Flying Training

Pilot Initial Flight Screening

May 2010

Air Education and Training Command

DEPARTMENT OF THE AIR FORCE
Headquarters Air Education and Training Command
Randolph AFB TX 78150-4325

AETC Syllabus S-V8A-S

May 2010

This syllabus outlines the training required to achieve the proficiency specified in the course training standards. It prescribes the course content, instructions to conduct the training, and the approximate time necessary to successfully complete all requirements. Any training not specifically authorized in this syllabus or other AETC directives is prohibited without prior approval of this headquarters. Forward suggestions to HQ AETC/A3FI, 1 F STREET STE 2, RANDOLPH AFB TX 78150-4325. The next planned revision is May 2012.

OFFICIAL

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Contents

Summary of Changes

- Modifies the MIF table.
- Makes minor administrative corrections.

Chapter 1

Course Description

1. Title — Pilot Initial Flight Screening (IFS)

2. Number — S-V8A-S

3. Objective — Screen, motivate, and prepare pilot candidates for entry into Specialized Undergraduate Pilot Training (SUPT). This screening includes:

a. Flying training to teach the principles and techniques used in basic flying operations.

b. Ground training to supplement and reinforce flying training.

c. Orientation to military flight training.

d. Screening of pilot candidates who do not have the mental and/or physical aptitude for rated duties.

4. Location — Pueblo, Colorado

5. Duration — 22 training days.

6. Entry Prerequisites — Selected as a candidate for SUPT and medically qualified [Medical Flight Screening, Federal Aviation Administration (FAA) Class III Medical Certificate, and a USAF Flying Class I Medical Examination, IAW AFI 48-123, *Medical Examinations and Standards*].

7. Status Upon Graduation — Graduates of this course are qualified to enter SUPT

8. Flying Training — The times specified are actual mission times and do not include time for briefing or debriefing.

	Sorties	***Approximate Hours***
Dual Flying	13	17.5
Solo Flying	1	0.5
Total	14	18.0

9. Course Summary	***Hours***
a. Indoctrination	5.0
b. Academic Training	12.5
c. Officer Development	13.0
d. Ground Training	10.5
e. Aircraft	18.0
Total Course Hours	59.0

Chapter 2

Course Administration

Section A — Syllabus Management

1. **Syllabus Interpretation**

This syllabus is directive and must be followed as written. If no clear syllabus guidance exists, resolve the situation using the appropriate chain of command. If the logical course of action appears to conflict with other directives, contact the OPR, HQ AETC/A3FI, DSN 487-9652.

2. **Syllabus Waiver**

An approved syllabus waiver is required for any *planned* exception to the syllabus caused by special or unusual circumstances. Do not accomplish or omit any training requested in a waiver until notification of approval. Maintain a permanent record of all approved waivers in the students' training folders. Permanent or blanket waivers are not authorized, but should be suggested as syllabus changes. Submit syllabus and entry prerequisite waiver requests electronically or in writing, on AETC Form 6, Waiver Request, through 19 AF/DOU to 19 AF/DO. 19 AF provides AETC/A3FI a copy of all waiver requests with the approval/denial outcomes annotated.

3. **Syllabus Deviation**

A syllabus deviation is any *unplanned* variation from syllabus requirements such as prerequisite flow, turn times, landing currency, or maneuver item file (MIF) requirements. Document *all* syllabus deviations in the student's training folder. All syllabus-directed training must be accomplished unless a waiver request or proficiency advancement is approved. If unforeseen circumstances result in an omission of required training, the 306 FTG/CC (or designated representative) determines if the omitted training can be accomplished later in the syllabus flow without adversely affecting the quality of student training. Document 306 FTG/CC (or designated representative)-directed corrective actions and the accomplishment of the omitted training in the student's training folder.

Section B — Training Management

1. **Military Flight Commander Responsibilities**

a. Monitor student training / screening. Coordinate with and assist the contractor-appointed civilian flight commander who is responsible for the day-to-day and normal training / screening of each student under their supervision. The contractor-appointed civilian flight commander ensures the military flight commander is aware of each student's progress and status to include the decision to proficiency advance a student, double-turn a student before C203, make a sortie incomplete, or give a student an additional training sortie.

b. Assist students and flight instructors with the training review process and provide for discipline, physical and mental well-being, and general welfare of students. Flight commanders must be aware of each student's progress in all areas, including the potential effect of external factors (personal problems, etc.). Flight commanders accomplish the following:

(1) Perform Student Counseling — Counsel students as necessary on military matters, including personal problems and disciplinary matters. Refer students to appropriate support agencies (Chaplain, Legal Office, etc.) for further assistance, if necessary. If training / screening is affected, ensure the contractor-appointed civilian flight commander is aware of the situation and any actions taken.

(2) Oversee the contractor's maintenance of student training folders IAW AETCI 36-2205.

***Note* — Maintain sensitive personal information in a secure location.**

(3) Ensure proper management of:

(a) Military training, including student processing.

(b) Physical Training (PT) program, IAW AETCI 36-2205.

(4) Assist in syllabus-directed functions.

2. **Training Requirements and Restrictions**

a. *Training Practices* **—** The student's civilian flight commander and assigned instructor ensure overall maneuver continuity and currency throughout each unit. No more than three different instructors and one supervisor fly with a student prior to C306.

b. *Average Hours / Events* — Students complete the course objectives with an average of 18 flying hours. Some students may require additional time because of AT sorties, unsatisfactory sorties at the end of a unit, and progress / elimination checks. Above average students (or students with prior flying experience) may require less flying time per unit or fewer sorties to prepare for the final check. Individual sorties may be shortened if unit objectives are met, and the student may be proficiency advanced if performance dictates. As a minimum, students accomplish at least one sortie (meeting MIF requirements) in each training unit. The decision to proficiency advance a student at any point in training rests with the contractor's chief pilot (or designated representative in consultation with the contractor's chief pilot), and must be documented in the student's training folder.

c. *Maneuver Continuity* — As a guide, each optioned MIF item should be accomplished every other sortie. Give priority to "+" items followed by optioned but not "+"items. The contractor develops policies, practices, and review procedures to ensure students have proper maneuver currency and recency of experience and specifically evaluate these areas before authorizing solo missions. This does not apply to maneuvers specifically cited in unit training objectives to be accomplished once.

d. *Maximum Daily Student Flying Activities* — Students do not normally exceed one sortie per day through C203 except to complete an incomplete sortie. Beginning with C301, students do not exceed two sorties per day (consider C501 and C502 as one activity). The contractor's chief pilot (or designated representative) may approve a student to exceed one sortie per day prior to C203 based on the student's prior flying experience and ability. Document any deviations in the student's training folder.

e. *Minimum Total Hours* **—** No student may complete this program with less than 10.0 hours.

f. *Minimum Solo Hours* **—** The desired minimum total solo time is 0.5 hours. If a student successfully completes C502 and flies solo less than 0.5 hours, an additional solo sortie is not required. Document the shortage in the student's training folder

g. *Extracurricular Flying* — IFS students are prohibited from participating in any other flying training activity.

h. *Sortie Lengths* — Sorties and approximate flying hours are listed below. Adhere to the approximate time per lesson as closely as possible for the average student.

Unit	***Sortie Time***	***Total Time***
C101	1.2	1.2
C201 – 03	1.4	4.2
C301 – 06	1.4	8.4
C501	0.9	0.9
C502 (Solo)	0.5	0.5
C601	1.4	1.4
C790 (Final Check)	1.4	1.4
	Total	18.0

3. **Additional Training (AT) Sorties**

AT sorties provide extra training to students in specific circumstances. Fly AT sorties in the current unit or the most recently completed unit and code for that unit. These sorties do not satisfy any maneuver requirements in any unit, but may be used to update or void landing currency. AT sorties are normally graded No Grade (NG), but may be graded Unsatisfactory (U) for safety of flight, flight discipline, or airsickness reasons (IAW AETCI 36-2205). (***Note* —** Following an AT sortie graded unsatisfactory, the student returns to the normal syllabus flow.) An AT sortie graded U does not count toward triggering a progress check (PC) or elimination check (EC), nor does an AT sortie graded NG break a string of unsatisfactory syllabus sorties. Do not document AT sorties as incomplete except when objectives are not met because of unusual circumstances. Procedures for allocating AT sorties are contained in AETCI 36-2205.

a. *Break-in-Training Events —* The contractor's chief pilot (or designated representative) may authorize these sorties for extended delays in training. As a guide, if a student has not flown for a minimum of 5 calendar days, the contractor's chief pilot (or designated representative) may authorize one X86 sortie for this type break-in-training. The contractor's chief pilot (or designated representative) may use this authority only when remaining syllabus sorties are insufficient to compensate for the student's break-in-training. Document as X86 sorties in the student's training folder. Additional AT sorties for the same break-in-training require the contractor's chief pilot's approval and are annotated on AF Form 4293.

b. *Total Syllabus Time —* AT sorties flown to meet minimum syllabus time are normally full mission profiles. Sorties flown to meet total time are dual. The contractor's chief pilot (or designated representative) may authorize these sorties when it becomes apparent they are needed. Students must meet end of unit MIF requirements for the most recently completed unit in which the AT was given. Code these sorties as X87.

c. *Outside the PC/EC process (before **CX88** or **CX89** trigger) —* The contractor's chief pilot may authorize each student up to two AT sorties before a PC or EC. These sorties are not automatically given to every student, but are reserved for cases when the contractor's chief pilot feels some training irregularity or anomaly occurred and the student has demonstrated the potential to complete SUPT.

d. *During the PC/EC process (after **CX88** or **CX89** trigger) —* The squadron commander may authorize each student up to two AT sorties during the PC or EC process. These sorties are not automatically given to every student, but are reserved for cases when the squadron commander feels some training irregularity or anomaly occurred and the student has demonstrated the potential to complete SUPT.

e. *Reinstatement by Commander's Review —* Reference AETCI 36-2205, *Formal Aircrew Training Administration and Management*. Code sorties as a result of reinstatement as CX87.

4. **Airsickness**

a. Instructors ensure both the civilian and military flight commanders are aware of any students having airsickness problems. Refer students who experience airsickness to a flight surgeon / aero medical examiner / medical technician for examination, counseling, and appropriate treatment. Instructors document airsickness episodes in the student's training folder.

b. Students who become airsick during any of the last four sorties (includes C501) preceding the initial solo must receive the contractor's chief pilot's approval before flying the initial solo.

c. Post-solo airsickness results in an overall grade of Unsatisfactory.

5. **Manifestation of Apprehension (MOA)**

Although some slight anxiety or nervousness is common among students learning to fly, real fear of flying can interfere with judgment, decision making, and physical ability to control the aircraft. MOA may include passive or active airsickness, insomnia, loss of appetite, anxiety and tension related to the flying environment. When a student exhibits or admits to MOA symptoms that impair performance, document the symptoms in the student's training folder and refer the student to the flight surgeon, aeromedical examiner, or medical technician for evaluation. Following the medical evaluation and a review of the student's training record, document the medical assessment and the student's potential to complete IFS in the student's training folder. If appropriate, and with the concurrence of the Chief Pilot, the Sq/CC justifies a recommendation for medical elimination in the student's training folder

6. **Flying Safety**

Emphasize aircraft mishap prevention training by recognizing, controlling, and correcting deficiencies in the student's judgment and skill. Stress flying safety throughout the course. Present safety briefings once per week (minimum) to promote group discussions of the briefing topics and improve student attitudes associated with aircraft mishap prevention.

7. **Emergency Procedures (EP) Training**

a. Conduct EP training on all dual aircraft sorties to build the student's confidence in the aircraft. Conduct EP training during the mission briefing or debriefing for all flights, emphasizing proper application of procedures and realistic use of available publications. Attempt to correct procedural deficiencies by providing additional instruction and study assignments based on individual student needs.

b. Thoroughly brief simulated aircraft emergencies prior to flight.

c. Administer EP / aircraft operations limits examinations weekly (minimum). Civilian flight commanders may modify this requirement as necessary to meet training needs.

8. **Student Standardization Program**

Discuss standardization topics once per week (minimum) for each flying period as part of the mass briefing. Emphasize situational emergency procedures. Include overhead questioning and group discussion of topics appropriate to the student's stage of training.

9. **Briefing Requirements**

Briefings set the tone of the mission. Thoroughly brief all mission aspects, clearly establishing mission objectives. Accomplish a post-mission briefing to measure the success of meeting the mission objectives.

10. **Maneuver Demonstrations**

Instructors demonstrate maneuvers prior to the student practicing them. Only maneuvers optioned by the MIF may be demonstrated or practiced.

11. **Unsatisfactory Performance**

a. *Commander's Awareness Program (CAP)* — Refer to AETCI 36-2205 for guidance.

b. *Unsatisfactory Sortie Restrictions* — Following a sortie graded U overall, students progress to subsequent lessons in the same unit or repeat the last lesson of the unit, e.g., C306R. Following a solo sortie graded U, students progress to the next lesson.

c. *Unsatisfactory Ground Evaluations* — Post-solo students who demonstrate an unsatisfactory level of knowledge during standardization, emergency procedures briefings, or written examinations may not perform syllabus-required sorties until demonstrating satisfactory performance in the applicable areas. As a minimum, this restriction includes one flying period devoted to directed study and reevaluation unless an intervening nonflying day occurs. The nonflying day may be used for directed study provided the students are notified. The contractor's chief pilot (or designated representative) may waive the one period grounding requirement. Document grounding and reduction of grounding period, if applicable, in the student's training folder.

d. *Unsatisfactory Academic Examination* — The minimum passing score on the academic examination (A110) and pre-solo examination (A111S) is 85 percent. Students who fail the academic examination receive extra instruction, emphasizing the student's weak area(s). Administer a written remake not earlier than one training day after the failed examination to allow the student the opportunity for additional self-study. Students who fail the academic examination may not continue further training until the failed examination is passed. Students who fail the academic examination a second time are entered in the commander's review process.

e. *Maximum Presolo Hours* — The civilian flight commander should direct a progress check for students who have not soloed after 16 hours of dual aircraft instruction, if the reason is poor performance / limited potential to complete SUPT. If a student's last sortie was C306, a progress check must meet all the requirements listed in C306. Successful completion of the progress check is clearance to resume normal syllabus flow. If the student's last sortie was prior to C306, the student proceeds with normal syllabus flow after a successful progress check. Do not include hours for any type of incomplete lesson or 86 sortie when determining maximum presolo hours. However, all C87/**88**/**89** aircraft sortie time is counted when determining maximum presolo hours.

f. *Progress Check (PC)* — Figure 2-1 shows a list of PC triggers. When assigning an overall grade, the PC pilot should consider the student's ability to complete the course within syllabus constraints as well as overall proficiency and situational awareness. The overall grade is NG or U. Document a PC as **CX88** and include in the student's training folder. For progress checks successfully completed and flown as a result of the student not soloing, the PC pilot certifies the student is safe for solo and ensures the student is scheduled solo on the next syllabus sortie.

g. *Elimination Check (EC)* — Figure 2-1 shows a list of EC triggers. When assigning an overall grade, the EC pilot should consider the student's ability to complete the course within syllabus constraints as well as overall proficiency and situational awareness. The overall grade is NG or U. Document an EC as **CX89** and include in the student's training folder. For elimination checks successfully completed and flown as a result of the student not soloing, the EC pilot certifies the student safe for solo and ensures the student is scheduled solo on the next syllabus sortie. A student who fails an EC is entered in the commander's review process according to AETCI 36-2205.

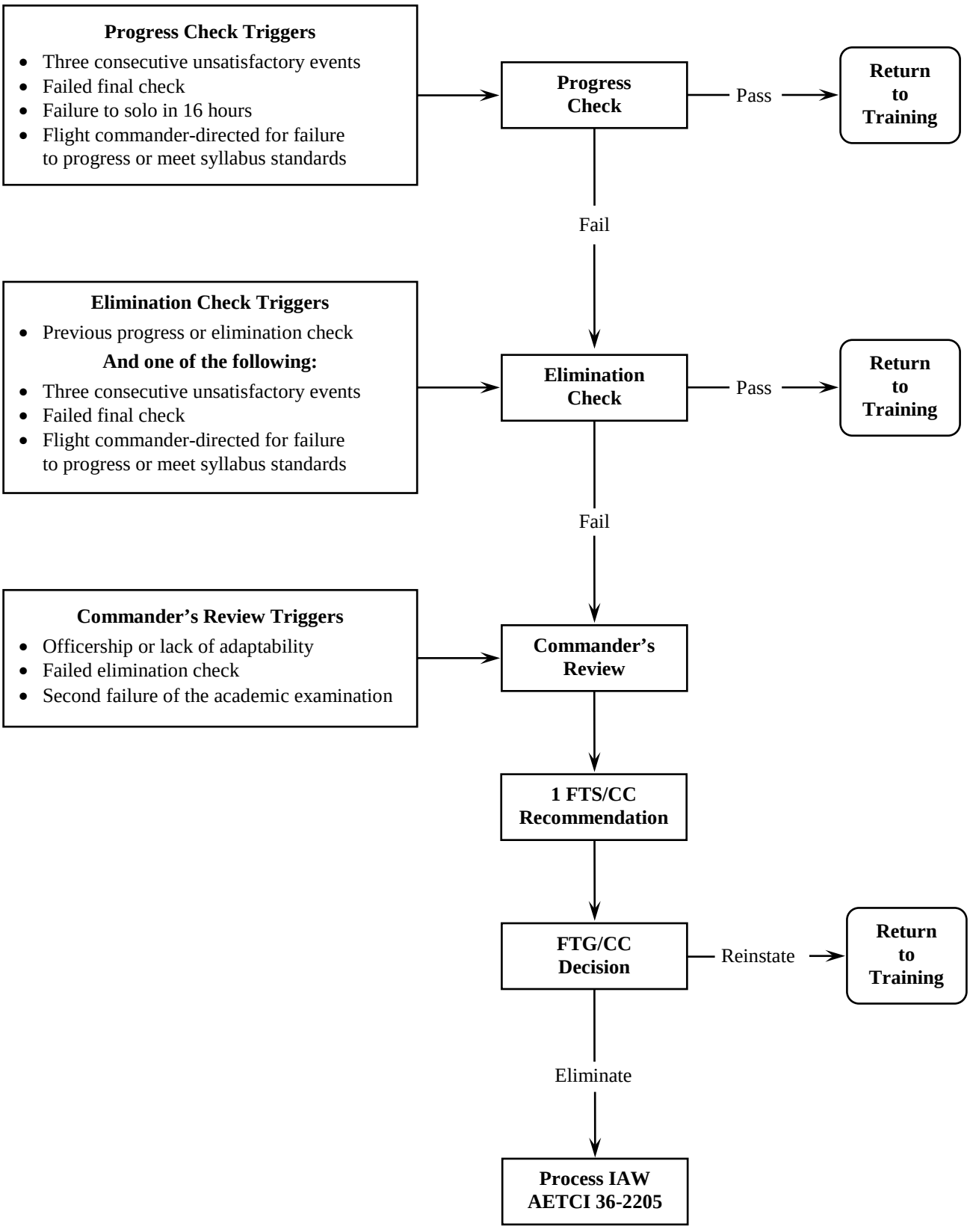

Figure 2–1 — Commander's Review Process

h. Final Check, Progress Check, and Elimination Check Procedures

(1) The following table identifies check pilots and the types of checks they are authorized to administer. Designated individuals complete a checkout program and are certified by the squadron commander. Only highly qualified QAEs and CFIs may be certified as PC pilots.

(2) The objective of the final check is to ascertain a student's ability to adapt to military flying and complete SUPT.

	Final Check	***Progress Check***	***Elimination Check***
SQ/CC or DO	**X**	**X**	**X**
Designated Military IPs	**X**	**X**	**X**
Contractor's Chief Pilot	**X**	**X**	**X**
Designated CFIs	**X**	**X**	

i. *Passing a PC/EC* **—** Passing a PC/EC fulfills the requirements of the sortie that caused it to be flown and may be used to complete a unit if appropriate. If the next sortie is the final check, all sortie objectives are satisfied on the PC/EC, and the student demonstrated the abilities and potential to successfully complete SUPT, the PC/EC substitutes for the final check.

12. **Solo Requirements and Restrictions**

a. Prior to flying C501 each student must pass the presolo written examination (A111S), demonstrating adequate knowledge of

(1) Federal Aviation Regulations (Title 14 Code of Federal Regulations, Parts 61 and 91)

(2) Airspace rules and procedures for the airport where the solo flight is flown.

(3) Flight characteristics and operational limitations for the make and model of aircraft to be flown.

b. At the conclusion of the examination, review all incorrect answers before conducting the flight.

c. Accomplish both sorties of C5XX on the same day. Fly C587, including the minimum requirements of C501, if conditions change significantly between C501 and C502 or there is more than a one day break between C501 and C502. Where possible, use the same aircraft for the solo flight (C502) as was used on the dual sortie (C501).

d. Failure to accomplish three solo landings on C502 because of circumstances beyond the student's control does not require the sortie to be incomplete.

13. **Minimum Scheduled Student Turn-Times**

Aircraft to Aircraft — 3+00
(Does not apply to C501/502 or planned out-and-back sorties)
Aircraft to Classroom — 2+30

14. **Commander's Review (CR) Process**

Figure 2-1 depicts the triggers and decision-making flow for progress checks, elimination checks, and commander's reviews. Students reinstated into training after a commander's review (CR) because of a flying deficiency must fly an elimination check following completion of the additional training sorties authorized in the reinstatement write-up.

15. **Cockpit / Crew Resource Management (CRM)**

Integrate CRM skills into flight briefings and debriefings, using the provisions of AFI 11-290, *Cockpit / Crew Resource Management Training Programs* and the AETC Supplement as guidelines. Grade sheets contain the following CRM items IAW AETC Sup 1 to AFI 11-290:

a. Mission Planning / Briefing / Debriefing

b. Communication

c. Risk Management / Decision-Making

d. Situational Awareness

e. Task Management

Section C — Grading Procedures

1. **Maneuver Grading**

There are two methods of grading student performance: an absolute grading scale for rating individual maneuver items and a relative grading scale for assessing overall sortie performance.

2. **Absolute Grading Scale**

Instructors judge the student's performance of maneuvers against the course training standards (CTSs) in this syllabus. Grade maneuvers on the student's characteristic performance. This grade does not consider the student's type and amount of training.

Proficiency Maneuver Grades	*MIF Level*	*Description*
No Grade (NG)	**1**	Enter NG on the record of training when the maneuver is demonstrated by an instructor pilot on a dual sortie, but not practiced by the student. On solo sorties, enter NG for maneuvers flown, but not observed.
Unable to Accomplish (U)	**2**	The student is unsafe or lacks sufficient knowledge, skill or ability to perform the operation, maneuver or task.
Fair (F)	**3**	The student performs the operation, maneuver or task safely but has limited proficiency. Deviations occur which detract from performance.
Good (G)	**4**	The student performs the operation, maneuver or task satisfactorily. Deviations occur which are recognized and corrected in a timely manner.
Excellent (E)	**5**	The student performs the operation, maneuver or task correctly, efficiently and skillfully. Minor deviations occur which do not detract from the overall performance.

3. **Relative Grading Scale**

The instructor uses the relative grading criteria to assess overall sortie performance with grades of Excellent (E), Good (G), Fair (F) or Unsatisfactory (U). Students are expected to progress as they advance in training. Students may receive grades of F or U on individual maneuvers new to them, but still receive a grade of E for overall sortie performance. A student's continued lack of progress should be reflected in an overall sortie performance grade of F or U, even if only a U is required for the maneuver proficiencies. The instructor grades the student with an overall grade of U if any maneuver is graded U when an F or G proficiency level is required.

4. **Maneuver Item File (MIF)**

Maneuvers followed by a plus (+) must be accomplished in the specified unit. Students do not fly maneuvers without a number. An IP may accomplish a non-numbered maneuver if required (proficiency, unexpected weather, etc.) Maneuvers with a number but without a plus (+) may be accomplished, but students must meet MIF standards by the end of the unit. Do not accomplish maneuvers that do not show a number next to them on the MIF.

5. **Solo Flight Grading Procedures**

Grade solo sorties NG or U overall, with grades of NG or U on individual maneuvers flown. If a maneuver is graded U, the overall grade is U, and do not re-fly the sortie.

6. **Incomplete Sorties**

The contractor's chief pilot (or designated representative) in consultation with the instructor of record determines when a sortie is incomplete and grade it NG. If a maneuver is graded U when an F or G proficiency level is required, the sortie is complete and the overall grade is U. Document all incomplete lessons or maneuvers deferred to the next lesson in the student's training folder.

Section D — Course Training Standards (CTS)

1. **Purpose**

These standards outline the tasks and proficiency required of graduates of this syllabus. This program prepares students to enter SUPT with a high probability of completing the training.

2. **Duties and Responsibilities**

The student accomplishes the following:

a. Plan the mission.

b. Ensure the aircraft is preflighted, inspected, loaded, and equipped to perform the assigned mission.

c. Operate the aircraft to perform the mission using sound judgment and situational awareness.

3. **General Proficiency Standards**

a. Accomplish training standards in conjunction with clearing visually outside the aircraft.

b. Aircraft control must be smooth and positive. Flight control and throttle inputs that are characteristically imprecise and erratic can warrant an unsatisfactory grade even if numerical standards are met. Slight deviations in establishing or maintaining the proper or desired aircraft attitude or position may occur during the maneuver being performed.

c. Momentary deviations beyond flight value tolerances are acceptable if corrections are timely and flight safety is not compromised. The effects of weather (turbulence, for example) are considered when determining grades.

d. Procedural knowledge and application must be in accordance with applicable directives and allow the mission to be accomplished efficiently. If individual tasks require pre-mission planning, the standards from **Mission Planning** / **Briefing** / **Debriefing** apply.

e. Standards equate directly to the grade scale of Good (any deviations from the standards are recognized and corrected in a timely manner.) Tasks trained to the grading level of Fair reflect a "safe proficiency level" (deviations from the standards detract from the student's performance.) (Section C, paragraph 2, *Absolute Grading Scale*), Special performance tasks requiring introduction or ground training are specified under the job task ***Performance*** description.

f. Where no specific standard is stated, these general standards and those of **Basic Aircraft Control** apply.

4. **Employment**

a. Conduct training in day VMC.

b. The MIF regulates student progression to meet required standards prior to course completion. Evaluate performance using the Course Training Standards.

5. **Tasks**

The following table specifies the standards of performance required to achieve a Good level.

Performance	***Conditions***	***Standards***
1. Mission Planning / Briefing / Debriefing		
a. Perform appropriate mission planning to include computing takeoff and landing data: plan mission profile and alternate course of action where appropriate.	a. Appropriate forms and aeronautical charts, and local area map. b. Access (in person, internet, or telephone link) to FAA or military weather briefing facility. c. FAR, AIM, NOTAMs, local instructions, syllabus, flight manual, and checklist.	a. Plan mission in a timely manner to meet maneuver requirements, correctly complete all applicable forms, and comply with all directives.
2. Ground Operations		
a. Perform preflight inspection of aircraft including maintenance documentation and perform appropriate checklists.	a. Checklist and inflight guide. b. Aircraft ready for inspection. c. Fire extinguisher available. d. Aircraft engine limitations memorized. e. Appropriate aircraft forms	a. Correctly complete all checks and procedures in accordance with flight manual. b. Determine aircraft status and accept or reject the aircraft.

Performance	*Conditions*	*Standards*
b. Taxi to takeoff position and, after landing, to parking area. Complete appropriate checklists.	a. Designated taxi route. b. Checklist and inflight guide.	a. Follow prescribed taxi routes while maintaining safe speeds b. Visually clear for traffic and avoid obstacles during taxi c. Maintain proper control deflection for wind conditions d. Correctly complete all checks in accordance with the flight manual
c. Check engine condition and aircraft configuration prior to takeoff. Complete appropriate checklist.	a. Checklist and inflight guide.	a. Make a proper decision to accept or reject airplane after engine checks. b. Properly configure the airplane for takeoff. c. Correctly complete all checks in accordance with the flight manual.
d. Perform postflight duties	a. Checklist, inflight guide, and aircraft forms.	a. Correctly complete all checks in accordance with the flight manual.
3. Takeoff and Climb		
a. Perform a takeoff to include: (1) Complete appropriate checklists (2) Check aircraft performance (3) Maintain directional control, proper wind-drift correction, and alignment with the runway centerline throughout takeoff and climb (4) Rotate and takeoff at recommended speeds. (5) Accelerate to designated climb speed	a. Runway with a centerline stripe and current wind information.	a. Maintain runway alignment ±10 feet during takeoff roll. b. Establish and maintain proper takeoff attitude and become airborne at appropriate airspeed for existing conditions. c. Hold correct pitch attitude to attain and maintain climb speed +10 to –5 KIAS. d. Maintain ground track on the extended runway centerline until intercepting the published departure routing.
4. Departure		
a. Turn aircraft to clear traffic pattern at prescribed altitude.	a. Published pattern procedures or ATC directions.	a. Initiate turn out of traffic and fly initial heading or ground track consistent with procedural directives.
b. Turn to proceed to navigation points at the prescribed altitude and airspeed or IAW instructions from ATC.	a. Published departure instructions or ATC directions.	a. Follow local departure procedures.
c. Overfly designated corridor entry point (if designated).	a. Local area map.	a. Recognize and track to within ½ NM of corridor entry point with limited assistance from the instructor pilot.
d. Navigate and fly the aircraft to the area.	a. Ground references on the departure route.	a. Use map, inflight guide, ground references, and VOR/GPS to navigate to the area with limited assistance from the instructor pilot.
e. Level off at assigned altitude.	a. Prescribed or ATC-directed altitude.	a. ±100 feet of desired altitude.
5. Basic Aircraft Control / Cross-Check		
a. Maintain basic aircraft control. b. Use outside references and aircraft instruments to achieve proper flight attitude	a. At all times.	a. ±100 feet of desired altitude. b. ±10 KIAS of desired airspeed. c. ±10 degrees of desired heading. d. Maintain coordinated flight, no more than ½ ball off-center e. Maintain smooth and positive control consistent with flight conditions

Performance	*Conditions*	*Standards*
6. Trim Use		
a. Use trim to relieve control pressures and improve aircraft control	a. Aircraft with changing pitch and airspeed	a. Trim aircraft to establish a stable pitch attitude. (Aircraft pitch does not change appreciably if controls are released.)
7. Area Orientation and Inflight Planning		
a. Maintain area orientation and remain within assigned area limits.	a. Working area commensurate with type of mission, within specified boundaries defined by coordinates and or ground references, and upper and lower altitude boundaries.	a. Remain within area boundaries using ground references and VOR/GPS. b. Use assigned airspace in an efficient manner with minimum delay between maneuvers.
b. Perform inflight planning to include changing profile or adding or deleting maneuvers.	a. Preplanned mission profile.	a. Able to adjust mission profile to comply with time and/or fuel limitations, weather, and area limits.
8. Climbs and Descents		
a. Maintain climb and descent schedules.	a. Appropriate climb and descent schedules.	a. Maintain airspeed ±10 KIAS of desired airspeed.
b. Maintain heading or bank angle and coordinated flight.	a. Prescribed heading and course.	a. ±10 degrees of desired heading or bank angle. b. No more than ½ ball off-center.
c. Maintain required power.	a. Desired altitude and climb or descent schedule.	a. Use appropriate power for climbs and descents.
d. Level off at assigned altitude.	a. Desired altitude.	a. ±100 feet of desired altitude. b. ±10 degrees of desired heading. c. Maintain coordinated flight, no more than ½ ball off-center d. Maintain smooth and positive control consistent with flight conditions.
9. Turns		
a. Roll into and maintain designated bank angle.	a. Aircraft in level flight b. Designated bank angle.	a. ±10 degrees of desired bank angle.
b. Maintain altitude.	a. Designated altitude.	a. ±100 feet of desired altitude.
c. Return to wings-level after a designated turn.	a. Designated rollout heading.	a. Obtain rollout heading ±10º.
d. Maintain coordinated flight.	a. Functional turn and slip indicator.	a. No more than ½ ball off-center.
10. Slow Flight Maneuvering		
a. Control altitude, airspeed, bank angle, and yaw	a. Minimum altitude: 1,500 feet AGL b. Proper configuration	a. +10 KIAS, –0 KIAS airspeed b. ±100 feet of desired altitude. c. ±10 degrees of desired heading. d. Maintain coordinated flight, no more than ½ ball off-center e. Maintain smooth and positive control consistent with flight conditions f. +0/–10 degrees of desired bank angle (not to exceed 30º)

Performance	*Conditions*	*Standards*
11. Steep Turns		
a. Maintain altitude and airspeed. Roll into a 45º bank angle.	a. Aircraft in level flight at a designated airspeed and altitude.	a. ±100 feet of desired altitude. b. ±10 KIAS of desired airspeed. c. Maintain bank angle ±10º. d. Maintain coordinated flight, no more than ½ ball off-center e. Maintain smooth and positive control consistent with flight conditions
b. Roll out on entry heading after turning 360º.	a. Designated roll-in and roll-out reference.	a. Roll out on designated heading within ±20º.
12. Power-Off and Power-On Stalls		
a. Perform power-off and power-on stalls in full-flap and takeoff-flap configurations, respectively.	a. Minimum altitude 1,500 feet AGL b. Proper configuration	a. Recognize and announce first indications of the impending stall. b. Initiate recovery IAW flight manual procedures, upon encountering significant aerodynamic buffeting or after control effectiveness is lost.
b. Control bank and yaw during entry.	a. Specified entry parameters.	a. Maintain heading ±10º in straight flight. Maintain ±10º of entry bank angle (20º maximum) b. Maintain coordinated flight, no more than ½ ball off-center
c. Recover from stalls.	a. Stall warning indication b. Minimum altitude 1,500 feet AGL	a. Recover to level flight or a slight positive climb with a clean configuration and a minimum altitude loss without entering a secondary stall. (Recovery confirmed by altimeter and VSI.) b. Maintain coordinated flight, no more than ½ ball off-center c. Maintain smooth and positive control consistent with flight conditions d. Retract flaps IAW normal climb schedule
13. Ground Reference Maneuvers		
a. Perform S-turns and turns around a point.	a. Minimum altitude 500 feet AGL b. Prescribed airspeed	a. Exhibit knowledge of the elements related to S-turns, and turns around a point. b. Determine wind direction / speed. c. Enter maneuver between 600 to 1,000 feet AGL, on a downwind heading to begin the maneuver. d. Apply drift corrections. e. Maintain altitude ±100 feet. f. Maintain airspeed ±10 KIAS. g. Exit the maneuver as prescribed. h. For turns around a point, exit after 720° of turn.
14. Navigation Procedures / VOR / GPS / Map Use		
a. Operate and interpret VOR/GPS navigation equipment.	a. Aircraft equipped for instrument flight. b. VOR/GPS.	a. Locate aircraft position using navigational equipment and local area map.
b. Read local area map.	a. Local area map. b. Complete navigation map annotated with appropriate flight information.	a. Navigate using navigational equipment and local area map.

Performance	*Conditions*	*Standards*
15. Simulated Forced Landing — Pattern		
a. Perform simulated forced approach and landing.	a. Aircraft with a simulated engine failure. b. Runway suitable for a forced landing.	a. Establish and maintain recommended best-glide attitude, configuration, and airspeed ±10 KIAS. b. Select suitable emergency landing area within gliding distance. c. Plan and follow a flight pattern to the selected landing area considering altitude, wind, terrain, and obstructions. d. Follow the appropriate emergency checklist. e. Maintain positive control of the airplane at all times. f. Fly the aircraft to a position where, if landing, touchdown would be: (1) Below approach speed. (2) Within 1,000 feet of the planned touchdown spot. (3) Within 15 feet of the runway centerline with no side drift.
16. Simulated Forced Landing — Area		
a. Perform simulated forced landing approach in the area.	a. Aircraft with a simulated engine failure. b. Landing zone suitable for a forced landing.	a. Establish and maintain recommended best-glide attitude, configuration, and airspeed ±10 KIAS. b. Select suitable emergency landing area within gliding distance. c. Plan and follow a flight pattern to the selected landing area considering altitude, wind, terrain, and obstructions. d. Simulate complying with the appropriate emergency checklist. e. Maintain positive control of the airplane at all times. f. Fly the aircraft to a position where, continuation of the approach would likely result in a safe landing. g. Initiate go-around so as not to descend below 500 feet AGL.
17. Arrival		
a. Overfly designated training area exit point (if designated).	a. Local area map.	a. Recognize and track to within ½ NM of corridor entry point with limited assistance from the instructor pilot.
b. Turn to proceed to navigation points at the prescribed altitude and airspeed or IAW instructions from ATC.	a. Published arrival instructions or ATC directions.	a. Follow local arrival procedures.
c. Perform letdown and traffic entry to the home field or auxiliary field.	a. Published recovery procedures or radar vectors.	a. Maintain altitudes and groundtrack depicted in recovery procedure. b. ±100 feet of desired altitude. c. ±10 KIAS of desired airspeed. d. ±10 degrees of desired heading. e. Maintain coordinated flight, no more than ½ ball off-center f. Maintain smooth and positive control consistent with flight conditions

Performance	*Conditions*	*Standards*
18. Traffic Pattern		
a. Perform arrival.	a. Published arrival procedures or ATC directions. b. Inflight guide and local area map.	a. Use map, inflight guide, and ground references to navigate to the traffic pattern entry point.
b. Perform traffic pattern.	a. Published pattern altitude, airspeeds, groundtrack, and final approach.	a. Establish and maintain appropriate groundtrack. b. Maintain proper spacing from other aircraft (no closer than 3,000 feet horizontally) c. Maintain airspeed +10/–5 KIAS. d. Maintain altitude ±100 feet. e. Configure the aircraft as appropriate for pattern.
19. Normal Approach and Landing		
a. Perform approaches and landings (transition from glidepath to runway).	a. Aircraft established on proper visual glidepath. b. Aircraft properly configured. c. Various wind conditions.	a. Select suitable touchdown point. b. Establish recommended approach and landing configuration. c. Maintain stabilized approach and recommended approach speed +10, –0 KIAS on the correct ground track. d. Maintain crosswind correction and directional control at the appropriate airspeed throughout approach and landing. e. Make smooth, timely, and correct control applications during the roundout and touchdown. Touch down smoothly within the first 1,000 feet of the runway, with no side drift, and with airplane's longitudinal axis aligned with and over the runway centerline ±15 feet.
b. Slow aircraft from touchdown speed to taxi speed and depart the runway.	a. Aircraft on the runway centerline. b. Aircraft properly configured	a. Make smooth, timely, and correct flight control and brake inputs b. Maintain crosswind correction and directional control throughout rollout and exit from runway.
20. No-Flap Approach and Landing		
a. Perform approaches and landings (transition from glidepath to runway) without the use of flaps.	a. Aircraft established on proper visual glidepath. b. Aircraft properly configured. c. Various wind conditions.	a. Select suitable touchdown point. b. Establish recommended approach and landing configuration. c. Maintain stabilized approach and recommended approach speed +10, –0 KIAS on the correct ground track. d. Maintain crosswind correction and directional control at the appropriate airspeed throughout approach and landing. e. Make smooth, timely, and correct control applications during the roundout and touchdown. Touch down smoothly within the first 1,500 feet of the runway with no side drift, and with airplane's longitudinal axis aligned with and over the runway centerline ±15 feet.

Performance	*Conditions*	*Standards*
b. Slow aircraft from touchdown speed to taxi speed and depart the runway.	a. Aircraft on the runway centerline. b. Aircraft properly configured	a. Make smooth, timely, and correct flight control and brake inputs b. Maintain crosswind correction and directional control throughout rollout and exit from runway.
21. Forward Slip Approach and Landing		
a. Perform approaches and landings (transition from glidepath to runway / landing zone) using a forward slip.	a. Aircraft established on proper visual glidepath. b. Aircraft properly configured. c. Various wind conditions.	a. Select suitable touchdown point. b. Establish recommended approach and landing configuration. c. Maintain stabilized approach and recommended approach speed +10, –0 KIAS on the correct ground track. d. Maintain crosswind correction and directional control at the appropriate airspeed throughout approach and landing. e. Make smooth, timely, and correct control applications during the roundout and touchdown. Touch down smoothly within the first 1,500 feet of the runway with no side drift, and with airplane's longitudinal axis aligned with and over the runway centerline ±15 feet.
b. Slow aircraft from touchdown speed to taxi speed and depart the runway.	a. Aircraft on the runway centerline. b. Aircraft properly configured	a. Make smooth, timely, and correct flight control and brake inputs b. Maintain crosswind correction and directional control throughout rollout and exit from runway.
22. Go-Around		
a. Perform a go-around from approach or landing.	a. Aircraft configured for approach or landing. b. Aircraft in the approach or landing phase.	a. Make a timely decision to discontinue the approach or landing. b. Apply takeoff power and establish the proper climb attitude. c. Retract flaps IAW the flight manual. d. Maintain takeoff power to a safe maneuvering altitude, then set power to maintain appropriate pattern speeds. e. Maintain directional control and proper wind-drift correction throughout the climb.
23. Touch-and-Go		
a. Perform a Touch-and-Go.	a. After a landing. b. Crosswinds within limits.	a. Maintain runway alignment ±10 feet after touchdown and during takeoff roll. b. Reposition flaps and smoothly apply full power and cross-check engine instruments. c. Establish and maintain proper takeoff attitude and become airborne at appropriate airspeed for existing conditions. d. Hold correct pitch attitude to attain and maintain climb speed +10 to –5 KIAS. e. Maintain ground track on the extended runway centerline until initiating closed, turning crosswind, or intercepting published departure.

Performance	*Conditions*	*Standards*
24. Breakout		
a. Perform breakout procedures.	a. Aircraft in the traffic pattern with insufficient spacing from other aircraft. b. Published breakout procedures c. Inflight guide and local area map.	a. Make a timely decision to breakout. b. Establish and maintain appropriate groundtrack. c. Maintain proper spacing from other aircraft. d. Maintain airspeed ±10 KIAS. e. Maintain altitude ±100 feet.
25. Clearing / Collision Avoidance Precautions		
a. Perform cockpit and mission tasks while visually and aurally (with radios and on-board equipment) avoiding other aircraft and ground obstacle conflicts. b. Visually clear outside the aircraft. See and avoid inflight hazards.	a. Aircraft in flight or on the ground. b. Operable radio c. Traffic avoidance equipment.	a. Recognize actual or potential conflicts and adjust aircraft movement to safely avoid conflicts. b. Effectively use accepted visual clearing techniques to avoid conflicts. c. Effectively employ the radio and on-board equipment to aid in clearing.
26. Checklist Use		
a. Complete inflight checks.	a. Checklist and inflight guide.	a. Complete checks at the proper times in the mission. b. Use challenge and response format on dual flights
27. Communication		
a. Perform required verbal communications. (1) Normal and emergency transmissions with ATC and other agencies (2) Intercockpit communications.	a. Operable radios and intercom.	a. Make FAR, AIM, and local procedures required radio calls. b. Select appropriate frequencies. c. Use recommended terminology. d. Acknowledge radio calls and comply with instructions. e. Understand and prioritize transmissions in a multiple communications environment.
28. Risk Management / Decision-Making		
a. Assess risks and make appropriate decisions	a. FARs, airplane flight manual (AFM), and USAF instructions and directives.	a. Properly gather all available data before arriving at a final decision. b. Select suitable course of action using logical and sound judgment based on available information. c. Accurately identify contingencies and alternatives. d. Modify actions as necessary to obtain the best outcome.
29. Situational Awareness		
a. Maintain situational awareness to include the following areas: (1) *Awareness* — Correlate and keep track of what happens on the ground, in own aircraft, and other flight members, and cope with any subsequent mission impact as a result of these happenings. (2) *Flexibility* — Cope with rapidly changing situations or conditions, inflight or on the ground, and adjust mission as needed to obtain desired objectives.	a. During mission profile.	a. Demonstrate ability to minimize the effects of adverse factors and capitalize on opportunities to avoid mission degradation. Factors to consider may include, but are not limited to, such items as weather conditions, airspace and approach restrictions, high-density traffic, aircraft capabilities and limitations, and fuel conservation. b. Maintain fuel awareness during all phases of flight to include bingo fuel, alternate / divert fuel, recovery fuel, etc. c. Maintain awareness of time.

Performance	*Conditions*	*Standards*
(3) *Capacity* — Recognize loss of situational awareness, respond effectively, institute valid measures to preserve situational awareness and prevent spatial disorientation.		d. Correctly assess all possible factors bearing on the situation. e. Have complete knowledge of all rules and regulations and carry out all duties with minimum supervision. f. Adapt to new situational demands.
30. Task Management		
a. Prioritize and manage tasks, based on existing and new information, while maintaining constructive behavior under stress. (1) Cognizant of how large a task loading they can cope with before becoming saturated, confused or frustrated to the degree that safety is jeopardized or the mission is ineffective. (2) Follow orders and carry out all required procedural steps in the proper sequence.	a. During mission profile.	a. Correctly prioritize multiple tasks to avoid saturation or under-tasking. b. Use all available resources to manage workload. c. Ask for assistance when overloaded. d. Accept better ideas when offered. e. Focus attention on task at hand.
31. Emergency Procedures		
a. Perform critical action emergency procedures	a. Simulated engine loss and practice forced landing procedures. b. Ground training for other emergencies. c. Checklist and inflight guide.	a. Analyze the situation and take the appropriate action, while maintaining aircraft control. b. Perform and/or state proper steps in critical action procedures, from memory, without error. c. Use proper checklist and inflight guide as necessary. d. Perform or state proper steps to satisfactory conclusion.
b. Perform non-critical action procedures to include analysis of hypothetical aircraft malfunctions.	a. Hypothetical aircraft malfunctions and emergency situations. b. Checklist and inflight guide.	a. Analyze the situation and take the appropriate action, while maintaining aircraft control. b. State proper steps to resolve non-critical action emergencies using proper checklist and inflight guide as required.
32. General Knowledge		
a. Demonstrate knowledge of aircraft systems, flying instructions, applicable procedures, associated directives, and instructions.	a. Study guides, instructions, and manuals.	a. Demonstrate a thorough understanding of aircraft systems. b. Be able to apply procedures from tech orders and associated directives. c. Refer to applicable publications as necessary.

Chapter 3

Academic Training

Section A — **Indoctrination**

Unit	***Title***	***Hours***
F101	Commander / Military Training Officer Briefing	1.0
F102	Program Overview	3.0
F103	Flight Physiology	1.0
	Total	5.0

Section B — **Academics**

Unit	***Title***	***Hours***
A101	Safety/ORM/CRM	1.0
A102	Aircraft Systems	1.5
A103	Aerodynamic Principles	1.5
A104	Airplane Performance	1.0
A105	Communications	1.0
A106	Airport Operations	2.0
A107	Weather Reports	1.0
A108	Airspace	1.0
A109	Basic Navigation	1.0
A110	Written Examination	1.0
A111S	Pre-solo Examination	0.5
	Total	12.5

Section C — **Officer Development**

Unit	***Title***	***Hours***
D101	Aviation Ethics	1.0
D102	Physical Training	12.0
	Total	13.0

Chapter 4

Flying Training

Section A — **Ground Training**

Unit	*Title*	*Hours*
G101	Aircraft Preflight / Postflight	1.0
G102	Takeoffs and Traffic Patterns	1.0
G103	Departures and Arrivals	1.5
G104	Four Fundamentals	0.5
G105	Steep Turns, Slow Flight, and Stalls	1.0
G106	Ground Reference Maneuvers	1.0
G107	Landings	1.0
G108	Emergency Procedures	1.0
G109	Go-Arounds, Breakouts, and Forward Slips	1.0
G110	Presolo Awareness	1.0
G111	Flight Check Briefing	0.5
	Total	12.5

Section B — **Aircraft**

Unit	*Title / Objectives*	*Sorties Dual / Solo*	*Hours Dual / Solo*
C101	**Orientation (Pre-Solo)**	1 / 0	1.2 / 0

Objectives — Students practice basic aircraft control while adapting to the aircraft and basic maneuvers.
Checklist, inflight guide, and local area map use
FOD prevention
Sitting height assessment
Cockpit organization
Composite crosscheck
Coordinated flight
Trim use
Clearing
Ground operations
Basic aircraft control
Departure and arrival

C201 – 03	**Fundamental Maneuvers (Pre-Solo)**	3 / 0	4.2 / 0

Objectives — Students build on basic aircraft control while adding additional maneuvers.
Slow flight maneuvering
Steep turns
Power-on stalls / power-off stalls
Ground reference maneuvers
Traffic patterns
Normal approach and landing
No-Flap approach and landing
Forward slips to a landing
Breakout and go-around
Simulated forced landing (pattern)
VOR/GPS and traffic avoidance system operation / orientation

Unit	*Title / Objectives*	*Sorties Dual / Solo*	*Hours Dual / Solo*
C301 – 06	**Fundamental Maneuvers (Pre-Solo)***	6 / 0	8.4 / 0

Objectives — Students build on basic aircraft control and gain proficiency, while adding additional maneuvers.
Previously introduced maneuvers
Simulated forced landing (pattern and area)
VOR/GPS orientation

Notes*

a. One sortie (minimum) should be flown pattern-only

b. Complete one hour of ground evaluation in preparation for the solo flight

c. At least one sortie should be flown with someone other than the primary instructor

Special Syllabus Requirement — Students accomplish an arrival and traffic pattern at an alternate/auxiliary airfield (e.g., Fowler, Bullseye, or Fremont County Airport)

C501 – 02	**Supervised Solo**	1 / 1	0.9 / 0.5

Objectives — Students successfully fly the aircraft solo. (Prior to solo flight, ensure testing and documentation are complete.)
Dual — 3 satisfactory patterns / landings, go-around, slip, SFL
Solo — Normally 3 patterns / landings (min)

C601	**Maneuvers (Post-Solo) / Check preparation**	1 / 0	1.4 / 0

Objectives — Students improve aircraft control and gain confidence.
Practice previously introduced maneuvers
VOR/GPS operation
Understand final check expectations and practice final check profile

C790	**Final Check**	1 / 0	1.4 / 0

Objectives — Students perform the required maneuvers and a cross section of maneuvers to the proficiency level required by the MIF. As a minimum, evaluate the following:
General Knowledge / EP evaluation (~ 1-hour ground-evaluation)
Normal Takeoff / Departure
Area work: Slow Flight, Steep Turns, Power-On Stalls, Power-Off Stalls, sampling of ground reference maneuvers, and navigation procedures
Pattern work: Traffic Patterns, Normal Approach and Landing, sampling of Go-Arounds, Breakouts, No-Flap Approach and Landing, Forward Slip to a Landing, Simulated Forced Landing

Total Aircraft Sorties / Hours	13 / 1	17.5 / 0.5

Pilot Aircraft Maneuver Item File							
Man No.	***Maneuver***	***Units / Sorties***					
		C1 / 1	**C2 / 3**	**C3 / 6**	**C5 / 2**	**C6 / 1**	**C7 / 1**
1	Mission Planning / Briefing / Debriefing	2+	2+	3+	3+	3+	3+
2	Ground Operations	2+	2+	3+	3+	3+	3+
3	Takeoff and Climb	2	2+	3+	3+	3+	3+
4	Departure	2	2+	3+	3	3+	3+
5	Basic Aircraft Control / Cross-Check	2+	3+	3+	3+	3+	3+
6	Trim Use	2+	2+	3+	3+	3+	3+
7	Area Orientation and Inflight Planning	2+	2+	3+	3+	3+	3+
8	Climbs and Descents	2+	2+	3+	3+	3+	3+
9	Turns	2+	2+	3+	3+	3+	3+
10	Slow Flight Maneuvering		2+	3+	3	3+	3+
11	Steep Turns		2+	3+	3	3+	3+
12	Power-Off and Power-On Stalls		2+	3+	3	3+	3+
13	Ground Reference Maneuvers	2	2	3+	3	3+	3
14	Navigation Procedures / VOR / GPS / Map Use	2	2	2+	2	3+	3
15	Simulated Forced Landing — Pattern		2+	3+	3+	3+	3
16	Simulated Forced Landing — Area			2+	2	2	2
17	Arrival	2	2+	3+	3	3+	3+
18	Traffic Patterns	2	2+	3+	3+	3+	3+
19	Normal Approach / Landing	2+	2+	3+	3+	3+	3+
20	No Flap Approach / Landing	2	2+	3+	3	3	3
21	Forward Slip Approach / Landing	2	2+	3+	3+	3	3
22	Go-Around	2	2+	3+	3+	3+	3
23	Touch-and-Go	2	2+	3+	3	3	3
24	Breakout	2	2	3	3	3	3
25	Clearing / Collision Avoidance Precautions	2+	2+	3+	3+	3+	3+
26	Checklist Use	2+	2+	3+	3+	3+	3+
27	Communication	2+	2+	3+	3+	3+	3+
28	Risk Management / Decision-Making	2+	2+	3+	3+	3+	3+
29	Situational Awareness	2+	2+	3+	3+	3+	3+
30	Task Management	2+	2+	3+	3+	3+	3+
31	Emergency Procedures	2	2+	3+	3+	3+	3+
32	General Knowledge	2+	2+	3+	3+	3+	3+
33	Special Syllabus Requirements			2+			

Chapter 5

General Instructions

Section A — Course Prerequisites

Syllabus Event	*Prerequisite 1*	*2*	*3*	*Syllabus Event*	*Prerequisite 1*	*2*	*3*	*Syllabus Event*	*Prerequisite 1*	*2*	*3*
Academics				**Ground Training**				**Aircraft**			
F101				G101	A102			C101	A101		
F102	F101			G102	G101			C201	C101		
F103				G103	G102			C202	C201	A106	G106
A101	F102			G104				C203	C202		
A102				G105				C301	C203		
A103				G106				C302	C301		
A104				G107				C303	C302		
A105				G108				C304	C303		
A106				G109				C305	C304		
A107				G110	C203			C306	C305		
A108				G111	C203			C501	C306	A111S	G110
A109								C502	C501		
A110								C601	C502		
A111S	G110							**C790**	C601	G111	

Section B — Bibliography

		Basis of Issue
1.	**Training Manuals, Technical Orders, and Instructions**	
a.	AFI 11-290, *Cockpit / Crew Resource Management Training Programs*	1/course
b.	AETCI 36-2205, Vol. 1, *Formal Flying Training Administration and Management*	1/course
c.	AETCI 36-2205, Vol. 3, *Formal Flying Training Administration and Management — Initial Flight Screening*	1/course
d.	*Inflight Guide* (contractor-developed)	1/student
e.	*Local Area Procedures* (contractor-developed)	1/student
f.	*Pilot Operating Handbook / Flight Manual*	1/course
g.	*Pilot's Abbreviated Flight Crew Checklist*	1/student
2.	**Syllabus**	
a.	AETC Syllabus S-V8A-S, *Initial Flight Screening*	1/instructor
3.	**Instructor Guide**	
a.	*Contractor Standard Operating Procedures*	1/instructor

Section C — Glossary

Terms

Additional Training (AT) Sorties — Additional sorties given for extended breaks in training, because of Commander's review process or for other reasons specified in the syllabus.

Cockpit / Crew Resource Management — The effective use of all available resources — people, weapon systems, facilities, equipment, and environment — by individuals or crews to safely and efficiently accomplish an assigned mission or task.

Commander's Awareness Program (CAP) — A management system used to focus supervisory attention on student's progress in training, specific deficiencies, and potential to complete the program. The flight commander administers CAP.

Commander's Review (CR) Program — A process to consider circumstances relative to a student's training and to arrive at specific recommendations regarding retention in training, elimination from training, and future training. The Commander's Review is governed by AETCI 36-2205.

Combat Systems Officer (CSO) Candidate — An officer or cadet scheduled to attend CSO Training

Course — The entire program of preflight, flying, simulation, academics, and officer development conducted in all media during the programmed training days.

Elimination Check (EC Coded 89) — A special check given to determine whether a student should continue in training or be recommended for elimination.

Maneuver Item File (MIF) — A listing of all the maneuvers and proficiency required on each maneuver for all units.

Pilot Candidate — An officer or cadet who is scheduled to attend SUPT.

Progress Check (PC Coded 88) — A special check given to determine whether a student should continue in normal syllabus flow or be recommended for an elimination check.

Special Syllabus Requirements — Maneuvers required on a onetime basis are documented under this heading.

Student Activity Record (AF Form 4293) — A form included in the training folder used to record IP/supervisor comments concerning the training given to a student.

Undergraduate Flying Training (UFT) — UFT includes SUPT and CSO Training.

Unit — A grouping of lessons in any category with the same first two numbers in the lesson designators and the same list of maneuvers and objectives. (Example, The C2XX unit, etc.)

Abbreviations

Acronym or Initialism	***Definition***	***Acronym or Initialism***	***Definition***
AETC	Air Education and Training Command	IAW	In Accordance With
AETCI	AETC Instruction	IP	Instructor Pilot
AF	Air Force	KIAS	Knots Indicated Airspeed
AFROTC	AF Reserve Officer Training Corps	MIF	Maneuver Item File
AFTO	AF Technical Order	MOA	Manifestation of Apprehension
AGL	Above Ground Level	NM	Nautical Mile
AT	Additional Training	NOTAM	Notice to Airmen
ATC	Air Traffic Control	OPR	Office of Primary Responsibility
CAP	Commander's Awareness Program	PC	Progress Check
CBT	Computer-Based Training	POH	Pilot Operating Handbook
CFI	Certified Flight Instructor	PT	Physical Training
CPT	Cockpit Procedures Trainer	RPM	Revolutions per Minute
CR	Commander's Review	SFL	Simulated Flame-Out Landing
CRM	Cockpit / Crew Resource Management	SQ/CC	Squadron Commander
CSO	Combat Systems Officer	SUPT	Specialized Undergraduate Pilot Training
CTS	Course Training Standards	TAF	Terminal Aerodrome Forecast
DME	Distance Measuring Equipment	TIMS	Training Integration Management System
EC	Elimination Check	UAS	Unmanned Aircraft Systems
EP	Emergency Procedure	UCT	Undergraduate CSO Training
FAA	Federal Aviation Administration	UFT	Undergraduate Flying Training
FAR	Federal Aviation Regulations	USAF	United States Air Force
FLIP	Flight Information Publications	USAFA	United States Air Force Academy
FOD	Foreign Object Damage	VMC	Visual Meteorological Conditions
FTG	Flying Training Group	VOR	VHF Omni-directional Range
GPS	Global Positioning System	VSI	Vertical Speed Indicator