

Initial Flight Training (IFT) Pre-Arrival Guide



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1st Flying Training Squadron
CAE Initial Flight Training

“The Gateway to USAF Aviation”

306 FTG/CC Welcome



Welcome to the 306th Flying Training Group and Pueblo, Colorado! As you walk through the doors of the 1st Flying Training Squadron, you take your first few steps into formal Air Force Flight Training. The program you are about to enter stresses airmanship and discipline and will lay a solid foundation for your operational flying career.

I challenge each of you to make smart decisions while at Initial Flight Training. This is your first chance to experience how the Air Force trains its aviators – don't waste this opportunity! Study for academics, prepare for your flights, and take care of your classmates and yourself. Develop habits and discipline now that will take you through your rated career.

Most importantly, I expect you to treat your instructors and classmates with dignity and respect in accordance with our core values. Protect your integrity, strive for excellence, and live service before self.

On behalf of the 306th Flying Training Group, we wish you success during your time in Pueblo and throughout all that your Airforce future holds.

//SIGNED//

NANCY E. TAYLOR, Col, USAF
Commander

1 FTS/CC Welcome



Congratulations on your selection for Initial Flight Training and the opportunity to become a professional military aviator. On behalf of the United States Air Force, CAE and the City of Pueblo, I would like to welcome you to the "Gateway to Air Force Aviation." Take pride in this accomplishment and remember that the same skills used to achieve this milestone will serve you well in the days ahead.

Make no mistake about it, IFT is a highly structured military flight training operation; the days are long and expectations are high. If you have ongoing medical or personal issues that may interfere with your training, you need to discuss with your supervisor whether this is the right time for you to attend IFT. This program may very well be the most challenging undertaking you have ever experienced. In return, you will gain skills and abilities that will be invaluable to your success in follow-on flight training.

This is a once in a lifetime opportunity. There are no second chances. Inappropriate use of alcohol, sexual misconduct, discrimination of any kind, or conduct unbecoming a military professional, will not be tolerated. Any offense of this nature will be considered grounds for dismissal.

I and the rest of my staff here in the 1 FTS want you to succeed at IFT. With a personal commitment, earnest preparation, and a positive attitude, you will. Again, congratulations and best of luck as you start your career as a military aviator.

//SIGNED//

JORDAN L. FILER, Lt Col, USAF
Commander

First Things First...

All Students scheduled to attend IFT must comply with administration instructions posted in the ETCA for their particular course. Refer to ETCA HOME at:

[ETCA Courses \(dps.mil\)](https://dps.mil)

Course ID's:

Pilot: S-V8A-S
RPA: U-P2A-A
IMS: S-V8I-S

Please be advised you may need to first clear the SSL state and cache in Internet Options and restart your browser. Also, please ensure you select your DoD Authentication certificate when prompted. If all else fails, please try Chrome and Edge.

NOTE: If you hold a Private Pilot Certificate (PPC) or higher, you are prohibited from attending IFT without a waiver from AETC. For questions, please email 19AF/DOUA at (210) 652-9646.

READ AND COMPLY WITH THIS ENTIRE GUIDE!! FAILURE TO DO SO COULD RESULT IN YOUR REMOVAL FROM IFT!

Contact Information:

Registrar: (813) 954-7487
IDMT: (719) 423-8333
(813) 722-0497
Lodging: (813) 954-7569
Security: (813) 722-0255
1 FTS: (813) 954-7568
1 FTS e-mail: SM-MTS-Doss-1FTS-MILO@caemilusa.com

If there are any questions not addressed in the guide, contact the IFT Military Liaison: 813-954-7568.

Your Mailing Address while attending IFT:

CAE Initial Flight Training
C/O (*First Name, Last Name & Class #*)
Suite 200
1 William White Blvd.
Pueblo CO 81001

Important things to do:

- Read this entire guide and watch the IFT video via the CAE website! <https://www.cae.com/defence-security/what-we-do/training-centres/usaf-initial-flight-training-ift/>
- Comply with pre-arrival requirement outlined in their respective sections:
- Travel and In-Processing
 - Complete your travel arrangements in DTS NET 4 weeks prior to travel date.
 - Provide your travel itinerary to CAE Doss **NLT 7 days prior to class arrival date** via form on CAE IFT website.
- If you have any questions about DTS, please contact AETC/FMAM at (210) 652-2971.
- Uniforms
- Medical and Student Pilot Certificates
- RPA: Aeronautical Orders
- Glasses if specified on DD Form 2808
- Memorize Boldface and Ops Limits (attached)

Travel Day Instructions

DAY 0: This is the day you are expected to arrive and in-process. This is one day BEFORE the class start date on your RIP/orders. If you arrive before DAY 0, you will be responsible for hotel expenses (offsite) and transportation costs. Pay careful attention to the arrival times below.

You must complete the online Travel Itinerary Form at least 7 days prior to class arrival date! It is on the Incoming Students web page. This information is used to create your security badge and schedule airport shuttles. If you do not receive a confirmation within 24 hours, call (813) 954-7569.

Driving

- IFT is located at 1 William White Blvd, Pueblo, CO, 81001.
- Students arriving by POV need to arrive between **0900 - 1600L**.

Flying Commercial Air

- **Fly into Pueblo Airport (PUB) or Colorado Springs Airport (COS) as a final destination. DO NOT choose Denver International (DIA).**
- Students arriving by Commercial Air need to arrive between **0900 - 1800L**.
- If travel plans cannot ensure arrival by 1800L, call (813) 954-7569 to coordinate alternate arrival plans.
- Rental cars are not an authorized reimbursable expense for IFT. Use the shuttle.
- Call 813-954-7469 to confirm your shuttle reservation.
 - The shuttle attendant will be located in front of the info center near the baggage area at COS and in front of the terminal at PUB.
 - If you are delayed or have trouble finding the shuttle attendant, call 813-954-7569.

In-processing Instructions

In-Processing

- In-processing will occur on 0 Day and will take approximately one hour. It is recommended that you arrive at least one-hour prior to the NLT listed above to allow proper time to in-process. You will be issued a security badge, assigned a hotel room and given your laptop for use while at IFT.
- The IFT staff will give you detailed in-processing guidance upon arrival.
- Be in uniform during in-processing; arrive in civilian clothes and then change.
- Have your CAC (with valid PIN), medical forms, and FAA Student Pilot Certificate or IACRA application information (FTN, username, and password) easily accessible upon arrival.

Lodging Note

- Some students will be double-billed. If you would like to volunteer for double-billeting and choose your roommate, contact IFT Lodging at 813-954-7569 no later than 2 weeks prior to your arrival.
- Those sharing a room must be enrolled in the same class and flight (i.e. Class 25-01, Alpha Flight. Call to inquire).

Training Flow

DAY 1: This is the class start date on your RIP/orders. On DAY 1 you will receive welcome briefings, start academics, and take a Boldface/Ops Limits test.

Departure

- Students will plan to depart on the day following their last flying event.
- Students graduating after 1630 hours will out-process on the next duty day.
- Students are not authorized to remain in the facility beyond the next duty day.
- Students will not be allowed to remain on-site to wait for another student to finish IFT.

- Students who drove together must be prepared to leave solo or obtain independent lodging on the economy.
- Students may be allowed to stay at IFT if they experience flight scheduling or availability issues. These situations must be validated by an MTO.

Uniforms

- IFT does not provide uniforms for students. It is your responsibility to obtain the appropriate uniforms prior to arrival. Uniforms can be obtained through your home station or follow-on training location. Please work with your immediate supervisor if you are having difficulty obtaining uniforms for IFT.
- Students attending IFT will wear the Flight Duty Uniform (FDU) or the 2 Piece Flight Duty Uniform (2PFDU) in accordance with DAFI36-2903, dated 12 April 2022. The OCP uniform is NOT authorized.
- All students need to bring:
 - Flight suits with rank and Velcro already sewn on
 - Name tags (cloth or leather)
 - MAJCOM patches
 - Flight boots
 - Flight gloves
 - Flight cap
 - Conservative, non-offensive civilian clothing, including PT gear, for wear during non-duty hours and during individual fitness time.
- If any part of your training falls between 1 Oct and 30 Apr, bring:
 - Flight jacket with rank and Velcro already sewn on (Required)
 - 1 pair thermal underwear (Recommended)
 - Black watch cap (Recommended)

NOTE: IFTS does have some spares of the FDU (not the 2PFDU) for use in emergency situations.

IFT Rules of Engagement (ROE)

- Do not bring any firearms to IFT. This also means NO firearms in your vehicle.
- Do not bring any pets to IFT.
- **NO** incense, candles, plug-in deodorizers or other personal appliances may be used anywhere at IFT.
- You are encouraged to bring personal hygiene products.
- Students should not plan to take leave while enrolled in IFT. Personal leave situations should be resolved before attending IFT. Emergency leave will be resolved on a case-by-case basis.
- AETC Family down days are not IFT down days.
- Students should be prepared to fly on weekends.
- Guest Hours: 1700L – 2200L on Fri, 0800L – 2200L Sat, Sun, and Holidays.
 - IFT is a fast-paced training program that demands all of your attention.
 - Guests (including spouses) are not allowed outside of listed guest hours.

IFT Medical Requirements

All Students Require:

- Fully completed and stamped DD Form 2808 (3 pages in length)
- Corrective lenses (if applicable).
- Must not be DNIF.

DD Form 2808 Instructions:

- Must have been stamped within 4 years of projected IFT grad date.
- If Blue stamp states FC'X' (W/Waiver) waiver must be current with all waiver requirements completed/met:
 - Waiver must be documented in AIMWTS (verify with home unit Flt Med).
 - If waiver requires annual updates/exams those must be due after projected graduation date or completed before attending IFT.
 - If waiver requires Med Equipment they must be used during training (e.g. Glasses).
 - It is recommended that you personally review your waiver prior to attending IFT to prevent any confusion.
 - You do not need to bring a copy of your waiver to IFT as we will verify AIMWTS.
 - It is however highly recommended that you maintain a personal copy of your waiver for your records.
 - If your stamp says, "Dental corrections required before being cleared for flying duties", reach out to your local dental clinic and verify nothing is needed if they say you are cleared you **do not** need to reach out to IFT Medical.

NOTE TO RPA STUDENTS: If you have a waiver, confirm with your flight surgeon if you are restricted from scanning duties. If you are restricted from scanning duties IFT must acquire a syllabus waiver for you. To avoid training delays, let us know as soon as possible.

- **Review boxes 61, 63, 67, 76, & 77 of the DD Form 2808.**
 - Boxes 61, 63, determine the need for corrective lenses based of visual acuity. The **STANDARD** for **UNCORRECTED VISION IS 20/20.**
 - Even if your vision **20/25** in only one eye you **NEED CORRECTIVE LENSES** to fly at IFT.
 - Box 67 is your depth perception. It must say "Passes B/C/D/E/F".
 - Boxes 76 & 77 are where important diagnoses and their requirements should be listed.
- **Sitting height/Buttocks to knee measurements are in box 73.**
 - The Aircraft at IFT are small and you may not fit.
 - As general guidance we use a SH of 39" or greater, and a BK of 26" or greater to determine if your fitment in the aircraft needs to be checked.
 - Those measurements are not a hard line. Many students with measurements greater than 39"SH and/or 26"BK still fit in the aircraft.
 - If you are very tall or very broad, please contact the IDMT's at IFT to discuss possible fitment issues.

Corrective Lenses

- You must have 2 pairs in good condition while at IFT.
- One pair is worn during flying the other is kept on your person.
- Glasses must meet dress and appearance standards of DAFI36-2903.
- If you are on the Air Crew Soft Contacts Lens Program (ACSCLP) it must be documented in ASIMS prior to IFT start. Documentation requirement:
 - It will be in the grounding management section of ASIMS.

- We will not be able to correct this issue at IFT if it has not been documented by the flight surgeon.
- If on ACSCLP you still need one pair of glasses during training.
- **All Corrective lenses are verified in-person at IFT.**
 - During the week of academics all students who require corrective lenses will be identified and contacted.
 - An appointment will be scheduled to check your glasses at the clinic.

Must NOT be DNIF/Down

- **Status is documented on a DD Form 2992.**
 - Not all students will have a DD Form 2992.
 - Pilots do not require them here but may have one in ASIMS so double check.
 - All RPA students require them, see RPA only section below.
 - If you have been seen by a flight surgeon and have been “Downed” or placed on Duties Not Including Flying (DNIF) status, a Return To Flying Status (RTFS) DD Form 2992 must be placed prior to arrival at IFT.
 - We **Will Not** correct a DD Form 2992 issues at IFT and Students that come to IFT DNIF will be returned to their home units.

Pilot ONLY Requirement

DD Form 2808 MUST be for a Flying Class 1. No Exceptions!!

- Example Stamp:
 - Medically Qualified for: FCI, FCIA, RPA Pilot, FCIII, GBO, ATC, (Exam), MOD (Exam)
 - //SIGNED//
 - HQAETC/SGPS (DDMMYYYY)
- May have waiver requirements and will read as FCI (w/Waiver) on the stamp.
- Not all stamps are the same. Please ensure the DD Form 2808 stamp reflects that FLY is approved.

NOTE: All other Pilot requirements are identified in the “All Students Section” above.

RPA ONLY Requirement

DD Form 2808 MUST be for a Flying Class III.

- Must bring hard copy FAA FCIII.
 - FAA FCI or FCII are fine, but a FCIII is the minimum.
 - FAA Flying Classes are good for five years.
 - Must not expire while at IFT.
- It Does **NOT** matter what Flying Class your 2808 (USAF Physical) is you still **NEED** a FAA Flying Class Physical.

DD Form 2808 MUST Be Stamped RPA Pilot or GBO.

- Example 2808 Stamp:
 - Medically Qualified for: RPA Pilot, GBO, ATC, (Exam), MOD (Exam)
 - //SIGNED//
 - HQAETC/SGPS (DDMMYYYY)
- May have waiver requirements and will read as RPA Pilot (w/Waiver) or GBO (w/Waiver) on the stamp.
- Not all stamps are the same. Please ensure the DD Form 2808 stamp reflects that RPA Pilot or GBO is approved.

Current DD Form 2992 for Aeronautical Orders (AOs)

- The DD Form 2992 is not a medical requirement for IFT, but AOs are required for training.
- The DD Form 2992 is created by your Flight Surgeon and is documented in ASIMS.
- It must NOT expire while at IFT and CANNOT be a DOWN/DNIF DD Form 2992.
- Questions about the DD Form 2992 should be directed to your home station Flight Surgeon.
- Questions about the AO's should be directed to your home station HARM Office.

RPA AOs

- RPA students are required by AFI 11-402 to be on AOs before their first flight.
 - You and your HARM office should receive an email from the 12 OSS at Randolph before training to start the process.
 - Follow up with your local HARM office to make sure they have a DD Form 2992 (medical examination form) to process the AOs. This should start happening about three weeks prior to training.

NOTE: All other RPA requirements are identified in the “All Students Section” above.

IFT Medical Team Notes/Contact Information

- Please ensure that you have reviewed all information prior to arriving at IFT.
- While we will attempt to correct any issues with your medical clearance during in-processing there is no guarantee that we can do it while at IFT.
- **ANY** missing paperwork, medical equipment (aka corrective lenses), or other incomplete medical requirements are grounds for removal from training.
- It is recommended that you begin reviewing your medical paperwork and ensuring that it is in order ASAP.
- Correcting medical paperwork, completing physicals, or issuing medical equipment (glasses) may take a significant amount of time and it is not possible to do it while at IFT. The earlier the process is started the less likely that you will be removed from training.
- IFT Clinic is manned by IDMTs/FOMTs. There are no Flight Surgeons on site. IFT is serviced by USAFA Flt Med but Flight surgeons at USAFA are unable to correct issues regarding med clearances for IFT students.
- If you have any questions about requirements or anything other medical concerns, please reach out using the numbers below:

TSgt Aleksandr McPike

Email: aleksandr.mcpike@us.af.mil

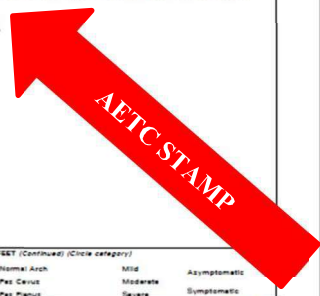
Phone: 813-722-0497

Clinic Hours:

Monday-Friday 0730-1630

REPORT OF MEDICAL EXAMINATION		1. DATE OF EXAMINATION (YYYYMMDD)	2. SOCIAL SECURITY NUMBER
		20160503	XXXXXXXXXX
PRIVACY ACT STATEMENT			
AUTHORITY: 10 USC 504, 505, 507, 532, 978, 1201, 1202, and 4346; and E.O. 9397.			
PRINCIPAL PURPOSE(S): To obtain medical data for determination of medical fitness for enlistment, induction, appointment and retention for applicants and members of the Armed Forces. The information will also be used for medical boards and separation of Service members from the Armed Forces.			
ROUTINE USE(S): None.			
DISCLOSURE: Voluntary; however, failure by an applicant to provide the information may result in delay or possible rejection of the individual's application to enter the Armed Forces. For an Armed Forces member, failure to provide the information may result in the individual being placed in a non-deployable status.			
3. LAST NAME - FIRST NAME - MIDDLE NAME (Suffix)		4. HOME ADDRESS (Street, Apartment Number, City, State and ZIP Code)	5. HOME TELEPHONE NUMBER (Include Area Code)
XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXX
6. GRADE	7. DATE OF BIRTH (YYYYMMDD)	8. AGE	9. SEX
CAC	XXXXXXXXXX	21	Male
10. RACIAL CATEGORY (X one or more)		11. ETHNIC CATEGORY (X one or more)	
<input checked="" type="checkbox"/> American Indian or Alaska Native <input type="checkbox"/> Asian <input type="checkbox"/> Black <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Other <input type="checkbox"/> White		<input checked="" type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Other <input type="checkbox"/> Respond	
12. AGENCY (Non-Service Member Only)		13. ORGANIZATION UNIT AND UIC/COE	
USAF		Cadet Wing	
14. a. RATINGS OR SPECIALTY (Air Force Only)		b. TOTAL FLYING TIME	
15. a. SERVICE		b. COMPONENT	
<input type="checkbox"/> Army <input type="checkbox"/> Navy <input type="checkbox"/> Marine Corps <input checked="" type="checkbox"/> Air Force		<input checked="" type="checkbox"/> Active Duty <input type="checkbox"/> Reserve <input type="checkbox"/> National Guard	
c. PURPOSE OF EXAMINATION		16. NAME OF EXAMINING LOCATION, AND ADDRESS (Include ZIP Code)	
<input type="checkbox"/> Equipment <input type="checkbox"/> Mission Board <input checked="" type="checkbox"/> Commission <input type="checkbox"/> Retention <input type="checkbox"/> Separation		10 AMDS/SGPFP 2355 Faculty Dr. USAFA, CO 80840-4000	
17. HEAD, FACE, NECK, AND THROAT			
18. NOSE			
19. THROAT			
20. MOUTH AND THROAT			
21. EARS - General (left and right, canal, auditory acuity under item 22)			
22. EARS - Visual acuity and refraction under item 23			
23. EYES - General (Visual acuity and refraction under item 24)			
24. OPHTHALMOLOGIC			
25. HEART (Throat, apex, rhythm)			
26. LUNGS AND CHEST (Chest expansion)			
27. VASCULAR SYSTEM (Arteries, veins)			
28. ABDOMEN AND VISCERA (Liver, spleen)			
29. GENITALIA (Male)			
30. UPPER EXTREMITIES			
31. LOWER EXTREMITIES (Knee, foot)			
32. SKIN, OTHER MUSCULOSKELETAL			
33. IDENTIFYING BODY MARKS, SCARS, TATTOOS			
34. SENSATION			
35. NEUROLOGIC			
36. PSYCHIATRIC (Specify any personality deviation)			
37. PULSUS (Female only)			
38. ENDORINE			
39. DENTAL DEFECTS AND DISEASE (Please explain. Use dental form if completed by dentist. If dental examination not done by dental officer, explain in item 40.)			
40. EXAM TYPE			
DD FORM 2808, JAN 2003			

MEDICAL RECOMMENDATION FOR FLYING OR SPECIAL OPERATIONAL DUTY			
(Read Privacy Act Statement and instructions on back before completing form.)			
1. TO:	2. FROM:	3. DATE (YYYYMMDD)	
4. MEMBER NAME (Last, First, Middle Initial)	5. IDENTIFICATION NUMBER	6. GRADE	7. DATE OF BIRTH (YYYYMMDD)
8. ORGANIZATION	9. TYPE OF DUTY	10. FLIGHT PHYSICAL DATE (YYYYMMDD) (If applicable)	
11. UP: THE ABOVE INDIVIDUAL HAS BEEN FOUND QUALIFIED BY MEDICAL AUTHORITY.			
<input type="checkbox"/> CLEARED AFTER (X): <input type="checkbox"/> Temporary medical disqualification <input type="checkbox"/> Reporting to new duty station <input type="checkbox"/> Waiver recommended (Not USAF) <input type="checkbox"/> Waiver granted <input type="checkbox"/> Aircraft mishap <input type="checkbox"/> Other (See remarks)			
12. DOWN: THE ABOVE INDIVIDUAL HAS BEEN FOUND DISQUALIFIED BY MEDICAL AUTHORITY.			
<input type="checkbox"/> X one: <input type="checkbox"/> TEMPORARY DISQUALIFICATION DUE TO (X): <input type="checkbox"/> Illness or injury <input type="checkbox"/> Aircraft mishap <input type="checkbox"/> Other (See remarks)			
<input type="checkbox"/> MAY PARTICIPATE IN (X): <input type="checkbox"/> Simulator duties <input type="checkbox"/> Ground based flight line duties <input type="checkbox"/> Other (See remarks)			
13. REMARKS/LIMITATIONS			
<input type="checkbox"/> VISION CORRECTION DEVICES REQUIRED IN THE PERFORMANCE OF FLIGHT DUTIES. <input type="checkbox"/> MUST CARRY EXTRA SPECTACLES.			
14. (X one): <input type="checkbox"/> FLIGHT SURGEON <input type="checkbox"/> OTHER (Countersignature required for Air Force and Navy only)			
a. TYPED NAME (Last, First, Middle Initial)	b. GRADE	c. PROVIDER SIGNATURE	d. DATE SIGNED (YYYYMMDD)
e. TYPED NAME (Last, First, Middle Initial)	f. GRADE	g. FLIGHT SURGEON COUNTERSIGNATURE	h. DATE SIGNED (YYYYMMDD)
15. MEMBER CERTIFICATION			
<input type="checkbox"/> I certify that I understand the above recommendations and that I: <input type="checkbox"/> MAY <input type="checkbox"/> MAY NOT perform flight duties.			
16. ACTION TAKEN BY COMMANDER (Not required for Air Force and Navy)			
<input type="checkbox"/> APPROVE <input type="checkbox"/> DISAPPROVE			
a. TYPED NAME (Last, First, Middle Initial)	b. TITLE	c. SIGNATURE	d. DATE SIGNED (YYYYMMDD)
DD FORM 2992, JAN 2015			



Medical - FAA Medical Exam Reimbursement

- The SF1199A is required for reimbursement for an FAA medical examination.
- Complete the appropriate fields of the form by typing your information in. Finance will not accept handwritten forms.
- Required Fields: Section 1: Complete blocks A through F. (Note: Block C is SSN)
- Required Fields: Section 3: Financial Institution name/address and routing number. This form does not need to go to your financial institution.

NOTE: Bring the receipt for your FAA medical with you to the Day 1 IDMT brief. The receipt **must be legible**, have your name on it, and the actual receipt (not a bank statement). If the receipt is not legible, you will need to request another one from the servicing provider's office. You will forward a PDF copy of the receipt and the SF1199A to the 306 FTG/RA (email provided as needed).

FAA Student Pilot Certificate Instructions

- If you obtained your FAA Class III medical and Student Pilot Certificate BEFORE 1 APR, 2016 it had a 5 year expiration date and is no longer valid. You will need to apply for a new certificate.
- If you have your FAA Student Pilot Certificate (plastic card) in hand, bring that to training. You may also skip the steps below.
- If you do not have a Student Pilot Certificate, follow these steps:
 - Create an Integrated Airman Certification and Rating Application (IACRA) account at <https://iacra.faa.gov>.
 - Use a mailing address you can receive mail at 6-8 weeks after your application is being

processed. Do not use the IFT mailing address.

- Create a Student Pilot Certificate Application and record your FAA Tracking Number (FTN).

NOTE: Your application is not complete until you hit “Submit Application.” See reference below.

Certificate Summary

Certificate Type: Student Pilot
Certificate #: PENDING

Limitations:
1. CARRYING PASSENGERS IS PROHIBITED

1 - View Privacy Act 2 - Review Application 3 - Submit Application

NOTE: Your applications status should say “Partially Complete – Ready for Next Action.” See reference below.

User Information
FTN: C1730238 Logout
User: shovelshine1
Role: Applicant

Applicant Options
→ Console
→ Start New Application
→ User Profile
→ Add Role
→ Edit Preferences
→ Change Password

IACRA - Applicant Console

Start New Application

Start New Application Start a new pilot, instructor, airworthiness, or crewmember application.
Start Foreign License Verification Process Start the foreign verification process.

Your Existing Applications

Application	Start Date	Certificate Type	Status	Status Date	Available Actions
3506032	10/24/2022	Student Pilot	Partially Complete - Ready for Next Action	10/24/2022	View/Print Go

- Physically present yourself to a Certified Flight instructor (CFI), Designated Examiner (DE), or Flight Standards District Office (FSDO) to have them electronically submit your application to the FAA.
- If you are unable to locate a CFI, this last step can be completed upon arrival at CAE when reporting to the MTO (Military Training Officer) section. You will need your FTN, username, and password.
- For more detailed instructions reference the “Student Pilot Certificate (SPC) Application Instructions” visit <https://iacra.faa.gov/IACRA/HelpAndInfo.aspx?id=6>

For Student Pilot Certificate Questions contact 1 FTS at (813) 954-7568.

Fitness

Maintaining Physical Fitness

- During the Academic week, all new students are assigned to a physical fitness time with their designated flight. Students may utilize the Fitness Center or the outside track.
- Students are encouraged to maintain a healthy physical fitness routine following Academics and throughout their time at IFT.



DA20-C1 BOLDFACE

ABORT	THROTTLE — IDLE BRAKES — AS REQUIRED FLAPS — CRUISE
ENGINE MALFUNCTION — SUFFICIENT RUNWAY REMAINING TO LAND	AIRSPEED — 60 KIAS FLAPS — LDG
FUEL PRESSURE LOSS	FUEL PUMP — ON
ENGINE FIRE IN FLIGHT	FUEL SHUTOFF VALVE — OFF CABIN HEAT — OFF
ENGINE FIRE ON THE GROUND	FUEL SHUTOFF VALVE — OFF CABIN HEAT — OFF
ELECTRICAL FIRE ON THE GROUND	GEN/BAT MASTER SWITCH — OFF
ELECTRICAL FIRE IN FLIGHT	GEN/BAT MASTER SWITCH — OFF AIR VENTS AND WINDOWS — OPEN
CABIN FIRE IN FLIGHT	GEN/BAT MASTER SWITCH — OFF AIR VENTS AND WINDOWS — OPEN CABIN HEAT — OFF



DA20-C1 BOLDFACE

ABORT	THROTTLE — IDLE BRAKES — AS REQUIRED FLAPS — CRUISE
ENGINE MALFUNCTION — SUFFICIENT RUNWAY REMAINING TO LAND	AIRSPEED — 60 KIAS FLAPS — LDG
FUEL PRESSURE LOSS	FUEL PUMP — ON
ENGINE FIRE IN FLIGHT	FUEL SHUTOFF VALVE — OFF CABIN HEAT — OFF
ENGINE FIRE ON THE GROUND	FUEL SHUTOFF VALVE — OFF CABIN HEAT — OFF
ELECTRICAL FIRE ON THE GROUND	GEN/BAT MASTER SWITCH — OFF
ELECTRICAL FIRE IN FLIGHT	GEN/BAT MASTER SWITCH — OFF AIR VENTS AND WINDOWS — OPEN
CABIN FIRE IN FLIGHT	GEN/BAT MASTER SWITCH — OFF AIR VENTS AND WINDOWS — OPEN CABIN HEAT — OFF

DA20-C1 OPERATING INFORMATION TABLE

NOTE: Numbers printed below in **bold** type must be committed to memory.

Indicated Airspeeds

V ₅₀ Stall speed with flaps LDG (KIAS)	34
V ₅₁ Stall speed with flaps CRUISE (KIAS)	42
V _R Rotate speed (KIAS)	44
Lift-off speed (KIAS)	52
Min. FL final approach speed with flaps LDG (KIAS)	55
Pattern SFL final approach speed with flaps LDG (KIAS)	60
V _X Best angle of climb speed with flaps T/O (KIAS)	60
Normal landing final approach speed (KIAS)	60
Min. engine-out speed to sustain windmilling prop (KIAS)	60
Min. FL final approach speed with flaps T/O (KIAS)	60
Min. FL final approach speed with flaps CRUISE (KIAS)	65
No-Flap landing final approach speed (KIAS)	65
V _X Best angle of climb speed with flaps CRUISE (KIAS)	65
V _Y Best rate of climb speed with flaps T/O (KIAS)	66
V _Y Best rate of climb speed with flaps CRUISE (KIAS)	70
Best glide speed at 1764 lbs (KIAS)	73
V_{FE} Max. Airspeed with flaps LDG (KIAS)	78
V_{FE} Max. Airspeed with flaps T/O (KIAS)	100
V_A Max. speed for full or abrupt control inputs at 1764 lbs (KIAS)	106
V_{NO} Max. structural cruising speed (KIAS)	118
Force a stopped propeller to windmill if starter inop (KIAS)	137
V_{NE} Never-exceed speed (KIAS)	164

Maneuvering

Positive limit load factor with flaps CRUISE (Gs)	+4.4
Negative limit load factor with flaps CRUISE (Gs)	-2.2
Positive limit load factor with flaps T/O or LDG (Gs)	+2.0
Negative limit load factor with flaps T/O or LDG (Gs)	0
Max. bank in steep turns, chandelles, and lazy eights (deg.)	60

Voltmeter

Voltmeter lower limit red arc (volts)	8-11
Voltmeter caution range yellow arc (volts)	11-12.5
Voltmeter green arc (volts)	12.5-16
Voltmeter upper limit red line (volts)	16.1

Fuel

Approved fuel grade	100LL
Usable fuel (US gal.)	24
Fuel tank capacity (US gal.)	24.5

Weight and Balance

Max. ramp weight (lbs)	1770
Max. takeoff weight (lbs)	1764
Max. landing weight (lbs)	1764
Forward CG limit at or below 1653 lbs (inches aft of datum)	7.95
Forward CG limit at 1764 lbs (inches aft of datum)	8.07
Aft CG limit at 1764 lbs (inches aft of datum)	12.16
Aft CG limit at or below 1653 lbs (inches aft of datum)	12.48
Max. weight in baggage compartment (lbs)	44

Power Plant Operation

RPM normal operating range (tachometer green arc)	700-2800
Min. RPM during engine runup idle check	975
Min. "Area Idle" RPM	1400
Min. RPM during operations with fuel pump on	1400
Min. permissible full-throttle static RPM during engine runup	2000
Max. permissible continuous RPM if an IFT student is PF	2700
Max. permissible continuous RPM (tachometer redline)	2800
Min. RPM drop during magneto check	25
Max. RPM drop during magneto check	150
Max. RPM drop difference between magnetos	50
Max. permissible continuous engine power (bhp)	125
Min. oil pressure (psi)	10
Oil pressure normal operating range (psi)	30-60
Max. time for oil pressure to reach 10 psi after start (sec.)	30
Max. oil pressure for full power operation if OAT < 0°C (psi)	70
Max. oil pressure (psi)	100
Min. oil temperature (°F)	75
Max. RPM after start until oil temp indication registers	1000
Oil temperature normal operating range (°F)	170-220
Min oil temp. to begin an area SFL at area idle (°F)	170
Min. oil temp for full power operation if oil pressure is normal (°F)	100
Max. oil temperature (°F)	240
Min. oil quantity (US qts)	4
Max. oil quantity (US qts)	6
Fuel pressure lower limit red line (psi)	3.5
Fuel pressure upper limit red line (psi)	16.5
Max. continuous starter operation (sec.)	10
Max. cumulative starter operation before 3-5min cooling (sec.)	30
Max. time for CHT below 300°F in descent (minutes)	5
Min. CHT takeoff & descent (°F)	240
CHT normal operating range (°F)	300-420
CHT caution range (°F)	420-460
Max. CHT (°F)	460
Max. OAT operation w/ full winterization kit (°C)	0
Max. OAT operation w/ partial winterization kit (°C)	12.5

Pattern Wind Limits

Max. tailwind dual or solo (kts)	5
Max. student solo gust spread (kts)	10
Max. student solo crosswind (kts)	10
Max. dual crosswind if an IFT student is PF below 500' AGL (kts)	15
Max. student solo total wind (kts)	20
DA20-C1 Max. demonstrated crosswind component (kts)	20
Max. dual total wind if an IFT student is PF below 500' AGL (kts)	25

Misc.

Max. aircraft structural temperature (°C)	55
Propeller approx. minimum ground clearance (inches)	10
Main landing gear tire pressure (psi)	33
Nose gear tire pressure (psi)	26
Min. OAT where cabin heat is not req for 10 min. before T/O (°C)	-20



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1 William White Blvd
Pueblo, CO 81001

1FTS MiLO Desk : 813-954-7568
CAE/1FTS Fax: 719-948-2822