

## Welcome SUPT Students

Welcome to Specialized Undergraduate Pilot Training. Please take advantage of this welcome package we have provided for you. If you have any additional questions, feel free to call the Transition Manager Office at DSN: 742-7618 or COMM 662-434-7618.





DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 14TH FLYING TRAINING WING  
COLUMBUS AIR FORCE BASE MISSISSIPPI

2 April 2012

Colonel Barre R. Seguin  
Commander, 14th Flying Training Wing  
555 Seventh Street, Suite 205  
Columbus AFB MS 39710

Dear Incoming Member of Team Blaze,

Welcome to Columbus Air Force Base, home of the 14th Flying Training Wing and the "Showplace of the South!" I am confident that you will find this assignment rewarding and enjoyable, both personally and professionally.

Our mission is to PRODUCE PILOTS, ADVANCE AIRMEN, FEED THE FIGHT. We train pilots for the US Air Force and partner nations, and keep our Air Force personnel ready to deploy around the world. You will contribute significantly to our mission, and I am proud to have you as a member of Team BLAZE. BLAZE is our cornerstone and represents our foundation of **Building Leaders, Advancing Integrity, Service Before Self and Excellence in All We Do.**

Our nearby city of Columbus, nicknamed the "Friendly City," offers several educational, cultural, social, and recreational opportunities. Columbus is located on the Tennessee-Tombigbee Waterway, making it a hot spot for large fishing tournaments. Right outside the base's south gate, there are numerous camping sites available at the Lake Lowndes State Park. The Mississippi Department of Wildlife manages over 700 hunting clubs in the state, with white-tailed deer being the most popular game species. Columbus also boasts two-top ranked dirt-track facilities, the Magnolia Speedway, and the Columbus Speedway. Additionally, there are two major universities close to the base, Mississippi University for Women and Mississippi State University. Our distinctly American musical origins are within an hour or two drive; from "the Blues" in the Mississippi Delta to the birthplace of the King of Rock-n-Roll, Elvis Presley, in Tupelo, MS. Many other destinations are within a few hours' drive from the base, such as Atlanta, Georgia; Memphis and Nashville, Tennessee; New Orleans, Louisiana; and the Florida Panhandle. Please take time to enjoy these tremendous opportunities while you're here.

Throughout the 14th Flying Training Wing, you'll find people ready and eager to meet your needs. If you arrive during duty hours (0730-1630), please report to the Transition Office in the 14th Operations Support Squadron, building 230. If you arrive after duty hours, go to the Magnolia Inn, building 956, where the lodging staff will assist you with quarters or lodging for the evening. Again, welcome to Columbus Air Force Base!

Sincerely

A handwritten signature in black ink that reads "Barre R. Seguin".

BARRE R. SEGUIN, Colonel, USAF  
Commander



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 14TH FLYING TRAINING WING  
COLUMBUS AIR FORCE BASE MISSISSIPPI

3 January 2012

MEMORANDUM FOR ARRIVING SUPT STUDENTS

FROM: 14 STUS/CC

SUBJECT: Public Web Page Welcome Letter

1. Congratulations on your assignment to Columbus AFB and Specialized Undergraduate Pilot Training (SUPT). Actual in-processing for SUPT begins at the 14 Student Squadron Transition Manager's Office, which is located in Room 22 of Building 230. The Transition Manager Office can be reached at DSN 742-7618 or Commercial (662) 434-7618. Your report no-later than date should be no less than ten duty days prior to your class start date. On your first duty day when you arrive at Columbus AFB, report to the TM Office wearing ABUs or blue's (no tie or SD). At this time, you will be provided with an in-processing checklist, base map, and other pertinent information. If you arrive after duty hours, report in at billeting and show at the TM Office no later than 1000 the next duty day.
2. Due to an influx of students at Columbus AFB housing priorities are constantly in change. It is recommended that you call ahead and reserve up to 30 days of billeting at the Magnolia Inn (ext. 2548). This will help ensure that you have a place to stay on base while awaiting your unaccompanied officers quarters (UOQ) or base housing unit. If you show up without a reservation it is possible that you could end up in a hotel for an extended period of time while awaiting permanent housing or a UOQ room. You should call the housing office (ext. 3474) before your arrival to get an update on the current situation. Unaccompanied or single officers should contact the UOQ Manager (ext. 7278).
3. Be in shape. You will take the Air Force Physical Fitness Assessment during Phase I usually, within the first two weeks of training. Further information is provided in this package regarding the Fighter Aircrew Conditioning Test.
4. Upon arrival you will most likely be on transition status for a period of time while attending Initial Flight Screening (IFS) and awaiting your class start date. While on transition status, expect to be utilized in jobs throughout the wing. This is a valuable opportunity to learn and gain firsthand experience in operational/support roles here at Columbus AFB.
5. Specialized Undergraduate Pilot Training is challenging, exciting, and very rewarding. In order to complete the program, you will need to be totally committed to the Air Force and to your flight training. It will not be an easy process, but at the end of training you will be extremely proud of you accomplishments. We look forward to helping you on your way toward earning your silver wings.

Sincerely,

A handwritten signature in black ink, appearing to read "J. B. Moore", is written over a horizontal line.

JON B. MOORE, Lt Col, USAF  
Commander, 14th Student Squadron



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 14TH FLYING TRAINING WING  
COLUMBUS AIR FORCE BASE MISSISSIPPI

8 November 2011

MEMORANDUM FOR ALL INCOMING PERSONNEL

FROM: 14 CES/CEAC  
256 State Loop  
Columbus AFB MS 39705

SUBJECT: Housing Welcome Letter

Congratulations on your assignment to Columbus AFB. We look forward to assisting you with your move whether you are interested in residing on base in privatized housing or in the local community.

The Housing Asset Management Office (HAMO) provides on and off base housing referral service to both single unaccompanied and married personnel assigned/attached to Columbus AFB. Military personnel are required to contact the HAMO within one (1) duty day of arrival and complete a new AF Form 594, *Basic Allowance for Housing*.

Columbus Family Housing, Hunt Military Communities, provides privatized housing on Columbus AFB, with 453 units in 3 on-base housing areas. Capitol Village units are Capehart ranch-style, renovated duplexes. All units have central heat/ac, hardwood floors, all appliances (except microwaves) and washer/dryer hook-ups. State and Magnolia Villages accommodate either gas or electric dryers and have carpeting. The waiting time for privatized housing varies according to rank and family size. Please view their website ([www.columbusfamilyhousing.com](http://www.columbusfamilyhousing.com)) and you may contact Columbus Family Housing directly at 662-434-8213; however, please fax the application, Privacy Act Release Statement, AF Form 4422 Sex Offender Disclosure and Acknowledgement, and a copy of your PCS orders to our office at 662-434-0079 so that we may verify your entitlement and refer you to Columbus Family Housing so they may place you on the appropriate wait list.

Our office provides current information on community housing near CAFB, which is advertised on the Automated Housing Referral Network ([www.ahrn.com](http://www.ahrn.com)). SUPT personnel must have permission to reside off base before entering into any lease.

We can be contacted at 662-434-3474. Our customer service hours are 0730-1715, Monday-Thursday and 0730-1615 on Friday.

//signed, ees, 9 Nov 11//  
E. E. SLANCAUSKAS  
Housing Asset Manager

//signed, kmc, 9 Nov 11//  
KESSLER M. COWANS  
Community Director, Columbus Family Housing

# Things to Do Before Arriving

Billeting and housing are different. Billeting (The Magnolia Inn) is temporary, like a hotel. Housing is permanent, such as your dorm, a house, or apartment off-base. You need to make arrangements for **both** billeting and housing!

1. Reserve billeting or temporary lodging facilities through Magnolia Inn for up to 30 days in advance. DSN: 742-2548 Commercial: 662-434-2548
2. If married or have dependents call ahead to the Housing Office to check on permanent housing. DSN: 742-3474; Commercial: 662-434-3474. For the housing waitlist call x8213.
3. If single or unaccompanied call the UOQ office at DSN: 742-7278; Commercial 662-434-7278.
4. Call ahead to the Transition Office and let them know if you have any special needs (spouse or childcare needs, etc) or if you have specific questions about the base. *This is the go to office for any of your questions!* DSN: 742-7618; Commercial: 662- 434-7618
5. Prepare for the Air Force Physical Fitness Assessment (PFA) and the Fighter Aircrew Conditioning Test (FACT).

If you are not involved in a fitness program, we recommend you start one before your arrival. During your first month of training, you will receive a physical fitness test and strength fitness test. You can best prepare for these tests with a weight and aerobic training program.

The Air Force Physical Fitness Test will be administered during the first month of SUPT in accordance with Air Force instruction 10-248. Students that fail to meet the fitness standard (75 or above) will be entered into a conditioning program and retested. The AETC/DO directs that all UPT students not meeting physical fitness standards will be removed from training and placed in casual status upon completion of Phase 1. The test consists of a 1.5 mile run, a waist measurement, push-ups and sit-ups.

The Fighter Aircrew Conditioning Test (FACT) will determine an individual's muscle fitness as it applies to operating high-G aircraft and identify anaerobic weakness that can be improved through specific physical conditioning. The FACT contains eight exercise events divided into two categories: Strength Test and Muscular Endurance Test. To pass this test, individuals must complete a minimum of 50 total repetitions of the five events in the Strength Category and the minimum required repetition in all three events in the Endurance Category. Repetitions above the maximum are not counted. The individual's total FACT score is calculated by adding together the strength and endurance scores.

The Strength Test Category requires 10-15 repetitions. Exercise and weight requirements include: your body weight multiplied by .35 for arm curls, .8 for bench press, .7 for lat pulls, 1.6 for leg press and .5 for leg curls. The Muscular Endurance Test includes: push-ups, abdominal crunches and leg presses at a minimum of 20 reps.

6. Military Homefront is the official DoD website to assist military members and their families with all the details connected with a Permanent Change of Station (PCS). This site can be accessed through the following website: [www.militaryhomefront.dod.mil/moving](http://www.militaryhomefront.dod.mil/moving).

# What to Bring to Columbus AFB

Gather the following items for in-processing and to ensure a smooth transition during the first few days:

1. 10 copies of orders.
2. Military Identification Card.
3. Medical, shot, and dental records (Flight Physical)
4. Traffic Management Office (TMO) papers and receipts from move, if applicable.
5. Uniform short sleeve blues with flight cap, ABU's, flight suit if you have it, mess dress for pilot training graduation, and service dress for official photo.
6. All personnel records.

## Contact Numbers

DSN: 742-XXXX

Commercial: 662-434-XXXX

Transition Office (Student In-Processing).....	7618
Base Chapel.....	2500
Base Housing Office.....	3474
Base Housing Waitlist.....	8213
Unaccompanied Officer Quarters.....	7278
Billeting.....	2548
Personnel.....	3294
Finance.....	2706
Child Development Center.....	2479
Columbus Club.....	2489
Airman & Family Readiness Center.....	2790
Security Forces Desk Sgt.....	7129
Base Operator.....	1110

The following are the T-6A Boldface Emergency Procedures and Operation Limits. **From Day 1 of training you should know these verbatim.** If going to IFS before arriving in Columbus go to <http://www.dossifs.com/> and learn the DA-20 Boldface and OP Limits.

**T-6A Boldface Emergency Procedures and Operating Limitations**

1 Nov 11

Name	Checked By	Date Completed
<b>Section 1. Boldface Emergency Procedures</b>		
<b>Emergency Engine Shutdown on the Ground</b> PCL – OFF FIREWALL SHUTOFF HANDLE – PULL		
<b>Abort</b> PCL – IDLE BRAKES – AS REQUIRED		
<b>Engine Failure Immediately After Takeoff (Sufficient Runway Remaining Straight Ahead)</b> AIRSPEED – 110 KNOTS (MINIMUM) PCL – AS REQUIRED EMER LDG GR HANDLE – PULL (AS REQUIRED)		
<b>Engine Failure During Flight</b> ZOOM / GLIDE – 125 KNOTS (MINIMUM) PCL – OFF INTERCEPT ELP		
<b>Immediate Airstart (PMU NORM)</b> PCL – OFF STARTER SWITCH – AUTO / RESET PCL – IDLE, ABOVE 13% N <sub>1</sub>		
<b>Uncommanded Power Changes / Loss of Power / Uncommanded Propeller Feather</b> PCL – MID RANGE PMU SWITCH – OFF PROP SYS CIRCUIT BREAKER (left front console) – PULL, IF N <sub>p</sub> STABLE BELOW 40%		
<b>Inadvertent Departure From Controlled Flight</b> PCL – IDLE CONTROLS – NEUTRAL ALTITUDE – CHECK		
<b>Fire In Flight</b> If Fire Is Confirmed: PCL – OFF FIREWALL SHUTOFF HANDLE – PULL		
<b>OBOGS Inoperative</b> GREEN RING – PULL (AS REQUIRED)		
<b>Eject</b> EJECTION HANDLE – PULL		

## Section 2. Operating Limitations

Engine	Starting
Maximum Torque Takeoff / Max <u>100</u> % Transient <u>131</u> % ( <u>20</u> Seconds)	Starter Limit <u>20</u> Seconds Wait <u>30</u> Sec, <u>2</u> Min, <u>5</u> Min, <u>30</u> Min after each start attempt Maximum ITT <u>1,000</u> °C for <u>5</u> Sec ( <i>Do Not Attempt Restart</i> )
Torque above <u>102</u> is indicative of a system malfunction.	Maximum Oil Pressure <u>200</u> PSI
Maximum ITT Takeoff / Max <u>820</u> °C Idle <u>750</u> °C Transient <u>870</u> °C (Up to <u>20</u> Seconds)	Minimum Oil Temperature <u>-40</u> °C Minimum Battery Voltage <u>23.5</u> V
$N_1$ Idle <u>60 to 61</u> % Ground, <u>67</u> % (Min) Flight	<b>Pressurization</b> Normal Above 18,000 FEET MSL <u>3.6</u> ± <u>0.2</u> PSI Overpressurization Valve Opens <u>4.0</u> PSI
$N_p$ Takeoff / Max <u>100</u> % ( <u>100</u> % ± <u>2</u> % PMU Off) Idle <u>46 to 50</u> %	<b>Fuel</b> Normal Recovery Fuel <u>200</u> Pounds Minimum Fuel <u>150</u> Pounds ( <u>200</u> Pounds Solo) Emergency Fuel <u>100</u> Pounds ( <u>100</u> Pounds Solo)
Avoid stabilized ground operations from <u>62</u> % to <u>80</u> % $N_p$	Minimum Fuel for Aerobatics <u>150</u> Pounds per side
Oil Pressure Takeoff / Max <u>90</u> to <u>120</u> psi Aerobatics / Spins <u>40</u> to <u>130</u> psi Aerobatics / Spins (Idle) <u>15</u> to <u>40</u> psi ( <u>5</u> Sec)	<b>Runway</b> Minimum Runway Length <u>4,000</u> Feet Minimum Runway Width <u>75</u> Feet
Oil Temp Takeoff / Max <u>10</u> to <u>105</u> °C Transient <u>106</u> to <u>110</u> °C ( <u>10</u> Minutes)	<b>Winds</b> Max Crosswinds Dry Runway <u>25</u> Knots Wet Runway <u>10</u> Knots Icy Runway <u>5</u> Knots Touch-and-Go <u>20</u> Knots Formation Takeoff / Landing <u>15</u> Knots Maximum Tailwind Component for Takeoff <u>10</u> Knots Maximum Wind with Canopy Open <u>40</u> Knots
<b>Prohibited Maneuvers</b>	<b>Acceleration Limitations</b>
1. <u>Inverted</u> Stalls	Symmetric Clean <u>-3.5</u> to <u>+7.0</u> Gs
2. <u>Inverted</u> Spins	Symmetric Gear / Flaps <u>0</u> to <u>+2.5</u> Gs
3. Aggravated <u>spins past two turns</u>	Asymmetric Clean <u>-1.0</u> to <u>+4.7</u> Gs
4. Spins with PCL <u>above idle</u>	Asymmetric Gear / Flaps <u>0</u> to <u>+2.0</u> Gs
5. Spins with the <u>landing gear, flaps</u> <u>or speed brake</u> extended	<b>Intentional Spin Entry</b>
6. Spins with the <u>PMU off</u>	Minimum Altitude for Entry <u>13,500</u> Feet MSL
7. Spins below <u>10,000</u> Feet pressure altitude	Minimum Cloud Clearance <u>7,000</u> Feet above clouds
8. Spins above <u>22,000</u> Feet pressure altitude	<b>Icing</b>
9. Abrupt <u>cross-controlled (snap)</u> maneuvers	Maximum Icing Band / Icing Type <u>5,000</u> Feet / <u>light rime</u>
10. Aerobatics maneuvers, spins or stalls with greater than <u>50</u> Pounds fuel imbalance	<b>Pubs Storage</b>
11. <u>Tail</u> Slides	Maximum Weight for Glare Shield Storage Bags is <u>8.5</u> Pounds
<b>Airspeed Limitations</b>	
Maximum Airspeed Gear and/or Flaps <u>150</u> KIAS	
Maximum Operating Speed <u>316</u> KIAS or <u>0.67</u> Mach	

**T-6A Boldface Emergency Procedures and Operating Limitations**

1 Nov 11

Name	Checked By	Date Completed
<b>Section 1. Boldface Emergency Procedures</b>		
<b>Emergency Engine Shutdown on the Ground</b>		
<b>Abort</b>		
<b>Engine Failure Immediately After Takeoff (Sufficient Runway Remaining Straight Ahead)</b>		
<b>Engine Failure During Flight</b>		
<b>Immediate Airstart (PMU NORM)</b>		
<b>Uncommanded Power Changes / Loss of Power / Uncommanded Propeller Feather</b>  (left front console)–		
<b>Inadvertent Departure From Controlled Flight</b>		
<b>Fire In Flight</b> <b>If Fire Is Confirmed:</b>		
<b>OBOGS Inoperative</b>		
<b>Eject</b>		

## Section 2. Operating Limitations

Engine	Starting
Maximum Torque Takeoff / Max _____ % Transient _____ % ( _____ Seconds)	Starter Limit _____ Seconds Wait _____ Sec, _____ Min, _____ Min, _____ Min after each start attempt Maximum ITT _____ °C for _____ Sec (Do Not Attempt Restart)
Torque above _____ is indicative of a system malfunction.	Maximum Oil Pressure _____ PSI
Maximum ITT Takeoff / Max _____ °C Idle _____ °C Transient _____ °C (Up to _____ Seconds)	Minimum Oil Temperature _____ °C Minimum Battery Voltage _____ V
$N_1$ Idle _____ % Ground, _____ % (Min) Flight	Normal Above 18,000 FEET MSL _____ ± _____ PSI Overpressurization Valve Opens _____ PSI
$N_p$ Takeoff / Max _____ % ( _____ % ± _____ % PMU Off) Idle _____ %	Normal Recovery Fuel _____ Pounds Minimum Fuel _____ Pounds ( _____ Pounds Solo) Emergency Fuel _____ Pounds ( _____ Pounds Solo)
Avoid stabilized ground operations from _____ % to _____ % $N_p$	Minimum Fuel for Aerobatics _____ Pounds per side
Oil Pressure Takeoff / Max _____ to _____ psi Aerobatics / Spins _____ to _____ psi Aerobatics / Spins (Idle) _____ to _____ psi ( _____ Sec)	Minimum Runway Length _____ Feet Minimum Runway Width _____ Feet
Oil Temp Takeoff / Max _____ to _____ °C Transient _____ to _____ °C ( _____ Minutes)	Maximum Tailwind Component for Takeoff _____ Knots Maximum Wind with Canopy Open _____ Knots
<b>Prohibited Maneuvers</b>	<b>Winds</b>
1. _____ Stalls	Max Crosswinds Dry Runway _____ Knots Wet Runway _____ Knots Icy Runway _____ Knots
2. _____ Spins	Touch-and-Go _____ Knots Formation Takeoff / Landing _____ Knots
3. Aggravated _____	
4. Spins with PCL _____	
5. Spins with the _____ _____ extended	
6. Spins with the _____	
7. Spins below _____ Feet pressure altitude	
8. Spins above _____ Feet pressure altitude	
9. Abrupt _____ maneuvers	
10. Aerobatics maneuvers, spins or stalls with greater than _____ Pounds fuel imbalance	
11. _____ Slides	
<b>Airspeed Limitations</b>	<b>Acceleration Limitations</b>
Maximum Airspeed Gear and/or Flaps _____ KIAS	Symmetric Clean _____ to _____ Gs Symmetric Gear / Flaps _____ to _____ Gs Asymmetric Clean _____ to _____ Gs Asymmetric Gear / Flaps _____ to _____ Gs
Maximum Operating Speed _____ KIAS or _____ Mach	<b>Intentional Spin Entry</b> Minimum Altitude for Entry _____ Feet MSL Minimum Cloud Clearance _____ Feet above clouds
	<b>Icing</b> Maximum Icing Band / Icing Type _____ Feet / _____
	<b>Pops Storage</b> Maximum Weight for Glare Shield Storage Bags is _____ Pounds

Class Number	Phase I Date	Phase II Date	Phase II Comp Date	Track Select	Phase III Date	Phase III Comp Date	Ceremonial Grad Date
13-01	4-Oct-11	18-Nov-11	23-Apr-12	23-Apr-12	24-Apr-12	19-Oct-12	26-Oct-12
13-02	27-Oct-11	14-Dec-11	14-May-12	14-May-12	15-May-12	14-Nov-12	16-Nov-12
13-03	23-Nov-11	19-Jan-12	6-Jun-12	6-Jun-12	7-Jun-12	11-Dec-12	14-Dec-12
13-04	21-Dec-11	14-Feb-12	28-Jun-12	28-Jun-12	29-Jun-12	15-Jan-13	18-Jan-13
13-05	25-Jan-12	9-Mar-12	20-Jul-12	20-Jul-12	23-Jul-12	11-Feb-13	15-Feb-13
13-06	16-Feb-12	2-Apr-12	10-Aug-12	10-Aug-12	13-Aug-12	7-Mar-13	15-Mar-13
13-07	12-Mar-12	24-Apr-12	4-Sep-12	4-Sep-12	5-Sep-12	1-Apr-13	5-Apr-13
13-08	2-Apr-12	15-May-12	26-Sep-12	26-Sep-12	27-Sep-12	23-Apr-13	26-Apr-13
13-09	24-Apr-12	7-Jun-12	19-Oct-12	19-Oct-12	22-Oct-12	14-May-13	17-May-13
13-10	16-May-12	29-Jun-12	14-Nov-12	14-Nov-12	15-Nov-12	6-Jun-13	14-Jun-13
13-11	7-Jun-12	23-Jul-12	11-Dec-12	11-Dec-12	12-Dec-12	28-Jun-13	3-Jul-13
13-12	28-Jun-12	13-Aug-12	15-Jan-13	15-Jan-13	17-Jan-13	22-Jul-13	26-Jul-13
13-13	23-Jul-12	5-Sep-12	11-Feb-13	11-Feb-13	13-Feb-13	12-Aug-13	16-Aug-13
13-14	14-Aug-12	27-Sep-12	7-Mar-13	7-Mar-13	11-Mar-13	4-Sep-13	6-Sep-13
13-15	6-Sep-12	22-Oct-12	1-Apr-13	1-Apr-13	2-Apr-13	26-Sep-13	4-Oct-13
14-01	1-Oct-12	15-Nov-12	23-Apr-13	23-Apr-13	24-Apr-13	21-Oct-13	25-Oct-13
14-02	25-Oct-12	12-Dec-12	14-May-13	14-May-13	15-May-13	15-Nov-13	22-Nov-13
14-03	21-Nov-12	17-Jan-13	6-Jun-13	6-Jun-13	7-Jun-13	11-Dec-13	13-Dec-13
14-04	19-Dec-12	13-Feb-13	28-Jun-13	28-Jun-13	1-Jul-13	15-Jan-14	17-Jan-14
14-05	24-Jan-13	11-Mar-13	22-Jul-13	22-Jul-13	23-Jul-13	11-Feb-14	14-Feb-14
14-06	15-Feb-13	2-Apr-13	12-Aug-13	12-Aug-13	13-Aug-13	10-Mar-14	14-Mar-14
14-07	12-Mar-13	24-Apr-13	4-Sep-13	4-Sep-13	5-Sep-13	1-Apr-14	4-Apr-14
14-08	2-Apr-13	15-May-13	26-Sep-13	26-Sep-13	27-Sep-13	23-Apr-14	25-Apr-14
14-09	24-Apr-13	7-Jun-13	21-Oct-13	21-Oct-13	22-Oct-13	14-May-14	16-May-14
14-10	16-May-13	1-Jul-13	15-Nov-13	15-Nov-13	18-Nov-13	6-Jun-14	13-Jun-14
14-11	7-Jun-13	23-Jul-13	11-Dec-13	11-Dec-13	12-Dec-13	30-Jun-14	3-Jul-14
14-12	28-Jun-13	13-Aug-13	15-Jan-14	15-Jan-14	17-Jan-14	22-Jul-14	25-Jul-14
14-13	23-Jul-13	5-Sep-13	11-Feb-14	11-Feb-14	13-Feb-14	12-Aug-14	15-Aug-14
14-14	14-Aug-13	27-Sep-13	10-Mar-14	10-Mar-14	11-Mar-14	4-Sep-14	5-Sep-14
14-15	6-Sep-13	22-Oct-13	1-Apr-14	1-Apr-14	2-Apr-14	26-Sep-14	3-Oct-14

14XX are subject to minor changes since FY13 Flying Hour Program hasn't been published yet.

Phase I, Phase II, Phase II Comp Date, Phase III, and Phase III Comp Dates are AETC Programmed and will not be changed. These dates are used in TIMS exclusively.

The Ceremonial Grad Date is AETC programmed and may be different from the Phase III Comp Date.

Classes will be finished with training by the completion dates in TIMS, not the graduation date.