

Flying Training

Initial Flight Screening

August 2006



Air Education and Training Command

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 August 2008.

OFFICIAL



MARK R. ZAMZOW
 Brigadier General, USAF
 Director of Intelligence & Air, Space, and
 Information Operations

Pages: 27

OPR: HQ AETC/A3FI

POC: Mr. Wayne I. Mudge, DSN 487-9652

Certified by: Col Kevin C. Kriner

Editor: Mr. John P. Fosdick

DISTRIBUTION: X

AETC ACTIVITIES:

Randolph.....	EF	557 FTS, 9207 Airfield Dr	
AFSAT/FT	1	USAF Academy CO 80840-6300	2
AFSAT/SDS	1	OTHER ACTIVITIES:	
AETC/A3FI.....	1	HQ USAF/A3OT, 1480 Air Force Pentagon,	
AETC/A3Z.....	EF	Washington DC 20330-1480	1
AETC/FMA.....	1	HQ AMC/A37F, 402 Scott DR Unit 3A1,	
AETC/HO	2	Scott AFB IL 62225-5302	1
AETC/SEF	1	Office on Educational Credit for the	
AETC/SGT.....	1	American Council on Education,	
AETC/A5RF.....	1	1 DuPont Circle NW, Washington DC 20036	2
AETC/A5RR	1	Department of the Navy, CNO/N889G1, Room 4E412	
19 AF/DOU/DOZ.....	1	2000 Navy Pentagon, Washington DC 20350-2000	1
12 OSS/OSTS.....	EF	CNET/T-25, 250 Dallas St	
12 FTW/HO.....	2	NAS Pensacola FL 32508-5220.....	1
12 OG/OGV	2	CNATRA/N-3, 250 Lexington Blvd Ste 1	
14 OSS/OSTB, Columbus AFB MS 39710-4001	EF	NAS Corpus Christi TX 78419-5041.....	2
47 OSS/OSTD, Laughlin AFB TX 78843-5222.....	EF	CTW-1, 101 Fuller Rd Ste 250	
71 OSS/NW-BST, Vance AFB OK 73705-5202.....	EF	NAS Meridian MS 39309-5403.....	3
80 OSS/DOQB, Sheppard AFB TX 76311-2056	2	CTW-2, 205 Mitscher Ave Ste 101	
97 AMW/DOT, Altus AFB OK 73523-5053	1	NAS Kingsville TX 78363-5008	3
AUL/LTSC, Maxwell AFB AL 36112-6424.....	1	CTW-4, 401 Bataan St Ste 101	
837 TRSS/SAC, Lackland AFB TX 78236-5609.....	1	NAS Corpus Christi TX 88419-5242.....	3
306 OSS/OST, 9206 Airfield Dr Suite 1,		CTW-5, 7550 USS Essex St Ste 201	
USAF Academy CO 80840-6300.....	2	NAS Whiting Field, Milton FL 32570-6157.....	4
Det 1, 306 FTG, Pueblo Municipal Airport		USCG Liaison Office, 280 Skyhawk Dr Ste B	
Pueblo, CO	2	NAS Pensacola FL 32508-5525.....	1

Contents

<i>Chapter</i>	<i>Page</i>
1 — Course Description	1
2 — Course Administration	2
Section A — Syllabus Management	2
1. Syllabus Interpretation	2
2. Syllabus Waiver	2
3. Syllabus Deviation	2
Section B — Training Management	2
1. Military Flight Commander Responsibilities	2
2. Training Requirements and Restrictions	3
3. Additional Training (AT) Sorties	4
4. Airsickness	4
5. Manifestation of Apprehension (MOA)	4
6. Flying Safety	4
7. Emergency Procedures (EP) Training	4
8. Student Standardization Program	5
9. Briefing Requirements	5
10. Maneuver Demonstrations	5
11. Unsatisfactory Performance	5
12. Solo Requirements and Restrictions.....	7
13. Minimum Scheduled Student Turn-Times	8
14. Commander’s Review Process (CRP).....	8
15. Cockpit / Crew Resource Management (CRM)	8
Section C — Grading Procedures	8
1. Maneuver Grading.....	8
2. Absolute Rating Scale	8
3. Relative Grading Scale.....	8
4. Maneuver Item File (MIF)	8
5. Solo Flight Grading Procedures	9
6. Incomplete Sorties.....	9
Section D — Course Training Standards (CTS)	9
1. Purpose.....	9
2. Duties and Responsibilities	9
3. General Proficiency Standards	9
4. Employment	9
5. Tasks	9

<i>Chapter</i>	<i>Page</i>
3 — Academic Training	17
4 — Flying Training	18
Section A — Officer Development	18
Section B — Ground Training	18
Section C — Aircraft	18
5 — General Instructions	21
Section A — Course Prerequisites	21
Section B — Bibliography	21
Section C — Glossary	22

Chapter 1

Course Description

1. **Title** — Initial Flight Screening (IFS)
2. **Number** — S-V8A-S
3. **Objective** — Screen, motivate, and prepare pilot, combat systems officer (CSO,) and remote-pilot candidates for entry into Undergraduate Flight Training (UFT). This training includes:
 - a. Flying training to teach the principles and techniques used in basic flying operations.
 - b. Ground training to supplement and reinforce flying training.
4. **Location** — Pueblo, Colorado
5. **Duration** — 5 days preflight, plus 25 flying training days.
6. **Entry Prerequisites** — Selected as a candidate for UFT and medically qualified (Federal Aviation Administration (FAA) Class III Medical Certificate and a USAF Flying Class 1/1A, IAW AFI 48-123, *Medical Examinations and Standards*).
7. **Status Upon Graduation** — Graduates of this course are qualified to enter UFT
8. **Flying Training** — The times specified are actual mission times and do not include time for briefing or debriefing.

	<i>Sorties</i>	<i>Approximate Hours</i>
Dual Flying	17	23.3
Solo Flying	2	1.7
<i>Total</i>	19	25.0

9. Course Summary	<i>Hours</i>
a. Academic Training	18.0
b. Officer Development	28.0
c. Ground Training	12.0
d. Aircraft	25.0
<i>Total Course Hours</i>	83.0

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. Permanent or blanket waivers are *not* authorized, but should be suggested as syllabus changes. Submit waiver requests electronically or in writing, on AETC Form 6, *Waiver Request*, to the following approval authorities:

- a. Syllabus waivers: 306 FTG/CC. 306 FTG provides 19 AF/DOZ and AETC/A3FI a copy of all waiver requests with the approval/denial outcomes annotated.
- b. Syllabus entry prerequisite waivers: through 19 AF/DOZ and 19 AF/DO to HQ AETC/A3F.

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.

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 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-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. Coordinate with the contractor-appointed civilian flight commander who is responsible for the day-to-day and overall training of each student under their supervision.
- 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. They 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

- (a) Counsel students when they are determined to be marginal performers or are placed on Commander's Awareness Program (CAP.) Conduct follow-up counseling as often thereafter as necessary.
- (b) Counsel students as necessary on appropriate management issues, including personal problems and disciplinary matters. Refer students to appropriate support agencies (Chaplain, Legal Office, etc.) for further assistance, if necessary.

- (2) Oversee the contractor's maintenance of student training folders, which includes:

- (a) Instructor assignment.
- (b) Documentation of any substandard performance (lessons graded Fair or Unsatisfactory).
- (c) Placement on or removal from CAP.
- (d) Record of formal counseling.
- (e) Authorization of all additional training (AT) sorties.
- (f) Record of performance on any progress check or AT sortie.

(g) Document any syllabus deviations or training waivers.

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 fly with a student prior to C401.

b. *Average Hours/Events* — Students complete the course objectives with an average of 25.0 flying hours. Some students may require additional time due to break-in-training sorties, review sorties, unsatisfactory sorties at the end of a unit 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 review or 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 detachment/squadron (det/sqd) commander (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 third sortie. Give priority to “+” items followed by optioned but not “+” items. The det/sqd commander or director of operations (DO) help the contractor to develop 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 det/sqd commander (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 1.5 hours. If a student successfully completes C502 and C60X (solo) and flies solo less than 1.5 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.

<i>Unit</i>	<i>Sortie Time</i>	<i>Total Time</i>
C101	1.4	1.4
C201 – 03	1.4	4.2
C301 – 06	1.4	8.4
C401 (Review)	1.4	1.4
C501	0.9	0.9
C502 (Solo)	0.5	0.5
C601 – 05	1.4 Dual / 1.2 Solo	6.8
C790 (Final Check)	1.4	1.4
	<i>Total</i>	25.0

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 UNSAT, 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 allocation of AT sorties are contained in AETCI 36-2205.

a. *Break-in-Training Events* — The contractor's chief pilot or det/sqd commander (or designated representative) may authorize these sorties for extended delays in training. As a guide for aircraft, if a student has not flown for a minimum of 5 calendar days, the chief pilot or det/sqd commander (or designated representative) may authorize one X86 sortie for this type break in training. The chief pilot or det/sqd commander (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 det/sqd commander 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 det/sqd commander (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. *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 and the det/sqd commander 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. Students hand-carry an AF Form 4293 to the flight surgeon / aeromedical examiner / medical technician office.

b. Students who become airsick during any of the last four sorties (includes C501) preceding the initial solo must receive det/sqd commander 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 situation in the student's training folder and refer the student to the flight surgeon/aero medical examiner/medical technician for evaluation.

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 exams 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 exams 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 det/sqd commander (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 test (A110) and pre-solo test (G111) 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 an academic examination may not continue further training until the failed examination is passed. Students who fail an 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 pilot candidates who have not soloed after 20 hours of dual aircraft instruction, if the reason is poor performance/limited potential to complete UFT. If a student's last sortie was C306, a progress check must meet all the requirements listed in C401. 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. AT sorties are optional prior to a PC, but are not required. The det/sqd commander may authorize each student up to two AT sorties before the PC. These sorties are not automatically given to every student, but are reserved for cases when the det/sqd commander feels some training irregularity or anomaly occurred and the student has demonstrated the potential to complete UFT. 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 in any unit, the PC pilot certifies the student is safe for solo and ensures the student is scheduled solo on the next syllabus sortie.

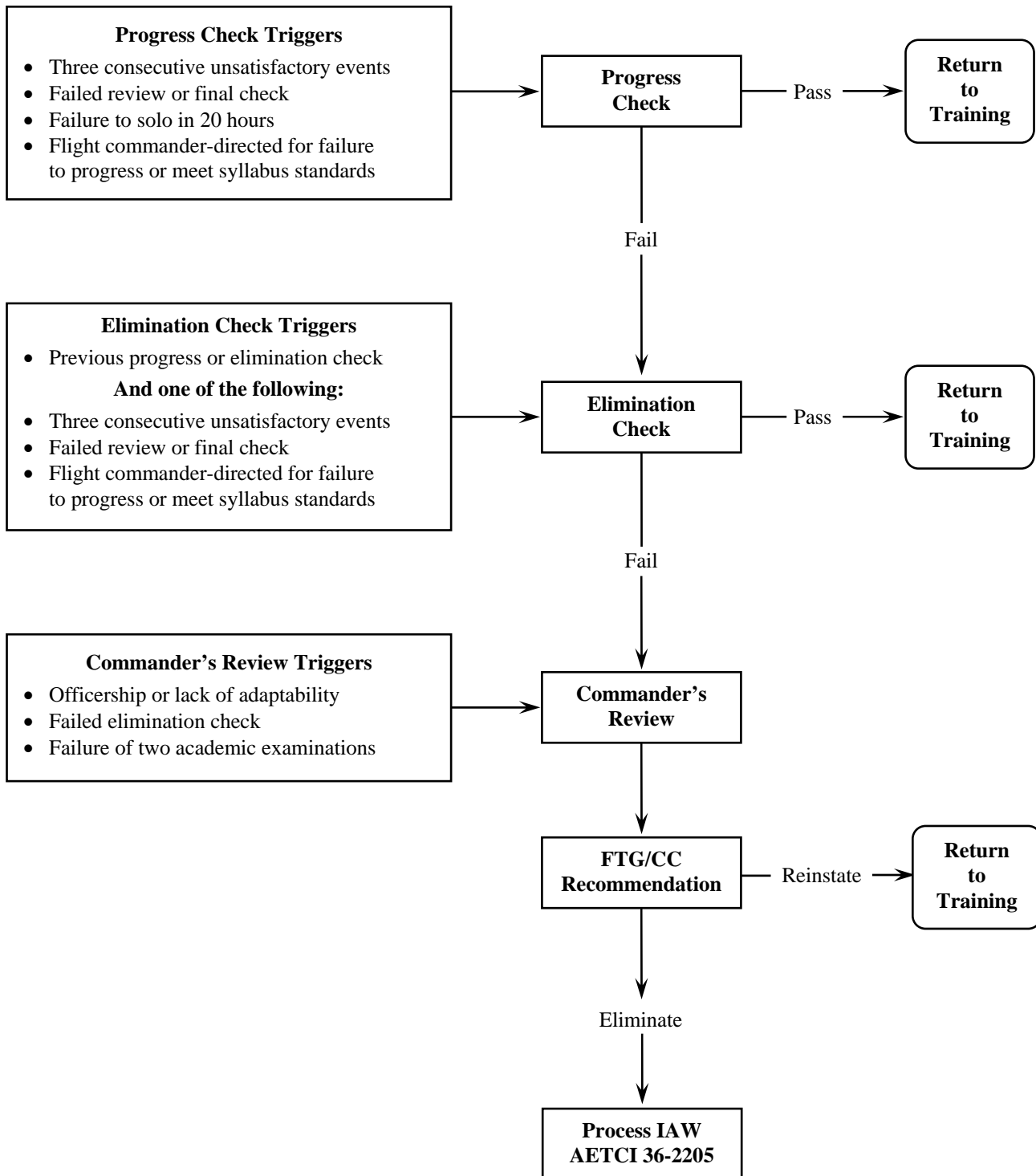


Figure 2-1 — Commander's Review Process

g. *Elimination Check (EC)* — Figure 2-1 shows a list of EC triggers. AT sorties are optional prior to an EC, but are not required. The det/sqd commander may authorize each student up to two AT sorties before the EC. These sorties are not automatically given to every student, but are reserved for cases when the det/sqd commander feels some training irregularity or anomaly has occurred and the student has demonstrated the potential to complete UFT. 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 in any unit, 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.

h. Review, 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 designated complete a checkout program and are certified by the det/sqd commander. Only highly qualified QAEs and CFIs may be certified as PC pilots.

(2) The objective of the Review is to have the student fly with a highly qualified instructor other than the primary instructor. The Review instructor ascertains the student's progress and readiness to solo.

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

	<i>Review</i>	<i>Final Check</i>	<i>Progress Check</i>	<i>Elimination Check</i>
306 FTG/CD	X	X	X	X
Det/Sqd CC/DO	X	X	X	X
Designated Military IPs	X	X	X	X
Contractor's Chief Pilot	X	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 review or final check, and all sortie objectives are satisfied on the PC/EC, the PC/EC substitutes for the review or final check.

12. Solo Requirements and Restrictions

a. Prior to flying C501 each student must pass the presolo written test (G111,) 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 test, all incorrect answers are reviewed 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 due to circumstances beyond the student's control does not require the sortie to be incomplete.

e. Students may not fly solo unless they have had a dual flight in the preceding 7 calendar days during which they accomplished a landing to at least a safe (Fair) level of proficiency.

f. C60X, area solo, is complete if the student pilot departs the local traffic pattern, enters a training area, returns to the local traffic pattern, and lands.

g. An instructor briefs the student prior to all solo flights. IPs having continuity with the student should accomplish and document the briefing in the training folder. Each briefing must cover all mission objectives to be accomplished and any other items appropriate to the mission.

13. Minimum Scheduled Student Turn-Times — Aircraft to Aircraft — 3+00 (Does not apply to C501/502)
Aircraft to Classroom — 2+30

14. Commander's Review Process (CRP) — 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. Gradesheets 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 Rating 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.

<i>Proficiency Maneuver Grades</i>	<i>MIF Level</i>	<i>Description</i>
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

- a. 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 level of proficiency is required.

b. **Regression Rules**

(1) Regression is defined as the student failing to maintain a proficiency level previously required by the syllabus and achieved by the student. Regression from G to F is acceptable within the constraints below. Any maneuver grade of U once For G is required for that maneuver is not acceptable, and the overall grade is U.

(2) Regression may occur from G to F (where G was previously required) on a maximum of 3 maneuvers. If regression occurs on more than 3 maneuvers, the overall grade is U. If regression occurs on any specific maneuver on 2 consecutive sorties, the overall grade is U. Regression is not allowed on end-of-unit sorties.

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.

6. Incomplete Sorties — The contractor's chief pilot or det/sqd commander (or designated representative) determine when a sortie is incomplete and grade it NG. If a maneuver is graded U when an F or G level of proficiency 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 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 UFT 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** unless otherwise stated. For example, tasks trained to the grading level of **Fair** reflect the statement "safe level of proficiency" in the appropriate standard. Special performance tasks requiring introduction or ground training are specified under the job task **Performance** description. Maneuvers containing *Practice* in the standard do not require proficiency for graduation.
- f. Where no specific standard is stated, these general standards and those of **Basic 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 of each course graduate.

<i>Performance</i>	<i>Conditions</i>	<i>Standards</i>
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. 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 Starting Engine, Before Taxiing, and Taxiing 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 in accordance with flight manual. b. Determine aircraft status and accept or reject the aircraft.
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 Before Takeoff 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 the Engine Shutdown checklist	a. Checklist and inflight guide.	a. Correctly complete all checks in accordance with the flight manual.
e. 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 Before Takeoff checklist (2) Check aircraft performance (3) Maintain directional control and proper wind-drift correction 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.
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 groundtrack consistent with procedural directives.

<i>Performance</i>	<i>Conditions</i>	<i>Standards</i>
<p>b. Turn to proceed to navigation points at the prescribed altitude and airspeed or IAW instructions from ATC.</p> <p>c. Overfly designated corridor entry point (if designated).</p> <p>d. Navigate and fly the aircraft to the area.</p> <p>e. Level off at assigned altitude.</p>	<p>a. Published departure instructions or ATC directions.</p> <p>a. Local area map.</p> <p>a. Ground references on the departure route.</p> <p>a. Prescribed or ATC-directed altitude.</p>	<p>a. Follow local departure procedures.</p> <p>a. Recognize and track to within ½ NM of corridor entry point with limited assistance from the instructor pilot.</p> <p>a. Use map, inflight guide, ground references, and VOR/GPS to navigate to the area with limited assistance from the instructor pilot.</p> <p>a. ±100 feet of desired altitude.</p>
5. Basic Aircraft Control / Inflight Planning / Clearing / Cross-Check		
<p>a. Maintain basic aircraft control.</p> <p>b. Use trim to relieve control pressures and improve aircraft control</p> <p>c. Perform inflight planning to include changing profile or adding or deleting maneuvers.</p> <p>d. Visually clear outside the aircraft. See and avoid inflight hazards.</p>	<p>a. At all times.</p> <p>a. Aircraft with changing pitch and airspeed</p> <p>a. Preplanned mission profile.</p> <p>a. Day, VMC.</p>	<p>a. ±100 feet of desired altitude.</p> <p>b. ±10 KIAS of desired airspeed.</p> <p>c. ±10 degrees of desired heading.</p> <p>d. Maintain coordinated flight, no more than ½ ball off-center</p> <p>e. Maintain smooth and positive control consistent with flight conditions</p> <p>a. Trim the aircraft to establish a stable pitch attitude. (Aircraft pitch does not change appreciably if controls are released.)</p> <p>a. Able to adjust mission profile to comply with time and/or fuel limitations, weather, and area limits.</p> <p>a. Recognize actual or potential conflicts and adjust aircraft performance to safely avoid those conflicts.</p> <p>(1) Effectively utilize accepted visual clearing techniques to avoid conflicts.</p> <p>(2) Effectively employ radio to aid in clearing tasks.</p>
6. Local Area Procedures		
<p>a. Maintain area orientation and remain within assigned area limits.</p>	<p>a. Working area commensurate with type of mission, within specified boundaries defined by VOR radials and DME, and or ground references, and upper and lower altitude boundaries.</p>	<p>a. Remain within area boundaries using ground references and VOR/GPS.</p> <p>b. Use assigned airspace in an efficient manner with minimum delay between maneuvers.</p>
7. Straight-and-Level Flight		
<p>a. Maintain altitude, airspeed, and heading or ground track.</p>	<p>a. Discernible horizon.</p>	<p>a. ±100 feet of desired altitude.</p> <p>b. ±10 KIAS of desired airspeed.</p> <p>c. ±10 degrees of desired heading.</p> <p>d. Maintain coordinated flight, no more than ½ ball off-center</p> <p>e. Maintain smooth and positive control consistent with flight conditions</p>
8. Climbs and Descents		
<p>a. Maintain climb and descent schedules.</p>	<p>a. Appropriate climb and descent schedules.</p>	<p>a. Maintain airspeed ±10 KIAS of desired airspeed.</p>

<i>Performance</i>	<i>Conditions</i>	<i>Standards</i>
b. Maintain heading or bank angle and coordinated flight. c. Maintain required power. d. Level off at assigned altitude.	a. Prescribed heading and course. a. Desired altitude and climb or descent schedule. a. Desired altitude.	a. ± 10 degrees of desired heading or bank angle. b. No more than $\frac{1}{2}$ ball off-center. a. Use appropriate power for climbs and descents. a. ± 100 feet of desired altitude. b. ± 10 degrees of desired heading. c. Maintain coordinated flight, no more than $\frac{1}{2}$ ball off-center d. Maintain smooth and positive control consistent with flight conditions.
9. Turns		
a. Roll into and maintain designated bank angle. b. Maintain altitude. c. Return to wings-level after a designated turn. d. Maintain coordinated flight.	a. Aircraft in level flight b. Designated bank angle. a. Designated altitude. a. Designated rollout heading. a. Functional turn and slip indicator.	a. ± 10 degrees of desired bank angle. a. ± 100 feet of desired altitude. a. Obtain rollout heading $\pm 10^\circ$. a. No more than $\frac{1}{2}$ 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 $\frac{1}{2}$ ball off-center e. Maintain smooth and positive control consistent with flight conditions f. +0/-10 degrees of desired bank angle (not to exceed 30°)
11. Steep Turns		
a. Maintain altitude and airspeed. Roll into a 45° bank angle. b. Roll out on entry heading after turning 360° .	a. Aircraft in level flight at a designated airspeed and altitude. a. Designated roll-in and roll-out reference.	a. ± 100 feet of desired altitude. b. ± 10 KIAS of desired airspeed. c. Maintain bank angle $\pm 10^\circ$. d. Maintain coordinated flight, no more than $\frac{1}{2}$ ball off-center e. Maintain smooth and positive control consistent with flight conditions a. Roll out on designated heading within $\pm 20^\circ$.
12. Power-Off and Power-On Stalls		
a. Perform power-off and power-on stalls in full-flap and no-flap configurations. b. Control bank and yaw during entry.	a. Minimum altitude 1,500 feet AGL b. Proper configuration a. Specified entry parameters.	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. a. Maintain heading $\pm 10^\circ$ in straight flight. Maintain $\pm 10^\circ$ of entry bank angle (20° max.) b. Maintain coordinated flight, no more than $\frac{1}{2}$ ball off-center

<i>Performance</i>	<i>Conditions</i>	<i>Standards</i>
c. Recover from stalls.	a. Stall warning indication b. Minimum altitude 1,500 feet AGL	a. Recover to level flight with minimum loss of altitude and 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
13. Ground Reference Maneuvers		
a. Perform S-turns, rectangular courses, and turns around a point.	a. Minimum altitude 500 feet AGL b. Prescribed airspeed	a. Exhibit knowledge of the elements related to S-turns, rectangular courses, and turns around a point. b. Determine wind direction/speed. c. Enter maneuver between 600 to 1,000 feet AGL, on the appropriate 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.
14. Basic Instrument Maneuvers		
a. Perform straight and level flight by reference to instruments.	a. Aircraft outside of the traffic pattern. b. Vision restriction device.	a. Maintain straight and level flight solely by reference to instruments. b. Maintain altitude ± 200 feet, c. Maintain heading $\pm 10^\circ$. d. Maintain airspeed ± 10 KIAS.
15. Navigation Procedures VOR/GPS		
a. Operate and interpret VOR/GPS navigation equipment.	a. Aircraft equipped for instrument flight. b. In-range, VOR navigational facility(s) or GPS.	a. Properly tune, identify and monitor navigational aids. b. Locate aircraft position using navigational equipment. c. Navigate using navigational equipment.
16. Simulated Forced Landing		
a. Perform simulated forced landing.	a. Aircraft with a simulated engine failure. b. Runway or field suitable for a forced landing. c. Minimum altitude 500 feet AGL, except over a runway.	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.
17. Arrival		
a. Overfly designated training area exit point (if designated). b. Turn to proceed to navigation points at the prescribed altitude and airspeed or IAW instructions from ATC.	a. Local area map. a. Published arrival instructions or ATC directions.	a. Recognize and track to within ½ NM of corridor entry point with limited assistance from the instructor pilot. a. Follow local arrival procedures.

<i>Performance</i>	<i>Conditions</i>	<i>Standards</i>
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 $\frac{1}{2}$ ball off-center f. Maintain smooth and positive control consistent with flight conditions
18. Traffic Patterns		
a. Perform arrival. b. Perform traffic pattern.	a. Published arrival procedures or ATC directions. b. Inflight guide and local area map. a. Published pattern altitude, airspeeds, groundtrack, and final approach.	a. Use map, inflight guide, and ground references to navigate to the traffic pattern entry point. a. Establish and maintain appropriate groundtrack. b. Maintain proper spacing from other aircraft (no closer than 3,000 ft horizontally.) c. Maintain airspeed ± 10 KIAS. d. Maintain altitude ± 100 feet. e. Configure the aircraft as appropriate for pattern.
19. Normal, No-Flap, and Forward Slip Approaches and Landings		
a. Perform approaches and landings (transition from glidepath to runway). b. Slow aircraft from touchdown speed to taxi speed and depart the runway.	a. Aircraft established on proper visual glidepath. b. Aircraft properly configured. c. Various wind conditions. a. Aircraft on the runway centerline. b. Aircraft properly configured	a. Select suitable touchdown point. b. Establish recommended approach and landing configuration. c. Maintain stabilized approach and recommended approach speed $+10, -0$ KIAS. d. Maintain crosswind correction and directional control 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 (1,500 feet, no-flap), with no side drift, and with airplane's longitudinal axis aligned with and over the runway centerline ± 15 feet. 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. 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.

<i>Performance</i>	<i>Conditions</i>	<i>Standards</i>
21. 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.
22. 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.	a. Aircraft in flight or on the ground. b. Operable radio c. If installed, traffic warning equipment.	a. Recognize actual or potential conflicts and adjust aircraft movement to safely avoid conflicts. Effectively use accepted visual clearing techniques to avoid conflicts. Effectively employ the radio and on-board equipment to aid in clearing.
23. 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
24. 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.
25. 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.

<i>Performance</i>	<i>Conditions</i>	<i>Standards</i>
26. Situational Awareness		
<p>a. Maintain situational awareness to include the following areas:</p> <p>(1) <i>Awareness</i> — 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.</p> <p>(2) <i>Flexibility</i> — Cope with rapidly changing situations or conditions, inflight or on the ground, and adjust mission as needed to obtain desired objectives.</p> <p>(3) <i>Capacity</i> — Recognize loss of situational awareness, respond effectively, institute valid measures to preserve situational awareness and prevent spatial disorientation.</p>	<p>a. During mission profile.</p>	<p>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.</p> <p>b. Maintain fuel awareness during all phases of flight to include bingo fuel, alternate/divert fuel, recovery fuel, etc.</p> <p>c. Correctly assess all possible factors bearing on the situation.</p> <p>d. Have complete knowledge of all rules and regulations and carry out all duties with minimum supervision.</p> <p>e. Adapt to new situational demands.</p>
27. Task Management		
<p>a. Prioritize and manage tasks, based on existing and new information, while maintaining constructive behavior under stress.</p> <p>(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.</p> <p>(2) Follow orders and carry out all required procedural steps in the proper sequence.</p>	<p>a. During mission profile.</p>	<p>a. Correctly prioritize multiple tasks to avoid saturation or under-tasking.</p> <p>b. Use all available resources to manage workload.</p> <p>c. Ask for assistance when overloaded.</p> <p>d. Accept better ideas when offered.</p> <p>e. Focus attention on task at hand.</p>
28. Emergency Procedures		
<p>a. Perform critical action emergency procedures</p> <p>b. Perform non-critical action procedures to include analysis of hypothetical aircraft malfunctions.</p>	<p>a. Simulated engine loss and practice forced landing procedures.</p> <p>b. Ground training for other emergencies.</p> <p>c. Checklist and inflight guide.</p> <p>a. Hypothetical aircraft malfunctions and emergency situations.</p> <p>b. Checklist and inflight guide.</p>	<p>a. Analyze the situation and take the appropriate action.</p> <p>b. Perform and/or state proper steps in critical action procedures, from memory, without error.</p> <p>c. Use proper checklist and inflight guide as necessary.</p> <p>d. Perform or state proper steps to satisfactory conclusion.</p> <p>a. Analyze the situation and take the appropriate action.</p> <p>b. State proper steps to resolve non-critical action emergencies using proper checklist and inflight guide as required.</p>
29. General Knowledge		
<p>a. Demonstrate knowledge of aircraft systems, flying instructions, applicable procedures, associated directives, and instructions.</p>	<p>a. Study guides, instructions, and manuals.</p>	<p>a. Demonstrate a thorough understanding of aircraft systems.</p> <p>b. Be able to apply procedures from tech orders and associated directives.</p> <p>c. Refer to applicable publications as necessary.</p>

Chapter 3

Academic Training

Note — Students must complete lessons A101, A102 and A103 prior to C101.

<i>Unit</i>	<i>Title</i>	<i>Hours</i>
A101	Commander / Operations Officer Briefing / In-processing	2.0
A102	Chief Instructor / Flight Scheduler Briefing	1.0
A103	Local Area Procedures	2.0
A104	Airplane Systems (Airplanes, Powerplant and Related Systems, Flight Instruments)	1.5
A105	Aerodynamic Principles Application (Four Forces of Flight, Stability, Maneuvering Flight)	1.5
A106	Airplane Performance (Predicting Performance, Weight and Balance)	1.0
A107	Flight Environment (Safety, Airports, Aeronautical Charts, Airspace, Radar Services, Radio, and applicable sections of FAR Parts 61 and 91)	6.0
A108	Weather (Reading METARs / TAFs, Weather Hazards, Weather Limits)	1.0
A109	Navigation (Pilotage and Dead Reckoning, VOR Navigation)	1.0
A110	Written Examination	1.0
	<i>Total</i>	18.0

Chapter 4

Flying Training

Section A — Officer Development

<i>Unit</i>	<i>Title</i>	<i>Hours</i>
D101	Orientation and Processing	7.0
D102	Aircraft Mishap Prevention	1.0
D103	Physical Training	20.0
		<i>Total</i> 28.0

Section B — Ground Training

<i>Unit</i>	<i>Title</i>	<i>Hours</i>
G101	Preflight / Postflight and Preparations and Procedures	2.0
G102	Airport Operations	1.0
G103	Takeoffs, Landings, and Go-Arounds	1.0
G104	Slow Flight and Stalls	1.0
G105	Ground Reference Maneuvers	1.0
G106	Basic Instrument Maneuvers	1.0
G107	Navigation	1.0
G108	Emergency Operations	1.0
G109	Flight Safety / Operational Risk Management	1.0
G110	Cockpit / Crew Resource Management	1.0
G111	Presolo written examination	1.0
		<i>Total</i> 12.0

Section C — Aircraft

<i>Unit</i>	<i>Title/Objectives</i>	<i>Sorties Dual/Solo</i>	<i>Hours Dual/Solo</i>
C101	Orientation (Pre-Solo)	1/0	1.4/0
	Objectives — Students practice basic aircraft control while adapting to the aircraft and basic maneuvers. Checklist Use 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 Traffic Patterns Approach and Landing No-Flap Approach and Landing Forward Slips to a Landing Breakout and Go-Around VOR Operation / Orientation		

<i>Unit</i>	<i>Title/Objectives</i>	<i>Sorties Dual/Solo</i>	<i>Hours Dual/Solo</i>
C301 – 06	Fundamental Maneuvers (Pre-Solo)* Objectives — Students build on basic aircraft control and gain proficiency, while adding additional maneuvers. Previously introduced maneuvers Ground reference maneuvers Simulated Forced Landing VOR/GPS orientation * 1 sortie should be flown pattern-only <i>Special Syllabus Requirement</i> — Students accomplish an arrival and traffic pattern at an alternate/auxiliary airfield (e.g., Fowler or Fremont County Airport)	6/0	8.4/0
C401	Review Objectives — Evaluate student performance in previously introduced maneuvers (includes ~1-hour ground-eval)	1/0	1.4/0
C501 – 02	Supervised Solo Objectives — Students successfully fly the aircraft solo. (Prior to solo flight, ensure testing and documentation are complete.) Dual — 3 satisfactory patterns / landings, Breakout, Go-Around Solo — Normally 3 patterns / landings (min)	1/1	0.9/0.5
C601 – 05	Maneuvers (Post-Solo) / Basic Instrument Maneuvers Objectives — Students improve aircraft control and gain confidence while practicing basic instrument procedures. Practice previously introduced maneuvers Basic instrument maneuvers VOR/GPS operation Fly one area solo sortie (not flown as C601) Understand final check expectations and practice final check profile	4/1	5.6/1.2
C790	Final Check 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-eval) Normal Takeoff / Departure Area work: Slow Flight, Steep Turns, Power-On Stalls, Power-Off Stalls, area emergency approach and landing, sampling of basic instrument maneuvers, 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, Emergency Approach and Landing	1/0	1.4/0
<i>Total Aircraft Sorties / Hours</i>		17 / 2	23.3 / 1.7

Aircraft Maneuver Item File								
Man No	Maneuver	Lesson Units / Sorties						
		C1/1	C2/3	C3/6	C4/1	C5/2	C6/5	C7/1
1	Mission Planning / Briefing / Debriefing	2+	2+	3+	3+	3+	4+	4+
2	Ground Operations	2+	2+	3+	3+	3+	4+	4+
3	Takeoff	2	2+	3+	3+	3+	4+	4+
4	Departure	2	2+	3+	3+	3	4+	4+
5	Basic Aircraft Control	2+	3+	3+	3+	3+	4+	4+
6	Local Area Procedures	2+	2+	3+	3+	3+	4+	4+
7	Straight-and-Level Flight	2+	2+	3+	3+	3+	4+	4+
8	Climbs and Descents	2+	2+	3+	3+	3+	4+	4+
9	Turns	2+	2+	3+	3+	3+	4+	4+
10	Slow Flight Maneuvering		2+	2+	3+		4+	4+
11	Steep Turns		2+	3+	3+		4+	4+
12	Power-Off and Power-On Stalls		2+	3+	3+		4+	4+
13	Ground Reference Maneuvers	2	2	3+	3		3	3
14	Basic Instrument Maneuvers			2	2		3+	3+
15	Navigation Procedures	2	2	2+	2		3+	3+
16	Simulated Forced Landing		2	3+	3+	3	4+	4+
17	Arrival	2	2+	3+	3+	3	4+	4+
18	Traffic Patterns	2	2+	3+	3+	3+	4+	4+
19	Approach and Landing	2+	2+	3+	3+	3+	4+	4+
20	No-Flap Approach and Landing	2	2+	3+	3	3	3	3
21	Forward Slip to a Landing	2	2+	3+	3	3+	3	3
22	Go-Around	2	2+	3+	3+	3+	4+	4
23	Breakout	2	2	3+	3	3	3	3
24	Clearing / Collision Avoidance Precautions	2+	2+	3+	3+	3+	4+	4+
25	Inflight Checks	2+	2+	3+	3+	3+	4+	4+
26	Trim	2+	2+	3+	3+	3+	4+	4+
27	Throttle Technique	2+	2+	3+	3+	3+	4+	4+
28	Communication	2+	2+	3+	3+	3+	4+	4+
29	Risk Management / Decision Making	2+	2+	3+	3+	3+	3+	3+
30	Situational Awareness	2+	2+	3+	3+	3+	3+	3+
31	Task Management	2+	2+	3+	3+	3+	3+	3+
32	Emergency Procedures	2	2+	3+	3+	3+	4+	4+
33	General Knowledge	2+	2+	3+	3+	3+	4+	4+
34	Special Syllabus Requirements			2+				

Chapter 5

General Instructions

Section A — Course Prerequisites

Syllabus Event	Prerequisite			Syllabus Event	Prerequisite			Syllabus Event	Prerequisite				
	1	2	3		1	2	3		1	2	3		
Academics				Ground Training					Aircraft				
A101				G101				C101	A103	G103			
A102				G102	G101			C201	C101	G104			
A103	A101	A102		G103	G102			C202	C201				
A104				G104	G103			C203	C202	A104			
A105	A104			G105	G104			C301	C202	A106	G105		
A106	A105			G106	A107			C302	C301				
A107	A106			G107				C303	C302	A107			
A108	A107			G108				C304	C303				
A109	A108			G109				C305	C304	G110			
A110	A109	G111		G110				C306	C305				
				G111	G110	C305		C401	C306	G111			
								C501	C401				
								C502	C501				
								C601	C502				
								C602	C601				
								C603	C602				
								C604	C603	A110			
								C605	C604				
								C790	C605				

Section B — Bibliography

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

Section C — Glossary

<i>Abbreviation or Acronym</i>	<i>Definition</i>	<i>Abbreviation or Acronym</i>	<i>Definition</i>
AETC	Air Education and Training Command	GPS	Global Positioning System
AETCI	AETC Instruction	IAW	In Accordance With
AF	Air Force	IFS	Initial Flight Screening
AFROTC	AF Reserve Officer Training Corps	IFT	Introductory Flight Training
AFM	Airplane Flight Manual	IMC	Instrument Meteorological Conditions
AFS	Academy Flight Screening	KIAS	Knots Indicated Airspeed
AFTO	AF Technical Order	MIF	Maneuver Item File
AGL	Above Ground Level	MOA	Manifestation of Apprehension
AT	Additional Training	OPR	Office of Primary Responsibility
CAP	Commander's Awareness Program	PC	Progress Check
CBT	Computer-Based Training	PT	Physical Training
CPT	Cockpit Procedures Trainer	RPA	Remotely Piloted Aircraft
CRM	Cockpit / Crew Resource Management	RPM	Revolutions per Minute
CRP	Commander's Review Program	SFL	Simulated Flame-Out Landing
CSO	Combat Systems Officer	SUPT	Specialized Undergraduate Pilot Training
CTS	Course Training Standards	TIMS	Training Integration Management System
DME	Distance Measuring Equipment	UFT	Undergraduate Flying Training
EC	Elimination Check	USAF	United States Air Force
EP	Emergency Procedure	VMC	Visual Meteorological Conditions
FAR	Federal Aviation Regulations	VOR	VHF Omni-directional Range
FLIP	Flight Information Publications		

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 to focus supervisory attention on a student's progress in training, specific deficiencies, and potential to complete the program. Flight commander administers CAP.

Commander's Review 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.

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, maintaining flight continuity between maneuvers

Part-Task Training — Training accomplished without maintaining flight continuity between maneuvers

Pilot Candidate — An officer or cadet scheduled to attend SUPT or RPA training.

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.

Training Forecast Schedule — The Master Syllabus matched with the training calendar. It reflects event line information as well as specific dates syllabus lessons should be accomplished for a particular class.

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.)