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SECRETARY OF THE AIR FORCE**

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Volume 1**



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Flying Operations

CV-22 AIRCREW TRAINING

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This instruction implements Air Force Policy Directive (AFPD) 11-4, *Aviation Service*, and Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and AFI 11-202, Volume 1, *Aircrew Training*. It establishes standards for qualification, mission qualification, continuation, and upgrade training for aircrew members operating United States (US) Air Force (USAF) CV-22 tiltrotor aircraft. This instruction applies to the Air National Guard (ANG). This instruction does not apply to the USAF Reserve. See Chapter 1 of this instruction for guidance on submitting comments and suggesting improvements to this publication. MAJCOMs/Direct Reporting Units (DRUs)/Field Operating Agencies (FOAs) are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to AF/A3OI, through AFSOC/A3TA, for approval prior to publication IAW AFI 11-200. Copies of MAJCOM/DRU/FOA-level supplements, after approved and published, will be provided by the issuing MAJCOM/DRU/FOA to AFSOC/A3TA, and the user MAJCOM/DRU/FOA. Field units below MAJCOM/DRU/FOA level will forward copies of their supplements to this publication to their parent MAJCOM/DRU/FOA office of primary responsibility for post publication review. Note: The terms DRU and FOA as used in this paragraph refer only to those DRUs/FOAs that report directly to HQ USAF. Keep supplements current by complying with AFI 33-360, *Publications and Forms Management*. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See AFI 33-360 for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the Publication OPR for non-tiered compliance items. This publication requires the collection and or maintenance of information protected by the Privacy Act of 1974 authorized by 37 USC 301a, Incentive Pay:

aviation career; Public Law 92-204, Appropriations Act for 1973; Section 715 Public Law 93-570, Appropriations Act for 1974; Public Law 93-294, Aviation Career Incentive Act of 1974; DOD Instruction 7730.57, Aviation Incentive Pays and Continuation Bonus Program; and Executive Order 9397 (SSN) as amended by Executive Order 13478, Amendments to Executive Order 937 Relating to Federal Agency Use of Social Security Numbers, November 18, 2008. The applicable SORN, F011 AF XO A, Aviation Resource Management Systems (ARMS), is available at: <https://dpclo.defense.gov/privacy/SORNS/SORNS.html>. Recommendations for improvements to this instruction are encouraged. Send recommendations to AFSOC/A3T, through command channels, on an AF Form 847, *Recommendation for Change of Publication*.

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. This instruction has been updated to reflect new guidance and policies for the CV-22. Major changes to this instruction include removal of continuation training tables and event definitions which are now distributed in Ready Aircrew Program (RAP) Tasking Memoranda (RTMs) and removal of guidance that is duplicated in AFI 11-202, Vol 1, *Aircrew Training*, AFSOC Supplement.

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Chapter 1

GENERAL POLICY

1.1. General. This instruction provides for training management of CV-22 aircrew members. Training policy, guidance, and requirements are set forth for each phase of aircrew training. Training is designed to progressively develop the combat readiness of each aircrew member while maintaining previously acquired proficiency.

1.1.1. Qualification Training (**Chapter 2**) qualifies aircrew members for basic, non-tactical aircrew duties.

1.1.2. Mission Qualification Training (MQT) (**Chapter 3**) qualifies aircrew members in an assigned crew position for a specific aircraft to perform the command or unit mission.

1.1.3. Continuation Training (**Chapter 4**) provides the capability to reinforce and build upon previous training and conduct Universal Joint Task List, Air Force Universal Task List, US Special Operations Command (USSOCOM) Joint Mission Essential Task List, and Major Command (MAJCOM) Mission Essential Task List (METL) based, combat-oriented aircrew training.

1.1.4. Upgrade/Specialized Training (**Chapter 5**) provides guidance for aircrew upgrades and certifications. It also provides aircrew members training leading to special mission event qualification or certification.

1.2. Training Objectives. The overall objective of the aircrew training program is to develop and maintain a high state of mission readiness, facilitating immediate and effective employment in exercises, contingencies, limited war, and general war operations.

1.2.1. The training program must train aircrew in the skills, knowledge, and attitudes required in accomplishing assigned missions. Regulatory/directive and authoritative sources of required information include, but are not limited to: AFI 11-202, Vol 3, *General Flight Rules* (T-2); MAJCOM supplements to AFI 11-202, Vols 1, 2, 3 (T-2); AFI 112CV-22, Vols. 1, 2, 3 (T-2); Federal Air Regulations (FARs) (T-1); International Civilian Aviation Organization (ICAO) (T1); Standards and Recommended Practices (SARP); Flight Information Publications (FLIP) (T-1); Foreign Clearance Guide (FCG) (T-1); Notices to Airman (NOTAMs) (T-1); Technical Orders (T.O.s) (T-2); Air Traffic Control (ATC) instructions (T-1); and Air Force Tactics, Techniques and Procedures (AFTTP) volumes. (T-3).

1.3. Command Relationship. Headquarters (HQ) Air Force Special Operations Command (AFSOC) and HQ Air Education and Training Command (AETC), in coordination with HQ USSOCOM, will establish and supervise an aircrew-training program consistent with the policies and requirements of this instruction.

1.3.1. The AFSOC/AETC Memorandum of Agreement (MOA) outlines the inter-command relationships and responsibilities regarding CV-22 operations at the 58 Special Operations Wing. A copy of the MOA can be found at <https://cs3.eis.af.mil/sites/OO-LG-SO-04/default.aspx>. Formal authorization for inter-command requests (e.g. waivers, operations

guidance, training quotas, or syllabus requirements) must be forwarded through both MAJCOMs for coordination. (T-2).

1.3.2. The AFSOC/Air Combat Command (ACC) MOA will outline the inter-command relationships and responsibilities regarding CV-22 training operations at the 14th Weapons Squadron (WPS) when this is established.

1.3.3. Air National Guard (ANG) is considered a MAJCOM and the National Guard Bureau (NGB) A3O is considered the equivalent of MAJCOM/A3T for the purposes of this instruction.

1.4. Roles and Responsibilities. AFSOC is designated as the lead command and AETC is designated as the training command for this Mission Design Series (MDS).

1.4.1. AETC A2/3/10 Responsibilities:

1.4.1.1. Overall operation, logistics, and administration of CV-22 formal training courses.

1.4.1.2. Conduct and monitor CV-22 formal training to meet all course objectives and standards. This includes monitoring and adjusting syllabus content and quality as well as Programmed Flying Training (PFT) quantity to produce crewmembers qualified to perform the mission. The annual training review, syllabus review, and PFT conferences are the primary conduits for significant changes.

1.4.1.3. Administer end-of-course critiques and forward a summary of all critiques and to MAJCOM training offices for review. Coordinate with MAJCOM training offices to ensure formal school graduates meet unit requirements.

1.4.1.4. Maintain a class roster of student entries and graduates for each formal course. Award AF Form 1256, *Certificate of Training*, to graduates per Education and Training Course Announcement (ETCA). Maintain a record of certificates issued, to include graduate's name, rank, course completed, course number, dates of course entry and completion, and automated personnel data system course code.

1.4.1.5. Prepare, review, and forward all syllabi to AFSOC/A3T for coordination. Syllabi will contain a brief summary of revised, deleted, or added material and a resource impact statement (flying hours, manpower, facilities, etc.).

1.4.1.6. Review ETCA and determine if changes to the course announcements are needed. If so, coordinate with AETC/A3Z (Graduate Flying Training) and submit appropriate changes.

1.4.1.7. Notify MAJCOM training offices and gaining unit, in writing, when student graduation dates are extended 30 days past scheduled graduation date, or if students will graduate without completing all syllabus-training requirements.

1.4.1.8. Forward all training records to the student's gaining unit, or unit of assignment, within 30 days of graduation.

1.4.1.9. Prepare quarterly report of student training status and forward to AFSOC/A3T.

1.4.1.10. Conduct syllabus reviews as required and update courses appropriately.

1.4.2. MAJCOM/A3 Responsibilities.

1.4.2.1. Ready Aircrew Program (RAP): MAJCOM/A3s may issue updated mission continuation training guidance via RAP Tasking Memorandum (RTM) as necessary to group commanders for implementation. Include AFSOC/A3 as an info addressee on all tasking messages.

1.4.3. HQ AFSOC/A3 has delegated approval of RAP tasking memos to AFSOC/A3T for AFSOC units.

1.4.4. HQ AFSOC/A1/A4/A5/FM will coordinate their activities with HQ AFSOC/A3 to ensure adequate resources supporting aircrew training programs are available.

1.5. Secondary Method Training (SMT). In-unit training using applicable formal school courseware is referred to as SMT in this publication. SMT requires a waiver be submitted through appropriate channels per this instruction and approved by MAJCOM/A3T except as provided in **Paragraph 5.3.1.7** of this instruction. See AFI 11-202, Vol. 1, as supplemented, for guidance. (T-2).

1.6. Waivers. Headquarters (HQ) USAF/A3OI is the waiver authority for training requirements as specified in AFI 11-202, Vol. 1, which has delegated this to MAJCOM/A3 for specific aircrew training events (case-by-case basis). These requirements currently include initial crew resource management (CRM) training, Aircrew Flight Equipment and procedures training, survival, evasion, resistance, and escape, flight evaluations, and egress training (see AFI 11-202, Vol. 1 for specific guidance). For case-by-case individual waivers for flight physical and physiological training currencies, MAJCOM/SGP and Air Force Medical Support Agency/SGPA are the respective waiver authorities. Some ground training items (e.g. small arms, law of armed conflict (LOAC), etc.) are tasked by other agencies. MAJCOM/A3 is the waiver authority for CV-22-specific Vol. 1 aircrew training requirements unless otherwise noted in this publication.

Table 1.1. Authority and Processing of Waiver Requests.

Waiver requested by:	Waiver Authority	Forward request through:	Reply sent to:	Info copy sent to:
Any unit (for items required by AFI 11-202 Vol. 1)	Per AFI 11-202, Vol. 1	Group/Training to MAJCOM Training Office to MAJCOM/A3	Group Training	Requesting unit
AFSOC unit	AFSOC/A3T	Group Training to AFSOC/A3T	Group Training	Requesting unit
AETC Unit (including ANG) (Note 1)	As Determined by AETC/A3	As determined by AETC	As determined by AETC	AFSOC/A3T NGB/A3O
Note:				
1. ANG units will send waivers to NGB/A3O. NGB/A3O will determine if waiver needs AETC/A3 review.				

1.6.1. Waivers to the requirements of this publication will be submitted through the group training office to the Operations Group (OG) Commander (CC) and then to the MAJCOM training office for approval, unless otherwise specified. Group commanders are the delegated waiver authority for flying hour requirements and for ground and flying training requirements as outlined below in **Paragraph 1.7.3**. Groups will keep an accurate record of all waivers granted and notify MAJCOM training office, as appropriate, by message when such waivers or extensions are issued. (T-2).

1.6.1.1. Units will maintain waiver logs for one year. (T-2). As a minimum, track the following information:

- 1.6.1.1.1. Waiver type.
- 1.6.1.1.2. Approval authority.
- 1.6.1.1.3. Approval date.
- 1.6.1.1.4. Waiver number.
- 1.6.1.1.5. Waiver expiration date.
- 1.6.1.1.6. Copy of approved waiver.

1.6.2. General Waiver Format: Name, grade, flying organization (assigned or attached), present crew position (including special mission qualifications), total flying time and primary aircraft assigned time (including instructor, evaluator, and MDS simulator time, if applicable) and justification, crew qualification to which member is qualifying or upgrading, scheduled training start date, expected upgrade or qualification date, date last event accomplished, remarks, and requesting unit point of contact (include name, rank, telephone number, and office symbol). Waiver format templates are available on the AFSOC/A3TA Sharepoint site, <https://teams.afsoc.af.mil/sites/afsocactraining/Templates%20and%20Forms/Forms/AllItems.aspx>.

1.6.3. OG/CC or equivalent (e.g., CJSOAC/CC) may:

1.6.3.1. Waive 10 percent of the total and MV/CV-22 hours required for upgrade in all crew positions, on an individual basis only. A copy of the waiver must be filed in the individual's training record. Students attending formal school will bring a waiver letter to the formal school for insertion into their training record. (T-3).

1.6.3.2. Extend ground training requirement due dates up to 2 months for grounding items on an individual basis only. (T-3). **Exception:** Items referenced in **Paragraph 1.7** levied by other AFIs may not be waived by the OG unless specifically authorized to do so in the source AFI. (T-2). These events may count towards the next periodic requirements (units should note on waiver when events were accomplished and the Aviation Resource Management System (ARMS) due date should be updated).

1.6.3.3. Extend due dates for the duration of an exercise, contingency, or operational mission for ground training events on an individual basis only if a crewmember goes overdue while away from home station and the training is not available at the deployed location. **Exception:** Items referenced in **Paragraph 1.7** levied by other AFIs may not be waived by the OG unless specifically authorized to do so in the source AFI.

1.6.3.4. Waive all flying training requirements on an individual basis only. Wings/groups must keep an accurate record of waivers granted. Notify MAJCOM training office when waivers are issued. (T-2).

1.6.4. Unit commanders may carry new crewmembers as "Mission Ready"(MR) for up to 6 months if an aircrew member arrives at the unit after a Permanent Change of Station (PCS) or formal school and is not mission ready. Units must notify MAJCOM training office of any OG extensions. (T-2). Under no circumstance will aircrew perform items in which they are not qualified unless under the direct supervision of an instructor. This waiver does not apply to basic aircraft qualification events. If training is not complete in 6 months, the aircrew member becomes Non-Mission Ready (NMR). Squadrons will have 6 months from the time a new mission event is added and MAJCOM guidance is issued to train and qualify aircrew in the new event. (T-2).

1.6.5. All waiver requests for pilots non-current for shipboard operations will be forwarded to AFSOC/A3T. (T-2). AFSOC/A3T will forward waiver requests through HQ USAF/A3OS to Chief of Naval Operations (CNO) for consideration. Waiver format will be IAW Joint Pub 3-04, *Joint Shipboard Helicopter and Tiltrotor Aircraft Operations*. (T-0). All waiver requests for enlisted aircrew members non-current for shipboard operations will be forwarded to AFSOC/A3T for review and approval/disapproval. (T-2).

1.7. Senior Officer Flying/Supervisory Aircrew. See AFI 11-202, Vol. 1, as supplemented.

1.8. Intra-command and Inter-command Transfer of Aircrews. For intra-command transfer of aircrew members, the gaining organization will honor validated training completed by newly assigned crewmembers prior to the transfer. (T-3). For inter-command transfer, certifications and qualifications should be accepted to the maximum extent practical, as long as training and evaluation standards are equivalent. The operations officer at the gaining unit will review the individual's career training folder and flight evaluation folder to determine which certifications and qualifications will be honored. (T-3). Aircrew members qualified in the same MDS are considered qualified in that equipment throughout the force when used for the same mission.

1.8.1. PCS Screening. Losing units will screen individual flight and ground training records during unit out-processing. (T-2). Accomplish this screening in sufficient time to correct discrepancies prior to PCS. Losing unit will provide a printed copy of current ground and flying training summaries to individuals prior to PCS. (T-2). See AFI 11-401, *Aviation Management*, for additional guidance.

1.8.2. Instructor training and qualifications may be accepted at the discretion of the gaining unit commander.

1.9. Unit Aircrew Capability. Squadrons will maintain mission ready status on all primary aircrew members up to unit authorizations (Not Applicable for AETC and USAF Weapons School (WS) instructor aircrew members). (T-2). Unit commanders will train aircrews to meet capabilities specified in unit designed operational capability (DOC) statements. (T-1). Supervisory aircrew and staff members assigned above squadron level, which are in excess of the unit's mission requirements, will maintain MR, basic mission capable (BMC), or basic aircraft qualification (BAQ) training status, as required. (T-3).

1.9.1. ACC and AETC Currency Requirements. MAJCOM/A3s may direct specific individuals to maintain only partial BMC currencies. In such cases, the crewmember will

require only those currency items associated with this tailored qualification. The individual's AF Form 8, *Certificate of Aircrew Qualification* will indicate applicable restrictions based on less than full mission qualification. If AETC permanent party and 14 WPS crewmembers augment operational units, the gaining unit commander must be provided a detailed list of the individual's current training status. (T-3). The individual must comply with MR training requirements of the gaining unit or pursue applicable waivers through the operational unit's MAJCOM/A3. The gaining unit or MAJCOM may levy additional requirements as desired. **Chapter 4** outlines exceptions to continuation currency training requirements for these personnel. **Note:** For the purposes of this instruction, enlisted aircrew members assigned to the 14 WPS are not considered USAFWS instructors.

1.10. Deviations. This publication does not authorize deviations from the flight manual or any other AFI. Flight safety will be given prime consideration and must take precedence over the requirements and guidance of this publication. (T-2).

1.11. Publication Administration. This instruction is distributed to AFSOC, AFSOC-gained units, and AFSOC-related schools based on requirements established through the Publications Distribution Office (PDO). All aircrew members are authorized this instruction.

Chapter 2

QUALIFICATION TRAINING

2.1. Overview. This chapter outlines the minimum requirements for BAQ which may be completed via initial qualification, requalification, or difference training. Duties not directly related to qualification or requalification training should be minimized.

2.2. General Requirements. The primary method of initial qualification for pilots is to attend the Intermediate Tiltrotor Multi-Service Pilot Training System MV-22 qualification course and complete CV-22 differences training or complete the “CV-22 First Pilot/Mission Pilot Initial Qualification” course. The primary method of initial qualification for flight engineers (FE) is to attend the “CV-22 Mission FE initial qualification” course. The primary method of requalification training is the appropriate formal training course listed in the ETCA. For Flight Surgeon and Medical Technician training requirements, refer to AFI 11-202, Vol. 1, AFSOC Supplement 1. For Combat Camera Aerial Photographer Training requirements, refer to DODI 5040.04, *Joint Combat Camera (COMCAM) Program*.

2.3. Training Prerequisites. Course prerequisites are IAW the appropriate formal course syllabus listed in the ETCA and AFI 11-202, Vol. 1. The formal school syllabus designates the course prerequisite approval authority.

2.4. Ground Training Requirements. All crewmembers must complete ground training requirements IAW AFI 11-202, Vol. 1, and the formal course syllabus first flight. (T-2). See RTM for event descriptions and applicable notes.

2.5. Flying Training Requirements. Satisfactorily completing the appropriate ETCA formal course satisfies the requirements of this section. Approved in-unit qualification training must be accomplished IAW applicable formal school courseware and IAW AFI 11-202, Vol 1. (T-2).

2.6. BAQ/Difference Training Requirements.

2.6.1. Initial BAQ qualification is obtained upon the completion of the Contact/Instrument/Remote phase evaluations in the AETC CV-22 First Pilot/Mission Pilot Initial Qualification syllabus or the MV-22 Naval Air Training and Operating Procedures Standardization (NATOPS) evaluation administered at Marine Corp Air Station New River once differences training is completed. As a minimum, differences training will cover USAF Instrument Refresher Course (IRC) differences, basic aircraft systems differences, systems interface differences, and USAF procedures differences. (T-2).

2.6.2. Joint Application System Software (JASS), block cycle, and other differences training will be coordinated by AFSOC/A3T with supporting agencies.

Chapter 3

MISSION QUALIFICATION TRAINING

3.1. Overview. This chapter establishes the minimum training requirements for completing initial mission qualification and mission requalification. Upon completion of mission qualification training, the squadron commander will assign a Basic Mission Capable (BMC), Mission Ready (MR), or Combat Mission Ready (CMR) training status to the aircrew member. (T-2).

3.2. General Requirements. The primary method of mission qualification or requalification is to complete the appropriate formal training course listed in the ETCA. Completing the appropriate formal course satisfies the training requirements of this chapter. If no requalification course exists, conduct requalification using the initial mission qualification course. When attendance is not practical or quotas are not available, units may request waivers to conduct SMT for mission requalification IAW AFI 11-202, Vol. 1, as supplemented and **Paragraph 4.4** of this instruction. (T-2).

3.3. MQT Prerequisites. Course prerequisites are IAW the appropriate formal course syllabus listed in the ETCA and AFI 11-202, Vol. 1. The formal school syllabus designates the course prerequisite approval authority.

3.3.1. This does not preclude simultaneous basic qualification and mission qualification training. Simultaneous/concurrent multiple-MDS qualification upgrades will not be accomplished. (T-2).

3.3.2. If there is not a separate mission requalification course, aircrew members requalifying in the unit's mission will comply with the initial mission qualification course prerequisites. (T-2).

3.4. Ground Training Requirements. Complete all required ground training IAW AFI 11202, Vol. 1, and applicable RTM prior to certifying individuals as MR. Completion of training will establish due dates for recurring ground training required in **Chapter 4**. Credit any training accomplished at a formal school. (T-2). Qualified MR crewmembers transferred from other units require only unit specific MR training events or events which are due/overdue.

3.4.1. Academic Training. Complete all academic and ground training delineated in applicable courseware. (T-2).

3.4.2. Written Examinations. Formal school end of course examinations or group stan/eval or equivalent examinations for SMT satisfy this requirement.

3.5. Flying Training Requirements. Satisfactorily completing the appropriate formal course satisfies the requirements of this section. Approved in-unit qualification training must be accomplished IAW AFI 11-202, Vol. 1 and the guidance below (T-2):

3.5.1. Flying training lessons will be completed sequentially. If mission scheduling or student progress dictates otherwise, changes to the in-unit training sequences may be authorized by the unit operations officer or designated representative. (T-3).

3.5.2. Training on operational missions must be conducted IAW AFI 11-202, Vol. 1, and AFI 11-2CV-22, Vol. 3. (T-2).

Chapter 4

CONTINUATION TRAINING

4.1. General Requirements. The requirements in this section and the RTM satisfy minimum flying and related ground to maintain currency to the assigned training status. (T-2).

4.1.1. Applicability. Unqualified crewmembers do not log continuation training requirements until completion of qualification/requalification. Events completed on a satisfactory qualification or mission qualification evaluation, or certification event may be credited toward currency requirements.

4.2. Training Levels. The use of experience based flying training levels (FTL) allows the squadron commander to prioritize training resources. Aircrew members must meet the minimum criteria established in **Paragraph 4.2.1** and **Table 4.1** before assignment to the respective training level. (T-2). When these minima are met, awarding a training level is at the sole discretion of the squadron commander or designated representative. Once a semiannual period begins, personnel will not be moved to a level requiring fewer events until the next semiannual period. (T-2). **Note:** The aircrew member's availability to fly should not be a factor in assigning FTL.

4.2.1. FTLs are based on minimum MV/CV-22 time and total time per **Table 4.1**.

4.2.1.1. FTL "A"-Highly experienced CMR/MR/BMC aircrew members.

4.2.1.2. FTL "B"-Experienced CMR/MR/BMC aircrew members.

4.2.1.3. FTL "C"-Inexperienced BAQ and BMC/MR/CMR aircrew members.

Table 4.1. FTL Assignment Criteria (T-2).

Crew Position	Training Status	FTL Assignment Criteria		
		FTL A (Highly Experienced)	FTL B (Experienced)	FTL C (Inexperienced)
Pilot	BAQ only	BAQ Aircraft Commander and 500 hours MV/CV-22 time	BAQ Aircraft Commander and 300 hours MV/CV-22 time	Does not meet FTL A or B criteria
	BMC/MR/CMR	Instructor 1,200 hours total, and 500 hours MV/CV-22 time	Mission aircraft commander	
FE	BAQ only	500 hours MV/CV-22 time	300 hours MV/CV-22 time	
	BMC/MR/CMR	1,200 hours total and 500 hours MV/CV-22 time	Instructor, or 750 hours total and 300 hours MV/CV-22 time	

Note:

1. MV/CV-22 time includes all categories of flight time logged with exception of “other” time.

4.3. Prorated Training Requirements. See AFI 11-202, Vol. 1, as supplemented.

4.4. Recurrency and Requalification Training. Training is required whenever an aircrew member does not meet a currency requirement in this instruction. (T-2).

4.4.1. Loss of Currency. Aircrew members will receive training under the supervision of an instructor when the requirements listed in the RTM are not met. (T-2).

4.4.1.1. Loss of Currency Exceeding 6 Months. Non-currency in designated BAQ events in excess of 6 months results in loss of BAQ. Non-currency in BMC events excess of 6 months results in loss of mission qualification status. (T-2).

4.4.1.2. Loss of currency in any mission, special mission, or instructor certified event item does not affect the individual's basic aircraft qualification. Crewmembers non-current in any mission, special mission, or instructor certified event may perform crew duties and log currency on missions not involving the non-current item for up to 6 months. (T-2).

4.4.2. Regaining Currency. Crewmembers non-current in any BAQ, mission, special mission, or instructor certified events up to 6 months require performing those items under the supervision of an instructor in as many repetitions as necessary to demonstrate proficiency in each delinquent event. Events performed under the supervision of an instructor can be credited toward applicable currency requirements. (T-2).

4.4.3. Requalification Training. Crewmembers requiring requalification (noncurrent over 6 months) will accomplish training IAW AFI 11-202, Vol. 1, applicable MAJCOM supplements, **Chapter 2**, **Chapter 3**, and **Chapter 5** of this instruction, and the applicable RTM. Previous instructors unqualified less than 51 months may requalify directly to instructor status. (T-2).

4.4.3.1. For special mission and instructor certified event qualifications, delinquency in any special mission or instructor certification currency requirement does not preclude the crewmember from being mission qualified. Non-currency in special mission items for more than 6 months renders the individual unqualified for that special mission event. To requalify in that special mission, the individual will complete all initial training and evaluation requirements for that special mission. (T-2). For instructor certified events, certification is regained by showing proficiency in that event to an instructor. Previously qualified instructors may requalify/recertify directly to instructor status in special mission or instructor certified events, if unqualified for a period less than 51 months.

4.4.3.2. Shipboard Operations. Pilots require recertification if currency is exceeded. FEs, if non-current for 1 year or less, may regain currency by demonstrating proficiency to an instructor. FEs noncurrent over 1 year require recertification. For shipboard operations recurrency, cross-service instructor pilots (IPs) will be from like-MDS (refer to CNO/USSOCOM Memorandum of Understanding (MOU)). (T-0).

4.5. Ground Training Requirements.

4.5.1. General Information. AFI 11-202, Vol. 1, and applicable RTMs designate ground training requirements for all aircrew members. Ground training tables in the RTM specify which items are considered either grounding, result in training status, or are required for mobility status. Unit commanders may add additional training items to meet specific unit requirements. Events are considered current until the end of the month in which they are due. (T-2).

4.6. Flying Training.

4.6.1. Applicability. BAQ, BMC, MR, or CMR crewmembers will accomplish all of the applicable events as required in the RTM. (T-2).

4.6.2. When to Credit Events. Training requirements may be completed on any sortie if the requirements of this instruction are met. Profiles and compatible events may be credited on the same flight.

4.6.2.1. When more than one event is required, a proportionate share will be completed during the training period rather than finishing the total requirement on one sortie. Commanders must ensure flying training accomplishments are spread as evenly as possible over the training period, to ensure maximum aircrew proficiency. (T-3).

4.6.2.2. Night Vision Goggle (NVG) events may be counted toward other similar day and non-NVG currency events, i.e., NVG sortie credits both night sortie and basic sortie requirements.

4.6.2.3. Logging Flying Currency in Simulators. Pilots and FEs may log events in the simulator as allowed per the RTM.

4.6.2.3.1. Regaining Currency in a Simulator. Individuals require an Air Force qualified instructor (military or contract) to regain currency in all items that may be logged in the simulator. **Note:** Consecutive recurrency in the same event is not permitted in the simulator.

4.6.2.3.2. Simulator Crew Complement. Simulator crews will consist of the standard crew complement for the type of mission being flown, minus the cabin FE. (T-3). Except for EP sorties, BAQ events do not require an FE in the seat.

4.6.3. Unqualified Crewmembers. Unqualified crewmembers will not log continuation training requirements until completion of qualification/requalification. (T-2). Events completed on a satisfactory qualification, mission qualification, or requalification evaluation may be credited toward currency requirements.

4.7. Multiple Qualifications.

4.7.1. Multiple aircraft-qualified crewmembers must complete 100 percent of the requirements for qualification and continuation training. (T-2). Basic qualification requirements must be maintained in each MDS (**Exception:** Basic qualification volume requirements in the RTM may be completed in a CV-22, MV-22, or the simulator). (T-2). **Example:** A sortie and instrument approach must be completed every 45 days in each aircraft qualified. Multiple aircraft-qualified individuals maintain mission ready status by completing 50 percent of the mission requirements for each MDS aircraft in which qualified.

4.7.2. Procedures for approval of multiple qualifications are contained in AFI 11-202, Vol. 1, as supplemented and AFI 11-2CV22, Vol. 2.

4.8. BAQ Event Definitions.

4.8.1. BAQ Continuation Training Events. The definitions of required simulator and flying training events to maintain basic qualification in the aircraft are located in the RTM.

4.9. Mission and Special Mission Definitions and Accrediting Criteria.

4.9.1. General Requirements. If circumstances beyond the control of the aircrew prevent completion of all sub-events on a single sortie, those items or events not completed may be accomplished on a subsequent sortie.

4.9.1.1. Two or more flying currency requirements may be logged on a single flight by all crewmembers accomplishing the required maneuvers.

4.9.1.2. Pilots must perform the maneuver to log individual currency for that event. (T-3).

4.9.1.3. Other qualified crewmembers must perform duties associated with their crew position to log currency. (T-3).

4.9.2. Mission Event Definitions. See current MAJCOM RTM.

Chapter 5

UPGRADE/SPECIALIZED TRAINING

5.1. General Requirements. This chapter outlines the prerequisites and training requirements for qualified aircrew members upgrading to additional levels of qualification and certification in specialized flight events.

5.2. Aircraft Commander (AC) Certification. Pilots certifying to AC must meet the flying time requirements listed in **Table 5.1**. These time limits are the minimum and are not intended to be the standard. Prerequisite flying time levels for AC certification are based upon pilots gaining the knowledge and judgment required to effectively accomplish the unit mission. Commanders will ensure continuation training programs emphasize these areas. (T-2).

5.2.1. Basic AC. This certification entitles pilots that have completed the mission qualification course but do not meet the requisite hours in **Table 5.1** to perform as AC duties for qual/ instrument and remote operations IAW the RTM. In addition they may perform AC duties on functional check flights (FCF) and hot refueling operations. These pilots are restricted from performing AC duties for any mission events listed in the RTM. Pilots that have only completed the Senior Officer BAQ course are restricted from performing AC duties in any capacity.

Table 5.1. Mission Aircraft Commander Certification Flying Time Requirements (T-2).

	Mission Qualification Pilot (MP) Cross Flow	MP
TOTAL FLYING TIME	600	N/A
MV/CV-22 TIME	200	300
Notes:		
1. Total time requirements must be achieved prior to certification. A maximum of 100 hours of simulator time may be used towards total time requirements.		
2. Total flying time is a combination of "Total Time" + "Student Time" from the ARMS Flight History Report.		
3. Cross flow indicates an AC from another airframe who has transitioned to V-22.		
4. Total flying time and MV/CV-22 time includes all categories of flight time logged with exception of "other" time.		

5.3. Aircrew Instructor Program. A sound and practical aircrew instructor program is a prerequisite for effective training, standardization, and aircraft mishap prevention. The aircrew instructor program includes individuals required to perform duties as an instructor for any crew position. Individuals designated for instructor duty will be trained to instruct all levels of their qualification. (T-3).

5.3.1. Instructor Upgrade Prerequisites. Unit commanders will personally review each candidate's qualifications for the following minimum prerequisites. (T-3).

5.3.1.1. Instructional Ability. All prospective instructors must qualify under the principles of instruction as outlined in AFMAN 36-2236, *Guidebook for Air Force Instructors*.

5.3.1.2. Judgment. The candidate must possess judgment necessary to meet unexpected or induced emergencies and the ability to exercise sound judgment through mature realization of their own, their students' and the aircraft's limitations. (T-3).

5.3.1.3. Personal Qualities. The candidate must have patience, tact, understanding, and a desire to instruct others. Instructors must have a personality that inspires and wins the respect of each student. (T-3).

5.3.1.4. Technical Knowledge. The candidate must be thoroughly familiar with respective aircraft systems and equipment, normal and emergency operating procedures, and for pilots and FEs, the prohibited maneuvers and aircraft performance limitations under all conditions of flight. (T-3). Additionally, all instructors will be thoroughly familiar with the applicable portions of AFI 362236, *Guidebook for Air Force Instructors*, AFI 11-202, Vol. 2, *Aircrew Standardization/Evaluation Program*, AFI 11-202, Vol. 3, *General Flight Rules*, as supplemented, and this instruction.

5.3.1.5. Flying Proficiency. Individuals selected must be current, qualified, and proficient in specific design aircraft. (T-3).

5.3.1.6. Flying Experience. Candidates must possess a reasonable background of flying experience to have developed a desired standard of knowledge, judgment, and proficiency. Normally, these qualities progress together. However, flying hours alone cannot be accepted as criteria for any one or all of the qualities required. (T-3).

5.3.1.7. Previous Instructor Experience. Instructor candidates who have previously completed a USAF formal instructor training program may be upgraded in unit with OG/CC approval. No secondary method waiver is required to conduct this training. Unit commanders may require previously qualified instructors to attend formal training at their discretion. (T-3).

5.3.2. Instructor Flying Hour Requirements

5.3.2.1. IP. Initial IP candidates must be certified as a mission aircraft commander and meet MV/CV-22 flying hour requirements in **Table 5.2**. (T-2).

5.3.2.2. Instructor FE. Initial instructor FE candidates require a minimum of 1 year flight experience and meet requirements of **Table 5.2**. (T-2).

Table 5.2. Instructor Upgrade Flying Time Requirements (T-2).

	Cross Flow MP	MP	FE
MV/CV-22 TIME	300	400	300
Note:			

1. MV/CV-22 time includes all categories of flight time logged with exception of “other” time.

5.3.3. Instructor candidates must be qualified in the mission, event, and maneuver before instructor upgrade in the same mission, event, and maneuver. (T-2).

5.3.4. Instructor Training Requirements. Obtain upgrade through formal school or conduct secondary method instructor training per formal school instructor courseware. If formal school attendance is impractical or quotas are not available, units may request waivers to conduct secondary method instructor qualification training using formal school courseware. (T-3).

5.3.4.1. CRM training will be included in both formal school and secondary method upgrade programs. Units may develop course material locally for secondary method upgrades. Instructors must be highly proficient in all CRM skills and experts in the recognition, observation, and reinforcement of these skills in the mission environment. (T-3).

5.4. Flight Examiner Upgrade. Flight examiners are selected from the best qualified and most competent instructors. Before being certified as flight examiner, candidates must demonstrate satisfactory knowledge of command training and evaluation procedures and appropriate forms completion. Flight examiner upgrades and certification will be accomplished per AFI 11202, Vol. 2, as supplemented. (T-2).

5.5. Special Mission Qualification and Instructor Certified Event Training. Special mission qualification and instructor certified event training may be completed in-unit without a waiver. Comply with the requirements of AFI 11-202, Vol. 1, and this publication. Use AF Form 4109, *SOF/CSAR Aircrew Training Record*; AF Form 4110, *Comments-SOF/CSAR Training Record*; and AF Form 4111 (overprinted as appropriate), *SOF/CSAR Training Record*; and locally developed courseware as applicable. Units will coordinate all locally developed courseware and syllabi with MAJCOM/A3T designated authority for approval. (T-2).

5.6. Special Mission Qualifications. The unit commander will select aircrew members qualified in the unit’s mission to maintain additional special qualifications. Personnel previously special event qualified may requalify by demonstrating proficiency and accomplishing a flight evaluation, if applicable. Instructors are authorized to teach any special qualifications in which they are qualified and current unless specifically restricted. Evaluations will be conducted IAW AFI 11-2CV22, Vol. 2. Upon completion of training and evaluation, maintain currency IAW this publication and applicable RTMs. (T-2).

5.6.1. Night Water Hoist (FE only). This program qualifies flight engineers to conduct live night water hoists over open water. Complete training IAW AFSOC/A3T approved syllabus of instruction (SOI). (T-2).

5.6.2. Ramp Mounted Weapon System (FE only). This program provides initial qualification for FEs on a Ramp Mounted Weapon System. The unit may designate any certified crew served weapon to be the designated initial weapon for each crewmember. Complete training IAW AFSOC/A3T approved SOI. (T-2).

5.7. Instructor Certified Events.

5.7.1. Additional Ramp Mounted Weapon System. This program certifies FEs on additional ramp mounted weapon systems. Complete training IAW AFSOC/A3T approved SOI. (T-2).

5.7.2. Chemical Defense Task Qualification Training (CDTQT). Crewmembers will perform primary crew duty tasks while wearing the Aircrew Eye and Respiratory Protective System (AERPS). Complete training IAW AFSOC/A3T approved SOI. (T-2).

5.7.2.1. Pilots. During initial CDTQT, an instructor pilot, current and qualified in CDTQT and not wearing AERPS components, will supervise from the opposite seat. (T-2).

5.7.2.2. All Other Crewmembers. A current and qualified CDTQT instructor not wearing the AERPS components will supervise training for initial CDTQT. (T-2).

5.7.2.3. Instructors must closely monitor crewmember actions during CDTQT. If a crewmember experiences difficulty, such as excessive thermal stress, hyperventilation, headaches, or similar symptoms, and either the observer or crewmember believes it is unsafe to continue, the AERPS equipment will be immediately removed and the aircraft commander notified. (T-3).

5.7.3. FCF. The unit commander will select pilots and FEs to perform FCF duties. Training will be conducted utilizing MAJCOM approved courseware to include familiarization with appropriate technical orders, instructions, and maintenance manuals. Training will also emphasize proper accomplishment of ground and in-flight maneuvers in accordance with aircraft manuals. (T-2).

5.7.4. Live Alternate Insertion Extraction (AIE). FEs are required to accomplish a live deployment/recovery (as applicable) prior to certification in each AIE that they perform. (T-2). Document the following events separately in the Flight Evaluation Folder (FEF) IAW AFI 11202, Vol. 2.:

5.7.4.1. Fast Rope. Complete training IAW AFSOC/A3T approved SOI. (T-2).

5.7.4.2. Hoist. Complete training IAW MAJCOM approved SOI. (T-2).

5.7.4.3. Rappel. Complete training IAW AFSOC/A3T approved SOI. (T-2).

5.7.5. Night Water Hoist (Pilot only). Pilots will be certified prior to conducting night water hoist patterns. Complete training IAW AFSOC/A3T approved SOI. (T-2).

5.7.6. Shipboard Operations. Complete training IAW AFSOC/A3T approved SOI or Joint Pub 3-04, *Joint Tactics, Techniques, and Procedures for Shipboard Helicopter Operations*. (T-2). If the SOI conflicts with Joint Pub 3-04, Joint Pub 3-04 will take precedence. (T-0).

5.7.6.1. Currency Waivers. Currency may be maintained by completing underway-shipboard landings IAW the standards set forth in the deck landing qualification (DLQ) MOU on any USN, NATO, Inter-American, or Pacific Rim naval vessel that meets the aviation certification standards of the host nation. (Waiver dated 27 Jan 04, from Chief of Naval Operations). (T-0). MOU is located at: <https://teams.afsoc.af.mil/sites/afsocctraining/Airframe%20Web%20Part%20Pages/ CV-22.aspx>

5.7.7. Special Patrol Insertion Extraction System. Complete training IAW AFSOC/A3T approved SOI. (T-2).

5.7.8. Visit, Board, Search, and Seizure. IAW MAJCOM/Joint directives and supplements. Pilots must be single/dual spot DLQ certified before accomplishing VBSS certification. Pilots will be VBSS certified before accomplishing any VBSS maneuvers or any Maritime Intercept Operations (MIO). Visit Board Search and Seizure training should be accomplished with shipboard operations training. (T-0).

5.7.9. Military Free Fall. Complete training IAW AFSOC/A3T approved SOI. (T-2).

5.7.10. Lead FE Certification. This program establishes the minimum guidelines for FEs identified by the squadron commander to be certified as Lead FE. The Lead FE will normally liaison with external agencies and will represent the aircraft commander. Units will follow entry requirements and complete training IAW MAJCOM approved syllabus. (T-2). The Lead FE SEI will be assigned to their Core AFSC once the certification is complete. (T-2). Annotated Lead FE certification on the letter of X's. (T-3).

5.7.11. Flight Lead (FL) Certification. This program establishes the minimum guidelines for pilots identified by the squadron commander to be certified as FL. This program takes a CV-22 pilot with demonstrated tactical proficiency and teaches flight leadership and decision-making. Units will follow entry requirements and complete training IAW MAJCOM approved syllabus. (T-2). Once certified, FL certification will be annotated on the Letter of X's. (T-3).

TOD D. WOLTERS, Lt Gen, USAF
Deputy Chief of Staff for Operations

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

37 U.S.C. 301a, *Incentive Pay*

Public Law 92-204, Section 715, *Appropriations Act for 1973*

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

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

DODI 5040.04, *Joint Combat Camera (COMCAM) Program*

DODD 7730.57, *Aviation Career Incentive Act and Required Annual Report*, February 5, 1976, with Changes 1 and 2

Executive Order 9397

AFPD 11-4, *Aviation Service*, 1 September 2004

AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, 19 Jan 2012

AFI 11-202, Vol 1, *Aircrew Training*, 22 November 2010

AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program*, 13 September 2010

AFI 11-202, Vol 3, *General Flight Rules*, 7 Nov 2014

AFI 11-2CV-22 Vol 2, *CV-22 Evaluation Criteria*, 3 February 2011

AFI 11-2CV-22 Vol 3, *CV-22 Operations Procedures*, 9 November 2011

AFI 11-401, *Aviation Management*, 10 December 2010

AFI 33-360, *Publications and Forms Management*, 25 September 2013

AFMAN 36-2236, *Guidebook for Air Force Instructors*, 12 November 2003

Joint Publication 3-04, *Joint Shipboard Helicopter and Tiltrotor Aircraft Operations*, 6 December 2012

Memorandum of Understanding, *CNO/USSOCOM Joint Tiltrotor Operations Aboard U.S. Navy Ships*, 1 January 2002

Adopted Forms

AF Form 8/8A, *Certificate of Aircrew Qualification*

AF Form 847, *Recommendation for Change of Publication*

AF Form 1256, *Certificate of Training*

AF Form 4109, *SOF/CSAR Training Record*

AF Form 4110, *Comments SOF/CSAR Training Record*

AF Form 4111, *SOF/CSAR Training Record*

AF Form 4348, *USAF Aircrew Certifications*

Abbreviations and Acronyms

AC—Aircraft Commander

ACC—Air Combat Command

ADSC—Active Duty Service Commitment

AERPS—Aircrew Eye and Respiratory Protection System

AETC—Air Education and Training Command

AFE—Aircrew Flight Equipment

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFTTP—Air Force Tactics, Techniques and Procedures

AFPD—Air Force Policy Directive

AFSC—United States Air Force Specialty Code

AFSOC—Air Force Special Operations Command

AIE—Alternate Insertion/Extraction

ARMS—Aviation Resource Management System

BAQ—Basic Aircraft Qualification

BMC—Basic Mission Capable

CC—Commander

CDTQT—Chemical Defense Task Qualification Training

CJSOAC—Combined Joint Special Operations Air Component

CMR—Combat Mission Ready

CRM—Crew Resource Management

CSAR—Combat Search and Rescue

DOC—Designed Operational Capability

DRU—Direct Reporting Units

ETCA—Education and Training Course Announcement

FAR—Federal Aviation Regulation

FARP—Forward Area Refueling Point

FCF—Functional Check Flight

FCG—foreign clearance guide

FE—Flight Engineer

FEF—Flight Evaluation Folder

FL—Flight Lead

FLIP—Flight Information Publication

FOA—Field Operating Agencies

FTL—Flying Training Levels

HQ—Headquarters

IAW—In Accordance With

ICAO—International Civil Aviation Organization

IP—Instructor Pilot

IRP—Instrument Refresher Program

JASS—Joint Application and System Software

LOAC—Law of Armed Conflict

MAJCOM—Major Command

MCAS—Marine Corps Air Station

MDS—Mission Design Series

METL—Mission Essential Task List

MOA—Memorandum of Agreement

MOU—Memorandum of Understanding

MP—Mission Qualification Pilot

MPS—Military Personnel Squadron

MR—Mission Ready

MQT—Mission Qualification Training

NATOPS—Naval Air Training and Operating Procedures Standardization

NGB—National Guard Bureau

NMR—Not Mission Ready

NOTAM—Notice to Airmen

NVG—Night Vision Goggles

OG—Operations Group

PCS—Permanent Change of Station

PFT—Programmed Flying Training

RAP—Ready Aircrew Program

RPL—Required Proficiency Level

RTM—RAP Tasking Message

SARP—Standards and Recommended Practices

SERE—Survival, Evasion, Resistance, and Escape

SMT—Secondary Method of Training

US—United States

USAF—United States Air Force

USAFWS—United States Air Force Weapons School

USN—United States Navy

USSOCOM—United States Special Operations Command

VBSS—Visit, Board, Search, and Seizure

WPS—Weapons Squadron

Terms

Basic Aircraft Qualification (BAQ)—An aircrew member who has satisfactorily completed training prescribed to maintain the skills necessary to perform basic aircrew duties in unit aircraft. As defined, this aircrew member maintains all basic qualification currency.

Basic Mission Capable (BMC)—An aircrew member, who has satisfactorily completed mission qualification training, does not maintain mission ready/combat mission ready status, but maintains familiarization in the command or unit operational mission. BMC aircrew will be capable of achieving MR/CMR by beginning to maintain 100 percent of mission qualification currency. Unit commanders may dictate additional training as required.

Combat Mission Ready (CMR)—An aircrew member who has satisfactorily completed mission qualification training and maintains qualification and proficiency in the command or unit combat mission.

Cross Flow—An aircrew member with previous US military pilot experience.

Currency—For the purposes of this instruction, currency will refer to frequency volume as used by ARMS. This is used for events that are required with a specified number of days instead of a monthly, quarterly, or semiannual period.

Deck Landing Qualifications (DLQ)—Landings performed on board ships for the purpose of qualifying pilots and aircrew members for shipboard operations.

Event—A training item to be accomplished. Multiple events may be completed and logged during a single sortie.

Field Deck Landing—Practice shipboard landings performed at a shore facility with markings representative of a shipboard landing facility.

Formal School Courseware—Training materials and programs developed for training aircrew members at formal schools. It includes all student study guides, workbooks, computer-based training lessons, instructor guides, and applicable training records forms related to the specific course.

Hot Refueling—Fuel on load from any fuel source with one or more aircraft engines operating.

Instructor Certified Event Training—Training given to an aircrew member to certify the student's attainment of the required proficiency and knowledge levels as specified in training course syllabi. This training must be accomplished prior to performing unsupervised crew duties in that event. An evaluation is not given for certification. Instructor certified events will be documented on the AF Form 4348.

Mission Design Series (MDS)—The official designation for aerospace vehicles used to represent a specific category of aerospace vehicles for operations, support, and documentation purposes.

Mission Essential Task List (METL)—A complete list of mission essential tasks (MET) for any organization.

Mission Qualified—An aircrew member who has successfully completed mission qualification training and flight evaluation.

Mission Ready—An aircrew member who has satisfactorily completed mission qualification training and maintains qualification and proficiency in the command or unit operational mission.

Multi-Spot Ship—Those certified ships having two or more adjacent landing areas (IAW JSHIP MOU).

Required Proficiency Level (RPL)—The level at which a student must perform at a particular phase of training.

Single-Spot Ship—Those certified ships having one landing area (IAW JSHIP MOU).

Special Mission Qualification Training—Training given in a specific mission area/task that requires a flight evaluation in that mission area or task.

Total Flying Time—Total time for all aircraft flown in military service to include student time. Total flying time accumulated for upgrade purposes must be in the aircrew member's current crew position. (i.e., pilot, flight engineer).

Training Status—A status in which all of a crewmember's flying training is done under the supervision of an instructor in the crewmember's respective crew position.

Volume—For purposes of this instruction, volume will be command volume as used by ARMS. This is a numeric requirement for each event as specified in this instruction. It is broken down into time periods: day, monthly, quarterly, and semiannual requirements.