202V3, *General Flight Rules*.

**Nonmission-ready NMR**—Individual who is non-current or unqualified in the aircraft, incomplete in required continuation training, or not certified to perform the unit missions.

**Off Station Training Flight**—Any O&M-funded training mission which carries passengers or remains overnight (RONs) at a base other than home station.

**Overseas Sortie (OCONUS Sortie)**—A sortie that includes a take-off or landing outside the 48 conterminous states of the United States.

**Part Task Trainer**—A device used to practice a specific task such as cargo door operation, cargo loading training, or receiver AR.

**Pipeline**—An initial qualification trainee directed for training via the Air Force Personnel Center process.

**Primary method**—Training conducted normally at a location designated to train a course using a MAJCOM-approved syllabus.

**Quarterly**—3-month periods defined as 1 January to 31 March, 1 April to 30 June, 1 July to 30 September, or 1 October to 31 December.

**Quarterly currency (phase) periods (C-17)**—

Phase I—1 January through 31 March

Phase II—1 April through 30 June

Phase III—1 July through 30 September

Phase IV—1 October through 31 December

**Quinquennial— 5 Year currency period**

**Refresher simulator**—Simulator training emphasizing aircraft systems, normal and emergency procedures, and mission-specific training requirements. Refresher simulators may be integrated into a block of training termed "phase training" for some weapon systems.

**Requalification training**—Training required to qualify aircrew members in an aircraft in which they have been previously qualified. See [Chapter 1](#) for requalification training requirements.

**Safety pilot**—A pilot qualified to perform safety duties on special operations low level (SOLL) II crew.

**Secondary method**—Training conducted at a location not normally designated to train a specific MAJCOM approved syllabus, e.g., airdrop qualification course conducted at a line unit.

**Semiannual**—6-month training periods from 1 January to 30 June and 1 July to 31 December.

**Significant training event**—A training event directly contributing to qualification and upgrade, e.g., computer based training CBT lesson, weapon system trainer (WST), ground training, flight, etc.

**Special mission**—Any mission requiring special qualification (AD, SOLL II, boat drop, PNAF, low-level AR, etc.).

**Special-operations low-level (SOLL) II aircrew**—An aircrew specially trained and capable of providing support to special forces or combat units committed to unconventional warfare.

**Supervised training status**—Crewmember will fly under instructor supervision as designated by the squadron commander or evaluator. This status is a result of loss of currency or qualification, or due to less-than-qualified evaluation.

**Tactical Visual Flight Rules (VFR) Training (TVT)**—Weapons system-specific tactical maneuvers. Instruction includes ground training, simulator training, and (if approved by HQ AMC/A3) inflight training. Normal rectangular VFR overheads are not considered TVT maneuvers.

**Training devices**—All trainers, computer assisted instruction, sound-on-slide programs, videos, and mockups designed to prepare students for flight training or augment prescribed continuation training.

**Training Level (TL)**—A standard assigned to crewmembers, by the squadron commander, directing continuation training requirements.

**Training Management System (TMS)**—Web-based C-17 training accomplishment tracking and management system.

**Triennial**—Training required once every three calendar years.

**Unit**—Unless otherwise specified in this volume, “unit” refers to squadron-level activity.

**Upgrade Training**—Training to qualify an aircrew member in a higher crew position.

**Weapon System Trainer (WST)**—Device that provides synthetic flight and tactics environment in which aircrews learn, develop, improve, and integrate skills associated with their crew position. Aircrew members may operate individually or as a team.

**Wing airdrop crew**—Airdrop crew qualified to assist in planning AD formation missions and fly as follower in a formation. Wing AD crews may be trained and certified in second (and subsequent) element lead procedures.

## Attachment 2

### AIRCREW TRAINING DOCUMENTATION

**A2.1. General Information.** This attachment provides guidelines on proper training documentation. The training management system (TMS) performs standardized training documentation functions for all C-17 units. HQ AMC/A37TA and Det 2, AMCAOS at Altus AFB are the POCs and liaison with the ATS contractor for TMS changes and recommendations. Coordinate all recommended changes through MAJ-COM to HQ AMC/A37TA and Det 2 AMCAOS.

A2.1.1. TMS will be used for all formal training listed in the Air Force Education and Training Course Announcements database (either at formal school or in-unit), mission qualification/certification, special qualification or certification training, in-unit upgrade program to the next higher crew qualification including Mobility Pilot Development (MPD), requalification training (either at formal school or in-unit), or for any corrective action or additional training. (The Air Force Education and Training Course Announcements (ETCA) database is located at the following URL:

<https://etca.randolph.af.mil> )

A2.1.2. Web-based TMS provides world-wide access to instructors and supervisory personnel. Instructors, Aircraft Commanders, training office personnel, Ops Officers & Commanders may obtain access through the ATS contractor's portal. Contact the local ATS contractor site manager for access.

A2.1.3. The instructor or trainer will review TMS prior to all training periods. Those areas not previously accomplished or those, in which crewmembers require additional training, will be noted for possible inclusion during the current training period.

A2.1.4. The commander or operations officer will review TMS at least once each calendar quarter and prior to an evaluation for all crew members in training (exception: continuation training). Squadron training representatives will conduct a monthly review of crew members in active training status. This review will include comments on weak areas and upgrade potential.

A2.1.5. Records of crewmembers, not receiving training but in an active status for mission qualification/ certification, special qualification, certification, in-unit upgrade, requalification training (i.e. extended DNIF), will be reviewed monthly and quarterly as indicated above. If applicable, the statement, "no training accomplished during this period," the reason why, and the projected date when training will resume will be entered in TMS. This statement is not required for crew members in continuation training.

**A2.2.** Unit training offices will ensure all training waivers are documented in TMS. Waivers approved on the AMC waiver web-page are automatically forwarded to TMS and placed in the crew members "waiver" folder. However, unit training offices will ensure individual waivers are recorded in TMS during required record reviews. Waivers not issued via the AMC waiver web page may be cut-and-pasted into the individual's waiver folder. Reference the waiver authority and date authorized in lieu of a signature.

## Attachment 3

## OPR: C-17 ATS COURSES

Table A3.1. C-17 ATS Courseware Availability.

Course	Name	Altus	MOB
CPAL	Copilot Airland	P	S <sup>1</sup>
MCF	First Pilot	S <sup>1</sup>	P
PIQ	Pilot Initial Qualification	P	S <sup>1</sup>
ACAL	Aircraft Commander Airland	P	S <sup>1</sup>
ACIQ	Aircraft Commander Initial Qualification (Transition Course)	P	S <sup>1</sup>
CPRQ	Copilot Requalification	P	S <sup>1</sup>
ACRQ	Aircraft Commander Requalification	P	S <sup>1</sup>
PCO	Pilot Checkout	S	P
IAC	Instructor Aircraft Commander	P	S <sup>1,2</sup>
FEAC	Flight Examiner Aircraft Commander	P	P
CPAD	Copilot Airdrop	P	S <sup>1</sup>
ACAD	Aircraft Commander Airdrop	P	S <sup>1</sup>
ACSO	Aircraft Commander Senior Officer	P	P
Pilot Phase Tng	Pilot Continuation Training	P	P
LIQ	Loadmaster Initial Qualification	P	S <sup>1</sup>
ILM	Instructor Loadmaster	P	S <sup>1,2</sup>
LMAD	Loadmaster Airdrop	P	S <sup>1</sup>
FELM	Flight Examiner Loadmaster	P	P
LM Phase Tng	Continuation Training	P	P
MER	Maintenance Engine-Run Qualification	P	P
MER	Continuation Training	P	P

**P-Primary Method**--Training conducted at a designated location using a MAJCOM approved syllabus, e.g. initial qualification courses conducted at Altus AFB, MCF courses conducted at a line unit.

**S-Secondary Method**--Training conducted at a location **not** normally designated to train a specific MAJCOM approved syllabus, e.g. airdrop qualification course conducted at a line unit. Waivers are not normally approved if there are formal school PFT slots available.

**NOTES:**

1. Secondary method may incur additional cost to the government. Waiver requests require a minimum of 90 days for HQ AMC/A37T to coordinate.
2. Previously qualified instructors who attended a MWS formal course may upgrade in-unit without a waiver with OG/CC approval. See [Chapter 5](#).