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AIR FORCE SPECIAL OPERATIONS
COMMAND**

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**ADDITIONAL/SUPPLEMENTAL AIRCRAFT
TRAINING**

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This instruction implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations*, AFPD 11-4, *Aviation Service*, and Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*. This AFSOCI complements, AFI 11-401, *Aviation Management*, and AFI 11-202, Vol 1, *Aircrew Training*. It establishes standards for qualification, mission qualification, continuation, and upgrade training for Air Force Special Operations Command (AFSOC) Combat Aviation Advisor (CAA) aircrew members operating additional and supplemental aircraft. This instruction does not apply to the Air National Guard (ANG). This instruction does apply to Air Force Reserve Command (AFRC) units and members. Subordinate units may supplement this instruction in accordance with (IAW) **Paragraph 1.15**. This publication requires the collection and or maintenance of information protected by the Privacy Act of 1974 authorized by 37 USC 301a (Incentive Pay), Public Law 92-204, Section 715 (Appropriations Act for 1973), Public Laws 93-570 (Appropriations Act for 1974) and 93-294 (Aviation Career Incentive Act of 1974), DODD 7730.57 (Aviation Career Incentive Act of 1974 and Required Annual Report, February 5, 1976, with Changes 1 and 2), and Executive Order 9397 as amended by Executive Order 13478. The applicable SORN, F011 AF XO A, Aviation Resource Management Systems (ARMS), is available at: <https://dpclo.defense.gov/privacy/SORNS/SORNS.html>. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the Air Force (AF) Form 847, *Recommendation for Change of Publication*; route AF Form 847 from the field through the appropriate functional chain of command. Unless prescribed within this publication, requests for waivers must be submitted through chain of command to the

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SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. Major changes include: **Chapter 1** has been completely revised to account for the addition of supplemental aircraft certification policy. **Chapter 2** has been revised to clarify priority of training sources for additional aircraft. **Chapter 4** has been revised to completely update currency and continuation training requirements. **Chapter 7** is new and completely directs procedures for supplemental aircraft training, certification, and currency. All references to rotary-wing operations have been deleted. Tier requirements have been annotated.

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Chapter 1

POLICY

1.1. Overview. This instruction provides for training management of CAA personnel in both additional and supplemental aircraft. This instruction establishes a standardized training program to qualify crew members in additional aircraft and implements AFI 11-202, Vol 1. This instruction also establishes criteria for training and certification on supplemental aircraft.

1.1.1. Additional and Supplemental aircraft are two separate categories of aircraft operated by AFSOC CAAs.

1.1.1.1. Additional Aircraft. AFSOC owned or leased aircraft not part of the enduring United States Air Force (USAF) inventory but maintained and flown for the purposes of CAA aircrew qualification and/or certification. The training instructions for these aircraft are listed in this instruction, supplemented as required by applicable addenda. Aircrew members receive evaluations as prescribed in AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program* and AFSOCI 11-219, Vol 2, *Additional Aircraft Aircrew Evaluation Criteria*, leading to an AF Form 8, *Certificate of Aircrew Qualification*. The training instructions for these aircraft are in **Chapters 2–6**.

1.1.1.2. Supplemental Aircraft. Aircraft which are not typically owned or leased by the USAF, and typically used for less than 6 months for the purpose of aviation advisory operations and training. The training instructions for these aircraft are listed in this instruction, **Chapter 7**.

1.1.2. Training policy, guidance, and requirements are set forth for each phase of aircrew training. The phases are designed to progressively develop the readiness of each aircrew member while maintaining previously acquired proficiency.

1.1.2.1. Qualification Training (**Chapter 2**) qualifies aircrew members for basic non-tactical aircrew duties on additional aircraft.

1.1.2.2. Mission Qualification Training (**Chapter 3**) qualifies aircrew members for tactical aircrew duties on additional aircraft.

1.1.2.3. Continuation Training (**Chapter 4**) provides the capability for aircrew members to reinforce and build upon previous training and conduct continuation aircrew training designed to enhance aircrew readiness on additional aircraft.

1.1.2.4. Upgrade/Specialized Training (**Chapter 5**) upgrades aircrew to aircraft commander and instructor on additional aircraft. It also qualifies selected aircrew members in specialized mission operations.

1.1.2.5. Grade folder completion instructions are contained in **Chapter 6**.

1.1.2.6. All training and certification issues on supplemental aircraft are contained in **Chapter 7**, to include aircraft qualification, mission qualification, continuation training, and upgrade/specialized training.

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

1.3. Roles and Responsibilities.

1.3.1. Headquarters (HQ) AFSOC in coordination with HQ United States Special Operations Command (USSOCOM) will establish and supervise an aircrew training program consistent with the policies and requirements of this instruction.

1.3.2. Commanders at each level will comply with the policies and intent of this instruction, ensure that safety is not compromised, and monitor aircrew training to ensure these programs are both aggressively and realistically designed and executed.

1.3.3. Supervisors will identify areas where additional training is needed and direct squadron training accordingly. They will initiate action to obtain necessary training support from the appropriate office or headquarters as soon as the need for assistance becomes apparent. Supervisors will ensure mission objectives are pre-briefed, debriefed, and evaluated to ensure successful mission accomplishment. They will also initiate waiver requests of training requirements through appropriate channels when facilities and support are not available.

1.4. Aircrew Training Policy.

1.4.1. CAA assigned/attached personnel will be qualified and current in additional aircraft in which they function as primary aircrew members. To obtain initial qualification in additional aircraft, aircrew members will attend qualification training courses according to the following protocol:

1.4.1.1. If a Department of Defense (DOD) qualification course is available, CAA aircrew will make every effort to attend the DOD course. Training will be accomplished in accordance with that agency's training syllabus. An AF Form 8, evaluation will be required. Secondary method waivers can be requested through training channels to HQ AFSOC/A3T (AFRC waivers will be requested through training channels to HQ AFRC/A3T). (T-2)

1.4.1.2. If a DOD course is not available or not practical, CAA aircrew will gain qualification in accordance with unit developed training programs, or by secondary method using DOD courseware (HQ AFSOC/A3T approval required). These unit developed training products will be approved by HQ AFSOC/A3T and as a minimum will include a Syllabus of Instruction (SOI) and an AF Form 4111, *SOF/CSAR Training Record*. (T-2)

1.4.1.2.1. A portion of the ground training and flight training may be facilitated by civilian agencies, including foreign sources, contracted by the unit. An AF Form 8, evaluation by a USAF evaluator qualified in the additional aircraft will be required for completion of qualification/mission qualification training.

1.4.1.2.2. Foreign Government/Partner Nation (PN). Training materials approved by HQ AFSOC/A3T will be used when obtaining qualification training with foreign organizations.

1.4.2. Initial Cadre. In the case of a new additional aircraft or mission set, where there is no established cadre of unit instructors and evaluators, the unit commander shall designate an

initial cadre of aircrew. Refer to AFI 11-202, Vol 2 AFSOC Sup, *Aircrew Standardization/Evaluation Program*, for initial cadre guidance. (T-2)

1.4.2.1. If the unit intends to train additional aircrew outside the initial cadre, HQ AFSOC/A3T must approve and publish a formal SOI. Additional procedures for training on the aircraft, if required, will be written as an addendum to this instruction. (T-2)

1.4.2.2. If the unit intends to operate the additional aircraft for a period exceeding 6 months, aircraft specific operational procedures will be written as an addendum or supplement to AFSOCI 11-219, Vol 3, *Additional/Supplemental Aircraft Operations Procedures*. For periods of less than 6 months, an HQ AFSOC/A3 approved Guidance Memorandum may be used.

1.4.3. The unit operations officer is responsible for providing an adequate continuation training and currency plan for all crew members flying additional aircraft. See **Chapter 4** for minimum required continuation training and currency events.

1.4.4. The number of training tasks in the initial qualification, tactical qualification, or upgrade training guide is a recommended average which normally allows the student to achieve the desired level of proficiency. It is not intended to restrict the number of times a task may be accomplished.

1.4.5. Individual events accomplished during satisfactory completion of initial, mission, and upgrade evaluations may be credited towards the individual's currency requirements.

1.4.6. Proficiency advancement is acceptable with a recommendation from the trainee's instructor and concurrence of the unit operations officer for all upgrades. The recommendation and concurrence must be documented in the individual's training record prior to the flight evaluation.

1.5. Training Records. The AF Form 4109, *SOF/CSAR Aircrew Training Record*, is the method of documentation. HQ AFSOC/A3T, in conjunction with unit training, will develop AF Forms 4111 for all long-term lease aircraft. Long-term lease for the purpose of this instruction is more than six months. Training records from an outside source may be used if approved by HQ AFSOC/A3T. Document training IAW this paragraph and **Chapter 6**.

1.5.1. When an aircrew member receives training in an additional aircraft from sources outside the unit, the individual must provide documentation to squadron training. This documentation should include copies of logbook entries, endorsements, other certificates of training, and/or airmen certificates. This documentation will be maintained in Tab 2 of an aircrew member's flight evaluation folder (FEF). Annotate civilian certifications and endorsements on AF Form 4348, *USAF Aircrew Certifications*, IAW AFI 11-202, Vol 2 AFSOC Sup.

1.5.2. Additional aircraft training documentation will be routed through unit training then to unit standardization/evaluation. Unit training will also retain a copy of all documentation in the member's career training folder.

1.6. Sole Aircraft Qualification. Additional aircraft may be designated as the sole aircraft for pilots provided the aircraft is a suitable instrument platform (i.e., able to be used for an instrument flight evaluation). Other crew members may be assigned additional aircraft as their sole aircraft at the discretion of the unit operations officer.

1.7. Multiple Aircraft Qualification. HQ AFSOC/A3V must approve, in writing, all aircrew to be qualified on multiple aircraft, IAW AFI 11-202, Vol 1, and AFI 11-401. AFRC units will route multiple qualification requests to HQ AFRC/A3T and A3V. (T-2)

1.7.1. Unit pilots will not maintain qualification in more than two aircraft. Unit non-pilot aircrew will not maintain qualification in more than three aircraft. Evaluator aircrew may be authorized one additional aircraft qualification.

1.7.2. Aircrew members will not enter into training on additional aircraft until multi-qualification status is approved.

1.7.3. If an aircrew member enters into training on a new additional aircraft and will exceed his total number of authorized multiple qualifications, the unit will rescind qualification on one of the current aircraft via a commander directed downgrade (not for cause).

1.7.4. Certification on supplemental aircraft is not the same as qualification, and does not count against the number of aircraft qualifications.

1.8. Waivers. Training only be reduced or waived by HQ AFSOC/A3T, unless specifically delegated by this instruction. Submit waiver requests through A3T channels to HQ AFSOC/A3T. (T-2)

1.8.1. Provide the following information in waiver requests:

1.8.1.1. Identify waiver type (include paragraph requiring waiver action).

1.8.1.2. Full name and grade of individual requiring waiver.

1.8.1.3. Unit of assignment (if attached, provide flying unit attached to also).

1.8.1.4. Current crew qualification, including special mission qualifications (if applicable).

1.8.1.5. Total flying time/Primary Aircraft Authorization (PAA) time including instructor/evaluator time (if applicable).

1.8.1.6. Crew qualification to which aircrew member is qualifying or upgrading (if applicable).

1.8.1.7. Scheduled training start date (if applicable).

1.8.1.8. Expected qualification or upgrade completion date (if applicable).

1.8.1.9. Date event last accomplished (if applicable).

1.8.1.10. Explanation of reason for waiver.

1.8.1.11. Requesting unit point of contact (include name, rank, office symbol, e-mail address and telephone number).

1.8.2. Items below may be waived at the level indicated.

1.8.2.1. The Operations Group Commander (OG/CC) or equivalent may waive up to 10% of the hours required for upgrade in all crew positions. Hours required for upgrade, if applicable, are stated in the aircraft specific addenda to this instruction. A copy of the waiver must be filed in the individual's training record. (T-3)

1.8.2.2. The OG/CC or equivalent may extend individual currency up to 2 months for ground training requirements (except flight physical and physiological training) for reasons of crew member nonavailability. These events do not count toward the next semiannual period requirements (units should note on the waiver when events were accomplished but ARMS should be updated). Notify HQ AFSOC/A3T when waivers or extensions are issued. (T-3)

1.8.2.3. The OG/CCs or equivalents may waive flying currency items from **Chapter 4** on an individual basis only. Wing/group must keep an accurate record of waivers granted and notify HQ AFSOC/A3T when waivers are issued. (T-3)

1.8.3. Tier requirements refer to waiver authority based on level of risk.

1.8.3.1. "Tier 0" (T-0) requirements are reserved for requirements that non-compliance is determined and waived by respective non-Air Force authority.

1.8.3.2. "Tier 1" (T-1) requirements are reserved for requirements that non-compliance may put airman, mission, or program strongly at risk, and may only be waived by the MAJCOM/CC or delegate with concurrence of publication approver. When multiple MAJCOMs are affected, then T-1 is appropriate.

1.8.3.3. "Tier 2" (T-2) requirements are reserved for requirements that potentially put the mission at risk or potentially degrade the mission or program, and may only be waived by the MAJCOM/CC or delegate.

1.8.3.4. "Tier 3" (T-3) requirements are reserved for requirements that non-compliance has a remote risk of mission failure, and may be waived by the Wing/CC but no lower than the OG/CC.

1.9. Publication Administration. HQ AFSOC/A3T is the OPR for this instruction. Recommendations for improving the publication are encouraged. Forward recommendations through appropriate channels using an AF Form 847.

1.10. Senior Officer Flying/Supervisory Aircrew. Senior Officer Flying will be conducted IAW AFI 11-401, AFI 11-202, Vol 1, and aircraft specific addenda to this instruction.

1.11. Unit Aircrew Capability. Squadron will maintain basic qualification status on all aircrew members selected for additional aircraft qualification. Commanders will ensure aircrews are trained to meet capabilities specified in unit Designed Operational Capability (DOC) statements. Supervisory aircrew and staff members assigned above squadron level which are in excess of the units mission requirements will maintain basic qualification or mission ready qualification status, as directed by their commander.

1.12. Active Duty Service Commitments (ADSC). Formal training using applicable Advanced Flying Training courses listed in the Education and Training Course Announcement (ETCA) at <https://etca.randolph.af.mil/>, resulting in initial qualification, requalification, or upgrade in crew position (i.e., instructor upgrade), will incur an ADSC per AFI 36-2107, *Active Duty Service Commitments* (not applicable to AFRC aircrew members).

1.12.1. For officer and enlisted aircrew members, in-unit training substituting for an ETCA course (full or part-time), which changes the individual's crew qualification (i.e., awards a new Air Force Specialty Code (AFSC), including prefixes and suffixes) is an ADSC incurring event. **Exception:** Upgrade to Flight Examiner.

1.12.2. Miscellaneous upgrades, which only qualify a crew member in specific mission profiles, (i.e., Night Vision Goggle (NVG) Landing, Hot Refueling, etc.) are not considered ADSC incurring events.

1.12.3. If an ADSC is required, unit training officers will coordinate with the servicing Military Personnel Flight (MPF) to ensure the individual acknowledges the ADSC to be incurred by signing the AF Form 63, *Active Duty Service Commitment (ADSC) Acknowledgement Statement*. This action will occur prior to the individual entering training. Upon course completion, the unit-training officer will notify the MPF the individual has completed training and the MPF will update the ADSC in the Military Personnel Data System (MilPDS). **Note:** Due to the extended nature of some in-unit upgrades, ADSCs will be effective upon completion of the training or 120 days after the first flying event, whichever occurs first.

1.13. Key Definitions:

1.13.1. “Will” and “Shall” indicate a mandatory requirement.

1.13.2. “Should” indicates a recommended procedure that is required, if practical.

1.13.3. “May” indicates an acceptable or suggested means of accomplishment.

1.13.4. “**WARNING**” indicates operating procedures, techniques, etc., which may result in personal injury or loss of life if not carefully followed.

1.13.5. “**CAUTION**” indicates operating procedures, techniques, etc., which may result in damage to equipment if not carefully followed.

1.13.6. “**Note**” indicates operating procedures, techniques, etc., which are considered essential to emphasize.

1.14. Distribution. Distribute this instruction to all CAA crew members that operate additional or supplemental aircraft.

1.15. Supplements. Units are encouraged to supplement this guidance with standard evaluation profiles that best fit the unit’s mission, equipment, and location. MAJCOMs will forward a copy of MAJCOM supplements to AF/A3O-AI, through HQ Air Force Special Operations Command (AFSOC)/A3V, for approval. Units below MAJCOM level will forward one copy of each supplement to their MAJCOM Office of Primary Responsibility for pre-publication review. (T2).

Chapter 2

QUALIFICATION TRAINING

2.1. Overview. This chapter establishes minimum requirements for qualification training in CAA additional aircraft. The unit operations officer will determine which crew members will obtain and maintain currency in specific additional aircraft. Commanders will ensure aircrew members completing qualification training meet the requirements of this chapter.

2.2. General Requirements. All crew members will comply with the physical, physiological, and administrative requirements for individuals performing flying duties specified in AFI 11202, Vol 2.

2.3. Time Period for Qualification. Qualification training will be completed within 4 months of start of the first unit-training event. If these times are exceeded, the unit operations officer will make an entry in the individual's training record to document the circumstances necessary for an extension and an expected qualification date and forward this information to HQ AFSOC/A3T. (T-2)

2.4. Ground Training Requirements.

2.4.1. Academic Ground Training. Ground training requirements are listed in the appropriate AF Form 4111, for this instruction.

2.4.2. Written Examinations. An open and closed book written examination must be completed before the end of qualification flying training. When completed by the student, the exam will be graded and corrected to 100%. The minimum passing score is 85%. Group Standardization/Evaluation will administer qualification (if applicable) examinations. A combined qualification/mission examination may be used in lieu of separate examinations when training is conducted concurrently.

2.4.2.1. If using contract training, a vendor supplied end-of-course written exam may be used in lieu of standard open and closed written examinations with HQ AFSOC/A3V approval.

2.4.3. Ground Egress and Aircrew Flight Equipment (AFE). Aircrews will complete initial ground egress training during initial qualification training. All crew members will receive training prior to their first flight. Actual hands-on training will be accomplished in the aircraft and will include opening each exit. This training will be conducted during qualification ground training.

2.5. Flying Training Requirements. The requirements for each crew position are outlined in applicable AF Form 4111, an approved and published SOI, and the aircraft specific addendum (if applicable) to this instruction. Prior to first flight, crew members must accomplish any grounding events in [Chapter 4](#).

2.5.1. In specific cases where CAA instructor aircrew members operate similar systems/equipment in aircraft on which they already maintain qualification, HQ AFSOC/A3T with concurrence of HQ AFSOC/A3V may waive requirements for aircraft qualification and authorize familiarization and egress training in lieu of qualification in the

additional aircraft. This training will be documented in the members training folder and AF Form 4348.

2.5.2. Periodic flight evaluations are completed IAW AFSOCI 11-219, Vol 2, AFI 11-202, Vol 2, and applicable supplements. For pilots all initial qualifications will include an instrument evaluation if the aircraft is Instrument Flight Rules (IFR) suitable.

2.6. Additional Aircraft Qualification Documentation.

2.6.1. The unit operations officer or assistant operations officer will complete the ground training and flight evaluation training summaries of the AF Form 4109. The unit operations officer and squadron standardization/evaluation personnel (OG stan/eval for AFRC) will review the completed AF Form 4109 prior to the flight evaluation.

2.6.2. The AF Form 4109, all attachments, and any contractor produced training records will be retained by squadron training for at least one year.

Chapter 3

MISSION QUALIFICATION TRAINING

3.1. Overview. This chapter establishes minimum ground and flying training requirements for tactical qualification in additional aircraft. In planning and scheduling training missions, instructors will develop realistic tactical scenarios to maximize training benefits on each mission. Commanders will ensure aircrew members completing tactical qualification training meet the requirements of this chapter.

3.2. General Requirements. The unit operations officer will determine which assigned and attached aircrew members will accomplish tactical qualification training. These personnel will complete requirements outlined in the applicable AF Form 4111, the approved and published SOI, and the aircraft specific addendum (if applicable) to this instruction. Individuals selected for training will complete tactical qualification within 4 months of start. Individuals unable to complete tactical qualification within these limits may continue training with unit operations officer approval. The unit operations officer will make an entry in the individual's training record to document the circumstances and an expected qualification date and forward this information to HQ AFSOC/A3T.

3.3. Required Mission Qualification Training.

3.3.1. Mission qualification is normally conducted in-unit.

3.3.2. The unit operations officer will determine on a case-by-case basis the extent of the mission qualification training required for each aircrew member in each additional aircraft.

3.4. Ground Training Requirements. IAW Paragraph 2.4.

3.5. Flying Training Requirements. All aircrew members will complete the requirements outlined in the applicable AF Form 4111, per this instruction. Early advancement is acceptable with a recommendation from the trainee's instructor and concurrence of the unit operations officer. The recommendation and concurrence must be documented in the individual's training record prior to the flight evaluation.

3.5.1. Initial tactical training is complete upon successful completion of tactical open/closed examination and accomplishment of a tactical flight evaluation. Conduct evaluations IAW AFI 11-202, Vol 2, AFSOC Sup, and AFSOCI 11219, Vol 2.

Chapter 4

CONTINUATION TRAINING

4.1. Overview. Requirements in this chapter satisfy the minimum ground and flying training requirements established by HQ USAF and HQ AFSOC to maintain currency. Individual proficiency may require a greater number of events. Commanders will ensure aircrew members receive sufficient continuation training to maintain individual proficiency. All flying training events are derived from AFSOC mission requirements that correspond to associated items on the AFSOC Mission Essential Task List (METL) and unit METL.

4.1.1. In planning and scheduling training missions, instructors will develop realistic scenarios to maximize training benefits on each mission.

4.1.2. Training requirements may be completed on any sortie if the accrediting criteria of this instruction are met. When more than one event is required, commanders must ensure that flying training requirements are spread as evenly as possible throughout the training period.

4.1.3. Aircrew members will not log continuation training requirements in events in which they are unqualified.

4.1.4. Semiannual/quarterly training events accomplished on a satisfactory qualification, mission qualification, special mission, or requalification evaluation may be credited toward the individual's semiannual/quarterly currency/volume requirements.

4.1.5. For special qualifications requiring instructor certification, the event resulting in certification and each event thereafter may be credited towards currency/volume requirements.

4.2. Aircrew Status. This chapter outlines the continuation training program, providing aircrew members with the volume, frequency, and mix of training to maintain proficiency in the unit's mission. Aircrew members assigned or attached to the unit are assigned to Mission Ready (MR), Mission Capable (MC), and Basic Aircraft Qualified (BAQ) status.

4.2.1. MR Status. A MR aircrew member is defined as one who is available, qualified, and certified in the unit mission IAW the DOC statement and who can meet the requirements of the appropriate METLs, operational tasking, and deployments. Must maintain all of the appropriate flying and ground training requirements listed in this chapter.

4.2.2. MC Status. A MC aircrew member has completed mission qualification training, does not maintain MR status, but maintains familiarization in the unit's mission. The aircrew member may maintain qualification in some aspects of the unit mission and is able to attain full MR status within 30 days. MC aircrew members will maintain at least 50% of their appropriate flying training level requirements.

4.2.3. BAQ Status. An aircrew member who has satisfactorily completed training and is qualified to perform basic non-tactical aircrew duties in the unit aircraft.

4.3. Training Level. Before each semiannual period, the squadron commander or designated representative determines the training level of each assigned or attached aircrew member, and will ensure that individuals receive training to successfully perform unit missions and maintain

individual proficiency. Established training levels do not preclude the unit commander from scheduling an individual for additional training or assigning an individual to a more restrictive training level.

4.3.1. Ground Training Level (GTL).

4.3.1.1. GTL 1. Aircrew members with five or more years of Air Force operational flying.

4.3.1.2. GTL 2. Aircrew members with less than five years of Air Force operational flying.

4.3.1.3. Multiple aircraft qualified aircrew will follow applicable Mission Design Series (MDS) instructions for GTL guidance.

4.3.2. Flying Training Level (FTL). All CAA aircrew operating additional aircraft are assigned to FTL A, for ARMS tracking purposes. For continuation training requirements, aircrew will comply with the applicable requirements of **Table 4.1**, as well as any requirements established in aircraft specific addenda. Note this FTL is not the same as those identified in specific MDS instructions. Aircrew who are multiple aircraft qualified must only accomplish 50% of the listed continuation training volume on the additional aircraft. AFI 11-2MDS, Vol 1, training requirements always apply to aircrew qualified on standard inventory aircraft.

4.3.3. Prorating Training Requirements.

4.3.3.1. Prorate aircrew member flying training requirements for individuals not available for flying duties due to Permanent Change of Station (PCS), nonflying Temporary Duty (TDY), Duties Not Including Flying (DNIF), emergency leave, etc., and aircraft nonavailability. Prorate individual requirements based on the number of full calendar months left in the training period following completion of basic qualification, mission qualification, requalification, and upgrades to a new special mission qualification.

4.3.3.2. After a PCS, stop prorating requirements when the individual receives their PCS station medical clearance from the Flight Surgeon (AF Form 1042, *Medical Recommendation for Flying or Special Operational Duty*).

4.4. Ground Training Requirements.

4.4.1. Recurring Ground Training Requirements. Unit ARMS will create unit-level training events for each recurring ground training event in each additional aircraft in order to track currency.

4.4.1.1. Egress training. Actual hands-on training will be accomplished in the additional aircraft to include opening all exits at least every 17 months. Loadmasters and flight engineers may credit this event when they accomplish an aircraft preflight. Egress training is a grounding event. Crew members will not fly until current in this item.

4.4.1.2. Aircrew will accomplish AFE training on equipment carried onboard the aircraft at least every 17 months. The unit operations officer, along with unit aircrew flight equipment specialists, will determine the suitability of training to meet this requirement. Crew members will be restricted to local training missions only until current in this event.

4.4.1.3. Aircrew will accomplish a formal aircraft systems review every 17 months (12 months GTL 2). This review should be done IAW the aircraft specific addendum to this instruction, and may be accomplished in conjunction with simulator training. In the absence of any aircraft specific guidance, the unit operations officer will determine a suitable substitute.

4.4.1.4. Aircrew members who maintain instrument qualification solely on an additional aircraft will take the Instrument Refresher Course (IRC) at the end of every fourth quarter following completion. This does not supersede instrument procedures testing requirements set forth in AFI 11-202, Vol 2, and AFSOCI 11-219, Vol 2.

4.4.2. Crew members overdue a grounding item in additional aircraft (including those identified in an aircraft specific addendum to this instruction) will not be scheduled for any flight duties on that aircraft. Crew members overdue any mission ready or training status item will not be scheduled for aircrew standby duties in their additional aircraft until they have satisfied all delinquent items.

4.5. Flying Training Requirements. Minimum annual training volume for aircrew is listed in **Table 4.1**. When an aircrew member is multiple aircraft qualified, they are only required to accomplish 50% of the **Table 4.12** training volume, per aircraft. Additional training events may be listed in aircraft specific addenda to this instruction and are not subject to the 50% reduction. BAQ only aircrew (to include aircrew pursuing mission upgrade) are not required to accomplish mission events. Unit operations officers should tailor the mission events required to the capabilities of the aircraft and mission. Clarification on definitions of some flying events follows:

4.5.1. Event Definitions.

4.5.1.1. Aircrew Proficiency Sortie. Pilots may credit an aircrew proficiency sortie if they perform a takeoff, approach and landing from either pilot seat. Navigators may log an aircrew proficiency sortie when they monitor a departure and approach. Loadmasters may credit an aircrew proficiency sortie if they perform the duties that are applicable to the loadmaster's crew position, complete all station functions, and complete all checklists during takeoff and landing. Other aircrew members may credit an aircrew proficiency sortie when they perform appropriate preflight, in-flight and post flight duties in their primary crew position. A proficiency sortie will be logged every 60 days in each aircraft in which currency is maintained.

4.5.1.2. Local Proficiency Sortie (LPS). A LPS training mission including at least 30 minutes of primary (or instructor time) practicing instrument, transition and emergency procedures. Fly maneuvers under the supervision of an instructor pilot and repeat them until an acceptable level of proficiency is attained or the LPS may not be credited. If the LPS is incomplete, the instructor will recommend whether the entire LPS or just the incomplete events must be re-accomplished. Instructors and flight examiners in the specific additional aircraft need not complete all LPS events on a single sortie. Credit a LPS when all events are complete. Unit commanders may add to the following minimum LPS sortie criteria for pilots:

4.5.1.2.1. A review of boldface emergency procedures (if any).

4.5.1.2.2. Two instrument approaches.

- 4.5.1.2.3. A holding pattern or procedure turn.
 - 4.5.1.2.4. A circling approach.
 - 4.5.1.2.5. A simulated engine-out landing (unless prohibited by the Aircraft Information Manual, Pilot's Operating Handbook (POH), Federal Aviation Administration (FAA) Approved Flight Manual or Aircraft Operations Manual).
 - 4.5.1.2.6. A simulated engine out go-around (unless prohibited by the Aircraft Information Manual, POH, FAA Approved Flight Manual or Aircraft Operations Manual).
 - 4.5.1.2.7. A Visual Flight Rules (VFR) traffic pattern (weather permitting).
 - 4.5.1.2.8. Landings with each flap setting permitted by the Aircraft Information Manual, POH, FAA Approved Flight Manual or Aircraft Operations Manual.
- 4.5.1.3. NVG Low-Level Sortie. A visual low-level operation (30 minutes minimum) accomplished using NVGs for terrain clearance, turn point identification, and Drop Zone (DZ)/Landing Zone (LZ) acquisition. An NVG low-level sortie will be flown every 90 days in each aircraft in which currency is maintained.
- 4.5.1.4. Mission Sortie. Log a tactical mission sortie after completing a minimum of a 30 minute low-level sortie to a tactical event.
- 4.5.1.5. Tail-Wheel Mission. Any tactical mission flown on an aircraft equipped with a tail-wheel. Only required for pilots qualified on tail-wheel aircraft, then subsequently required every 60 days.
- 4.5.1.6. NVG Takeoff/Landing. Any configuration or type of takeoff or landing conducted while wearing NVGs between sunset and sunrise. Crew members may credit NVG touch-and-go landings as a NVG takeoff and NVG landing.
- 4.5.1.7. Airdrop Operations. Log an airdrop event when a successful airdrop is accomplished. Credit all airdrops that land within 300 meters of the aim point as successful. An off drop zone drop or malfunction is not a successful drop. Pilots may credit airdrops when performing pilot or copilot duties (including Computed Air Release Point (CARP)/High-Altitude Release Point (HARP) computations if applicable). Navigators must compute a CARP or HARP to credit an airdrop. Do not credit off DZ airdrops.
- 4.5.1.7.1. Total Airdrop. The airdrop may consist of a Standard Airdrop Training Bundle (SATB) or actual load, using any approved airdrop method.
 - 4.5.1.7.2. Equipment. Pilots log this event when an actual or SATB equipment drop is accomplished. Loadmasters and navigators log this event when an actual equipment load is dropped.
 - 4.5.1.7.3. Container Delivery System (CDS). Pilots log this event when an actual or SATB CDS drop is accomplished. Loadmasters and navigators log this event when an actual CDS bundle is dropped. Only required on aircraft capable of CDS airdrop.
 - 4.5.1.7.4. Personnel. Pilots, navigators and loadmasters log this event when an actual personnel drop is accomplished (free fall or static line).

4.5.1.7.5. NVG Airdrop. Any airdrop event to a covertly lit or unmarked DZ using NVG procedures.

4.5.1.7.6. Door Bundle/Free Drop. Pilots, navigators and loadmasters log this event when an actual drop is accomplished.

4.5.2. For all aircrew, up to 50% of continuation training events may be credited toward satisfying currency requirements, when flown in a simulator. **Exception:** Pilots may not log landings performed in the simulator unless the simulator is certified FAA level "D" or better.

Table 4.1. Additional Aircraft Annual Flying Training Requirements.

BAQ FLYING TRAINING REQUIREMENTS	PILOT	NAVIGATOR	FLIGHT ENGINEER	LOADMASTER
Aircrew Proficiency Sortie ^{2,3}	12	12	12	12
LPS ³	4			
Total Takeoffs ²	24			
Night Takeoffs	4			
Total Landings ²	24			
Night Landings	4			
Tail-Wheel Landings ^{1,5}	12			
Holding Pattern ¹	1			
Precision Approaches	6			
Non-Precision Approaches	6			
Nondirectional Beacon (NDB) Approaches ¹	1			
Circling Maneuver ¹	1			
Missed Approaches ¹	1			
MISSION REQUIREMENTS				
Mission Sortie	12	12	12	12
Tail-Wheel Mission Sortie ^{1,5}	12			
Infil/Exfil	6	6	6	6

Short-Field Takeoff	12		6	
NVG Short-Field Takeoff ⁶	12			
Short-Field Landing	12		6	
NVG Short-Field Landing ⁶	12			
NVG Low-Level Sortie ⁷	8	12	6	
NVG Go-Around ⁷	4			
NVG Takeoffs ⁷	12		6	
NVG Landings ⁷	12		6	
Total Airdrop ^{1,4}	12	12		24
Equipment Airdrop ^{1,4}	4	4		8
Static Line Personnel Airdrop ^{1,4}	4	4		6
CDS Airdrop ^{1,4}	4	4		6
Door Bundle/Free Drop ^{1,4}	4	4		6
SPECIAL MISSION EVENTS				
High-Altitude Airdrop	2	2	2	2
NVG Safety Observer		2	2	2
Forward Area Refueling Point (FARP) ¹			2	2

Notes:

1. For aircraft equipped with the proper equipment or instrumentation and applicable documentation exists to execute the event.
2. Pilots must accomplish a takeoff, approach (if the aircraft is a suitable instrument platform) and landing every 60 days in each additional aircraft in which currency is maintained. All other aircrew members must accomplish at least one aircrew proficiency sortie every 60 days in each additional aircraft in which currency is maintained. Failure to do them results in loss of aircraft currency.
3. Aircrew will accomplish a minimum of two aircraft proficiency sorties and two mission sorties within 60 days of departing on an advisory mission where that aircraft will be operated. The mission sortie should include profiles concentrating on the mission events that will be flown (i.e.,

if NVGs will be flown on the advisory mission, both missions will be on NVGs).

4. Navigator and loadmaster must accomplish an actual drop to satisfy this requirement.
5. Tail Wheel landings can only be logged if conducted to a full stop or stop-and-go.
6. Pilots must accomplish at least one NVG short field takeoff and landing every 90 days, for NVG Short Takeoff and Landing (STOL) mission aircraft.
7. Pilots must accomplish at least one normal field NVG Takeoff and Landing every 60 days. Pilots and Navigators must accomplish one NVG Low-Level Sortie every 90 days.

4.6. Recurrency and Requalification Training. IAW AFI 11-202, Vol 1.

4.7. Use of the Aviation Resource Management System. All units will use ARMS and develop local procedures to ensure aircrew ground and flying training is properly documented and updated. Each unit will provide a printed copy of current ground and flying training summaries to each individual prior to PCS.

4.8. Instructor/Flight Examiner Training Requirements. Instructors and flight examiners will comply with [Table 4.1](#) for semiannual flying requirements. Instructor pilots may credit events accomplished in either seat. Instructors may credit up to 50% of their semiannual training requirements from events conducted by students under their direct supervision. Flight examiners are not authorized to log events flown by their evaluatees.

Chapter 5

UPGRADE/SPECIALIZED TRAINING

5.1. Overview. This chapter identifies the prerequisites and training requirements for qualified aircrew members upgrading to additional levels of qualification on additional aircraft.

5.2. Time Period to Qualification. Aircrew members will complete upgrade training within 4 months of start. Individuals unable to complete upgrade training within these limits may continue training with operations officer approval. The operations officer will make an entry in the individuals training record to document the circumstances for the extension and expected qualification date.

5.3. Upgrade Documentation. The squadron will complete upgrade training through HQ AFSOC/A3T approved qualification and mission qualification upgrade training. An AF Form 4110, *Comments – SOF/CSAR Training Record*, and an AF Form 4111, will be required for all additional aircraft upgrade training conducted by squadron instructors. (T-2)

5.4. Aircrew Instructor Program. A sound and practical aircrew instructor program is a prerequisite for effective training, standardization, and aircraft accident prevention. The aircrew instructor program includes individuals required to perform duties as an instructor for any aircrew position. Instructors will be selected because of their background, extensive experience, and ability to instruct.

5.4.1. Flying Proficiency. Individuals selected must be qualified and current in the additional aircraft.

5.4.2. Flying Experience. Instructors must possess a reasonable background of flying experience to have developed desired standards of knowledge, judgment, and proficiency in both the aircraft and mission.

5.4.2.1. Instructor Upgrade. Instructor candidates in additional aircraft must be previously instructor qualified in a USAF MDS (waiverable by HQ AFSOC/A3T). Qualification to instructor status will be IAW HQ AFSOC/A3T approved AF Form 4111 and an AF Form 8 evaluation. For purposes of this instruction an instructor candidate must have a minimum of 1,000 hours total time and meet one of the following requirements: at least 100 hours as an instructor/evaluator in a USAF MDS with 50 hours of total time in the additional aircraft, or 100 total hours in the additional aircraft. (T-2)

5.4.3. Instructor Responsibilities.

5.4.3.1. Overview. Instructors are responsible for a thorough preflight briefing and critique. Instructors will review the student's training records prior to each training session. Instructors will ensure all required upgrade training items are completed and signed off and that proficiency has been demonstrated before recommending the student for an evaluation or certifying that the student is qualified for a mission. They should further ensure the training and operations sections are apprised of the student's progress and status.

5.4.3.2. Instructor Pilots. Instructor pilots must be fully aware they are in command of training flights and are responsible for the conduct and safety of the aircraft. At any time

during the flight if the judgment or ability of the student at the controls to complete a maneuver is in doubt, the instructor should immediately take over the controls of the aircraft, and then explain and demonstrate the proper methods of conducting the maneuver. All instructors will place special emphasis on positively identifying the emergency condition prior to initiating corrective action.

5.4.3.3. Instructor Aircrew Member (Other Than Pilot). It will be impressed upon every instructor that they are responsible for the safe execution of the duties at their position. If at any time during the flight, the judgment or proficiency of their student is in question, they will immediately take over those duties. The instructor should then explain and demonstrate the proper method of accomplishing those duties.

5.4.3.4. Instructor Deficiencies. Instructors who reveal deficiencies in their ability to instruct may be used in a basic crew position (provided the deficiency does not involve basic crew duties). When the squadron commander determines that an instructor can no longer maintain status or proficiency for administrative reasons, the commander will take the necessary administrative action to return those individuals to their basic crew positions IAW USAF and AFSOC directives.

5.5. Flight Examiner. The SQ/CC (OG/CC for ARC units without squadron stan/eval function) will certify the most highly qualified instructors as flight examiners. Conduct training IAW the applicable AF Form 4111. Refer to AFI 11-202, Vol 2, applicable supplements and AFSOCI 11-219, Vol 2, for additional guidance.

5.6. Safety Observer. Safety Observers (SO) may be required as part of the crew complement when conducting NVG operations. SO training is stand-alone training for aircrew that are not part of the normal crew complement. Conduct IAW AF Form 4111. Aircrew members who are part of the normal crew complement will accomplish SO training as part of their crew position tactical upgrade.

Chapter 6

AIRCREW TRAINING RECORD

6.1. Overview. The primary purpose for maintaining training records is to accurately track and control squadron members' training, whether it is training in an aircraft for an aircrew member, on a certain engine type for a maintenance member, or primary CAA mission qualification training. Accurate documentation will ensure the member completes scheduled training in a timely and efficient manner. For aircrew members, the AF Form 4109, will be used to track training in Additional Aircraft except where other documentation is directed.

6.2. Aircrew Training Records. Aircrew training records are established and maintained in accordance with AFI 11-401, and this instruction. Training (qualification, requalification, specialized training, or upgrade of an aircrew member) will be documented in accordance with AFI 11-202, Vol 1 AFSOC Supplement, *Aircrew Training*.

Chapter 7

SUPPLEMENTAL AIRCRAFT CERTIFICATION AND TRAINING

7.1. General Information.

7.1.1. Overview. The purpose of this chapter is to outline the requirements for obtaining and maintaining certification on supplemental aircraft. These certifications are not the equivalent of AFI 11-202, Vol 2, aircraft qualifications, with the associated AF Form 8. For aircraft that require an AF Form 8, refer to either AFI 11-2MDS, Vol 1 (for USAF inventory MDS) or **Chapters 2-4** of this instruction (for additional aircraft). This chapter also outlines the continuation training requirements on supplemental aircraft.

7.1.1.1. Combat aviation aircrew advisors are required to assess, train, advise, and assist foreign nationals in the employment and operation of a variety of aircraft, in a tactical environment, and often on aircraft that are not in the USAF inventory. The CAA supplemental aircraft training program is designed to prepare experienced, mature tactical instructor aircrew to achieve and maintain the required level and type of expertise to operate successfully and safely in the aviation advisory environment.

7.1.1.2. Supplemental aircraft are defined as aircraft which are not typically owned or leased by the USAF, and typically used for less than 6 months for the purpose of advisory operations preparation and execution.

7.1.1.2.1. The critical threshold for establishing whether an aircraft is considered additional versus supplemental is the requirement for an AF Form 8. When operating (not as pilot-in-command (PIC)) an aircraft owned by a PN or any agency other than the USAF, AFSOC CAA aircrews typically do not require an AF Form 8. Operating any USAF-owned inventory aircraft normally requires an AF Form 8.

7.1.1.2.2. For operations that require AFSOC CAAs to exercise PIC duties on otherwise supplemental aircraft (i.e., Security Assistance funded Military Training Team (MTT), Continental United States (CONUS) based PN training, etc.), the AFSOC/A3 shall determine, based on mission requirements, if a suitable alternate certification (i.e., other DOD certificate of qualification, FAA type rating) may be used in lieu of an AF Form 8. (T-2)

7.1.1.3. In all cases, the overall intent of this chapter is to allow squadron commanders (or designated representative) to deploy highly qualified CAA aircrew to operate supplemental aircraft alongside PN forces. In areas not specifically discussed in this chapter, common sense shall apply and the squadron commander will make the final decision, balancing mission execution and flight safety.

7.1.2. Purpose. AFSOC CAAs may require certification and training on supplemental aircraft in order to safely perform advisory duties with PN forces that do not operate aircraft similar to the USAF owned or leased inventory. Certification on a supplemental aircraft enables an AFSOC CAA to perform in-flight duties on a non-USAF aircraft, when authorized by the AFSOC/A3.

7.1.3. Certification. Training policy, guidance, and requirements are set forth in the following sections. The sections specifically provide instruction regarding initial

certification in supplemental aircraft, mission certification, upgrade/specialized training, and continuation training requirements.

7.1.3.1. Certification on a supplemental aircraft does not qualify aircrew members to operate similar MDS owned or leased by the USAF. For example, a CAA pilot obtains an FAA type rating on a civilian CASA 212 in preparation for deployment. He is not qualified to operate a USAF owned or leased CASA 212 without an AF Form 8.

7.1.3.2. Successful completion of a certification course deemed acceptable by this instruction and the squadron commander will lead to the inclusion of the certification in the crew member's FEF. Annotate on the crew members AF Form 4348, *USAF Aircrew Certifications*, the initial certification (to include an equivalent qualification level), mission qualification, and any specialized or upgrade certification. Use a separate AF Form 4348 per aircraft type.

7.1.3.2.1. Complete the AF Form 4348, IAW AFI 11-202, Vol 2, except as follows:

7.1.3.2.2. Instructor name will be the name (and any known level of qualification, i.e., FAA Check Airman) transcribed from the civilian documentation. If the name from the documentation is difficult to discern, enter the name of the squadron chief of standardization/evaluation and annotate in the remarks.

7.1.3.2.3. The certifying official for civilian training certification/qualification transcriptions will be no less than the squadron operations officer.

7.1.3.2.4. Under the Remarks block, enter the nature of the source documents used to transcribe the qualification event. Enter a restriction comment as follows: "CERTIFICATION DOES NOT APPLY TO USAF OWNED OR LEASED AIRCRAFT".

7.2. Initial Certification.

7.2.1. Overview. This section establishes minimum requirements for initial certification training in supplemental aircraft. The unit operations officer will determine which crew members will obtain training in specific supplemental aircraft. The unit commander will ensure aircrew members completing this training meet the qualification training requirements.

7.2.2. General Requirements. All crew members will comply with the physical, physiological, and administrative requirements for individuals performing flying duties specified in AFI 11202, Vol 1.

7.2.3. Priority of Acceptable Training Sources. To obtain certification in supplemental aircraft, aircrew members should attend training courses according to the following protocol:

7.2.3.1. If there is a USAF qualification course, aircrew should make every effort to attend and obtain an AF Form 8, via the AFI 11-2MDS, Vol 1 process. In the case in which the USAF course does not provide the appropriate skill set/capability required for the advisory mission, the unit commander should consider at least using the USAF course for basic qualification, with mission certification according to **Paragraph 7.3**. In the case where the USAF course is unavailable or impractical, the following methods of training may be used.

7.2.3.2. If a non-USAF DOD qualification or certification course is available, aircrew members will make every effort to attend the DOD course. Training will be accomplished in accordance with that agency's training syllabus. Non-USAF qualification courses should result in the award of a service or department specific certificate of qualification, certification, training completion, or a similar version of documentation. It will be the final judgment of the unit commander of the acceptability of the furnished completion documents.

7.2.3.3. If a DOD course is not available or practical, aircrew members will gain qualification from an accredited flight school, in accordance with Title 14, Code of Federal Regulations (CFR), otherwise known as the Federal Aviation Regulation (FAR).

7.2.3.3.1. Contracted flight training for pilots will be accomplished in accordance with FAR Part 141 (Commercial Aviation) if available, or Part 61 (General Aviation). This training may result in a type rating, certificate of completion, specific log book endorsement, a letter of authorization, or as prescribed by FAR Part 141 or 61. It will be the final judgment of the unit commander of the acceptability of the furnished completion documents.

7.2.3.3.2. If the aircraft does not have a FAA-type designation (a type designation is not necessarily a type rating), training will be in accordance with FAA Order 8130.2G, *Airworthiness Certification of Aircraft and Related Products*. This training may result in a foreign type rating or license, certificate of completion, specific log book endorsement, a letter of authorization, or some other miscellaneous type of documentation. It will be the final judgment of the unit commander of the acceptability of the furnished completion documents, as long as the program was in compliance with the FAA Order.

7.2.3.4. For aircrew member certifications where no adequate DOD or FAA guidance is provided, unit commander is responsible for determining a suitable training program. HQ AFSOC/A3T is the approval authority for this training program. (T-2)

7.2.3.5. If DOD or FAR Part 141/61 formal training exists, but is not adequate or available in a timely manner to meet the requirements of the advisory mission, an alternate method, such as in-house training, may be used. Training will be conducted by an instructor crew member, current and certified in the designated aircraft. The instructor must either have over 100 hours in the type of aircraft and be either a qualified USAF instructor or be an FAA Certificated Flight Instructor (CFI) (or Multi-Engine Instructor (MEI), if required). The approval authority for alternate training methods remains with HQ AFSOC/A3T. Emphasis will be on providing aircrew members with a sound, credible training program that prepares the aircrew for the CAA mission. As a minimum, the training will include: (T-2)

7.2.3.5.1. A familiarization of aircraft systems, aircraft performance, weight and balance, emergency procedures, and egress procedures.

7.2.3.5.2. A familiarization of mission-specific or additional procedures for that aircraft, to include checklist procedures and aircraft loading (if available).

7.2.3.5.3. Training standards, based on FAR Part 61, should be used when obtaining qualification or recurrency training with foreign organizations. If the aircraft does not

have an FAA-type designation, qualification will be in accordance with FAA Order 8130.2G.

7.2.3.5.4. Unit commander may direct use of foreign training standards if the foreign syllabus provides adequate training. HQ AFSOC/A3T is the approval authority for these standards. (T-2)

7.2.3.5.5. There may be certain missions where a CAA crew member requires training and certification on a supplemental foreign aircraft after arrival to a forward deployed location. When, in the opinion of the mission commander, this mission necessity exists, the Theater Special Operation Command (TSOC) (or Joint Special Operations Task Force (JSOTF) if applicable) J3, with AFSOC/A3 concurrence, may authorize local training and certification. This approval may be initially obtained verbally, if necessary for mission expedition, with memorandum for record (MFR) documentation to follow. (T-1)

7.2.3.5.5.1. A training plan should be submitted to HQ AFSOC/A3T as part of the AFSOC/A3 concurrence. The training plan should take into consideration the level of similarity between the intended supplemental aircraft and what aircraft the CAA is already qualified or certified to operate, as well as the experience level and proficiency of the intended instructor (i.e., fellow CAA teammate, civilian certified contractor, PN instructor pilot).

7.2.3.5.5.2. Upon successful completion of the training, all certificates or documentation of completion will be faxed or scanned and sent home for inclusion in the crew member's FEF and annotation on an AF Form 4348. The MFRs approving the downrange training will be kept in the member's career training record.

7.2.3.5.5.3. For emerging training requirements, not identified and approved prior to departure, the requirements of this paragraph do not alleviate the mission commander from normal chain-of-command approval requirements stemming from a change of Concept of Operations (CONOPS)/mission tasking.

7.2.3.6. **(Non-pilot aircrew)** If training for non-pilot crew positions is not available or not addressed by the FAR for the designated aircraft, these members may be trained and certified by a squadron instructor who is certified in that aircraft, with over 50 hours in type.

7.2.3.7. **(Non-pilot aircrew)** If a squadron instructor is not available, then the DOD or civilian agency providing the pilots' training may certify non-pilot aircrew members. Training should include, at a minimum, the items addressed in **Paragraphs 7.2.3.5.1** and **7.2.3.5.2**. The training agency must provide a detailed description of the instruction provided. It will be the final judgment of the unit commander to award specific mission event certification, based on the acceptability of the furnished completion report.

7.2.3.8. **(Non-pilot aircrew)** In specific cases (such as loadmasters), where instructor aircrew members are operating similar systems/equipment in their standard aircraft, additional aircraft, or a different supplemental aircraft, HQ AFSOC/A3T may authorize differences and egress training in lieu of full initial certification training. In all cases

these aircrew members will be afforded the opportunity to familiarize themselves with nonstandard but similar equipment. (T-2)

7.2.4. Ground Training Requirements.

7.2.4.1. Academic Ground Training. Ground training requirements will be established by the agency that provides the training. Academics should include a thorough review of the Aircraft Flight Manual (AFM) or POH. At a minimum, the academic program should review all critical aircraft systems (including operating limits), calculation of weight and balance and aircraft performance data, and all normal and emergency checklists. Particular attention should be paid to emergency procedures, and all BOLDFACE or civilian equivalent checklist steps must be committed to memory.

7.2.4.2. Ground Egress. Aircrews will complete ground egress training during initial certification training. All crew members will receive training prior to their first flight. Actual hands-on training will be accomplished in the aircraft and will include opening each exit. This training will be conducted during ground training for each crew member.

7.2.4.3. Aircrew Flight Equipment. Aircrews will complete classroom and hands-on training on all supplemental aircraft AFE prior to the first flight. This should include, as a minimum, familiarization with any ejection seats, aircraft carried parachutes, life rafts, life preservers, emergency oxygen systems, and firefighting equipment. The unit commander should consider use of unit AFE technicians to augment any contract flight school instruction on this equipment.

7.2.4.4. Testing. Certain aircrew training programs may have testing requirements in order to successfully complete the course. CAAs are required to successfully pass all tests designated as part of the SOI. Failure of a test may result in the removal of training and denial of certification, at the discretion of the training program manager or the unit operations officer.

7.2.4.5. FAA Certificate/Rating Testing. If required for mission enhancement or PN standards of certification, the unit operations officer may approve CAA pilots to take the tests required for the issuance of an Airline Transport Pilot (ATP) certificate, CFI rating, MEI rating, or specific aircraft type rating. CAAs who wish to use vendors offering commercial “study” programs for these tests are not authorized reimbursement. The FAA fee for taking the test may be included in the overall program cost, if in conjunction with a specific aircraft training program.

7.2.5. Flying Training Requirements.

7.2.5.1. Qualification Flight Training. The requirements for each aircrew position will typically be established by the agency that provides the training. For DOD courses, the service-approved SOI for qualification should be used when practical. For contract flight training, an SOI that meets the FAA stated requirements (either FAR Part 61 or 141) should be used.

7.2.5.2. Minimum Flight Training Events. At a minimum, the initial qualification flight training on a supplemental aircraft should include:

7.2.5.2.1. Normal ground procedures, to include engine starting/run-up, taxi, and preflight checks.

7.2.5.2.2. Emergency ground procedures, to include emergency stopping of the aircraft after brake malfunction, ground aircraft fire procedures, and aircrew emergency egress.

7.2.5.2.3. Aircraft handling during all phases of flight, to include stall recovery training and slow flight (if authorized by AFM/POH). For aircraft designated as acrobatic, training may include any AFM/POH authorized flight maneuvers anticipated to be utilized during the advisory operation. Acrobatic aircraft training should also include spin prevention and recovery procedures.

7.2.5.2.4. Normal and aborted takeoff procedures, with associated memory items (if applicable). "V1/V2 cuts" (simulated engine shutdown at minimum control speed) may be included if required for the training syllabus.

7.2.5.2.5. Normal cruise/in-flight checks and procedures, to include operation of the navigation system, pressurization system, weather radar, and communications devices.

7.2.5.2.6. To the maximum extent possible, emergency in-flight procedures, to include demonstration of all BOLDFACE and memory items (if applicable).

7.2.5.2.7. Normal descent and before landing procedures, with associated memory items (if applicable).

7.2.5.2.8. Landing procedures, to include all normal and emergency aircraft flap/slat configurations.

7.2.5.2.9. Balked landing/go-around procedures, in both normal and engine-out configurations; for single engine aircraft, simulated flame out pattern procedures (if authorized by AFM/POH).

7.2.5.2.10. Any additional flight or ground aircraft maneuvers required by the specific program of instruction.

7.3. Tactical/Mission Event Training & Certification.

7.3.1. Overview. This section establishes minimum requirements for tactical/mission certification training in supplemental aircraft. The unit operations officer will determine which crew members will obtain training in specific supplemental aircraft. The unit commander will ensure aircrew members completing this training meet the qualification training requirements. Most civilian supplemental aircraft training facilities do not have an equivalent to military tactical/mission training, and therefore it should be handled separately from initial aircraft training.

7.3.2. General Requirements. For each specific tactical/mission event to be certified, the aircrew should already have been previously qualified (as documented by AF Form 8, or AF Form 4348) in that event on either a standard or additional aircraft. AFSOC/A3 may waive this requirement on a case-by-case basis. Prior to commencing tactical mission training, crew members should already meet the initial certification requirements, documented as described by **Paragraph 7.2.2**. Concurrent initial aircraft and mission event training may be authorized by the unit commander.

7.3.3. Priority of Acceptable Training Sources. To obtain specific mission event certification in supplemental aircraft, aircrew members should attend training courses according to the following protocol:

7.3.3.1. If there is a USAF qualification course, aircrew should make every effort to attend and obtain an AF Form 8, via the AFI 11-2MDS, Vol 1, process.

7.3.3.2. If a non-USAF DOD qualification or certification course is available, aircrew members will make every effort to attend the DOD course. Training will be accomplished in accordance with that agency's training syllabus. Non-USAF qualification courses should result in the award of a service or department specific certificate of qualification, certification, training completion, or a similar version of documentation. It will be the final judgment of the unit commander of the acceptability of the furnished completion documents.

7.3.3.3. If a DOD course is not available or practical, aircrew members will try to obtain specific mission event training from an accredited flight school, in accordance with the FAR. The unit commander will determine if training provided by the flight school fulfills the tactical advisory requirements for the intended mission. For example, a civilian flight school may conduct free-fall parachutist training on a supplemental aircraft, and could be used for tactical mission event certification in high-altitude low-opening (HALO) airdrop. If an accredited flight school exists and can provide approved instruction, use the following protocol:

7.3.3.3.1. Contracted flight training for pilots will be accomplished in accordance with FAR Part 141 if available, or Part 61. This training may result in a type rating, certificate of completion, specific log book endorsement, a letter of authorization, or as prescribed by FAR Part 141 or 61. It will be the final judgment of the unit commander of the acceptability of the furnished completion documents.

7.3.3.3.2. If the aircraft does not have an FAA-type designation (a type designation is not necessarily a type rating), training will be in accordance with FAA Order 8130.2G. This training may result in a foreign type rating or license, certificate of completion, specific log book endorsement, a letter of authorization, or some other miscellaneous type of documentation. It will be the final judgment of the unit commander of the acceptability of the furnished completion documents, as long as the program was in compliance with the FAA Order.

7.3.3.4. Priority of Tactical Mission Training for Non-Pilot Aircrew.

7.3.3.4.1. **(Non-pilot aircrew)** If mission type training for non-pilot crew positions is not available or not addressed by the FAR for the designated aircraft, these members may be trained and certified by a squadron instructor who is certified in that specific mission event on that aircraft, with over 50 hours in type.

7.3.3.4.2. **(Non-pilot aircrew)** If a squadron instructor is not available, then the DOD or civilian agency providing the pilots' training may train non-pilot aircrew members in similar mission events. The training agency must provide a detailed description of the instruction provided. It will be the final judgment of the unit commander to award specific mission event certification, based on the acceptability of the furnished completion report.

7.3.3.4.3. (**Non-pilot aircrew**) In specific cases (such as loadmasters), where instructor aircrew members are operating very similar tactical/mission systems/equipment in their standard aircraft, additional aircraft, or a different supplemental aircraft, HQ AFSOC/A3T may authorize direct certification. In all cases these aircrew members will be afforded the opportunity to familiarize themselves with nonstandard, but similar equipment. (T-2)

7.3.3.5. There may be certain missions where a CAA crew member requires mission/tactical training and certification on a supplemental foreign aircraft after arrival to a forward deployed location. When, in the opinion of the mission commander, this mission necessity exists, the TSOC/J3 (or JSOTF/Joint Special Operations Air Component (JSOAC) if applicable), with AFSOC/A3 concurrence, may authorize local tactical/mission training and certification. This approval may be initially obtained verbally, if necessary for mission expedition, with MFR documentation to follow. (T-1)

7.3.3.5.1. A training plan should be submitted to HQ AFSOC/A3T, as part of the AFSOC/A3 concurrence. The training plan should take into consideration the level of similarity between the intended supplemental aircraft and what aircraft the CAA is already qualified or certified to operate, as well as the experience level and proficiency of the intended instructor (i.e., fellow CAA teammate, civilian certified contractor, or PN instructor pilot).

7.3.3.5.2. Upon successful completion of the training, certificates or documentation of completion, if applicable, will be faxed/scanned and sent home for inclusion in the crew member's FEF and annotation on an AF Form 4348. The MFRs approving the downrange training will be kept in the member's career training record.

7.3.3.5.3. For emerging training requirements not identified and approved prior to departure, the requirements of this paragraph do not alleviate the mission commander from normal chain-of-command approval requirements stemming from a change of CONOPS/mission tasking.

7.3.4. Ground Training Requirements. All mission/tactical event training must include, at a minimum, a review on the ground of all applicable normal procedures, operational limitations, and emergency procedures. Variations in the tactics and techniques for a given event should be discussed, clearly establishing what is procedure and what is technique. Any applicable AFM/POH or FAA guidance should be reviewed, and must be adhered to, if published. If the agency providing the tactical/mission training requires academic testing, CAAs must pass any administered exam to the standard of the testing agency.

7.3.5. Flight Training Requirements.

7.3.5.1. Tactical/Mission Flight Training. The requirements for each aircrew position will typically be established by the agency that provides the training. For DOD courses, the service-approved SOI for qualification should be used when practical. For contract flight training, a SOI that meets the FAA stated requirements (either FAR Part 61 or 141) should be used, if applicable.

7.3.5.2. Minimum Flight Training Events. Tactical/mission event flight training will consist of a minimum of two sorties (three sorties for NVG-specific events). At a minimum, tactical/mission event flight training on a supplemental aircraft should include:

7.3.5.2.1. Normal procedures, to include all tactical checklists. Checklists involving time advisories will make every effort not to compress the times for training convenience. Low-level navigation training routes will be no less than 25 minutes in the low-level environment.

7.3.5.2.2. Any applicable emergency procedures, specifically any published tactical/mission emergency procedures checklists.

7.3.5.2.3. Aircrew must be NVG qualified on a standard or additional aircraft in order to conduct NVG training on a supplemental aircraft. Tactical/mission events must be flown at least once during a day sortie prior to training that event on NVGs. At no time will supplemental aircraft be flown with all external lighting turned off. At a minimum, the strobe light and position lights will be left on. Landings without use of the landing/taxi lights are authorized if they may be conducted safely and are not prohibited by the AFM/POH.

7.4. Currency and Continuation Training Requirements.

7.4.1. Overview. Supplemental aircraft do not require the same level of currency or continuation training as standard or additional aircraft. Prior to operating a PN supplemental aircraft, aircrew members should receive refresher training, in order to meet the below requirements. In all cases, mission commanders will seek to deploy CAAs as proficient as possible in the intended aircraft and flying events.

7.4.2. General Requirements. Aircrew members will meet the following requirements for currency and continuation training prior to operating a supplemental aircraft (not as a student).

7.4.2.1. Aircrew members will not depart home station to operate supplemental aircraft if they are noncurrent in every aircraft they maintain qualification in (as defined by the applicable AFI 11-2MDS, Vol 1). If an aircrew member's currency will expire while deployed, the mission commander may authorize continued flight operations on the supplemental aircraft.

7.4.2.2. Aircrew must be BAQ on at least one standard or additional aircraft. If a member normally maintains MR status on a standard or additional aircraft, and is non-mission ready (NMR) due to failure to complete the requisite amount of continuation training events in the previous semiannual training period, or the aircrew member becomes unqualified (UQ), the following guidance applies:

7.4.2.2.1. If an aircrew member is NMR for a basic aircraft qualification event (i.e., LPS, emergency procedures sortie), or is UQ, that member is not authorized to fly as a primary crew member on a PN supplemental aircraft without group commander approval prior to departure. (T-3)

7.4.2.2.2. If an aircrew member is NMR for a specific tactical/mission event, that member will not fly that event or similar type events on the PN supplemental aircraft without group commander approval prior to departure. (T-3)

7.4.2.2.3. If the semiannual training period elapses while the aircrew member is deployed, and the member subsequently becomes NMR on an event on their home station aircraft, they may continue to fly that event on supplemental aircraft with

mission commander approval, provided they meet all of the currency requirements of this section.

7.4.2.3. All aircrew will conduct initial or refresher ground egress training on the same type of supplemental aircraft within 60 days of departure, to include hands-on opening of all aircraft exits.

7.4.2.4. Aircrew will accomplish a minimum of three refresher sorties within 60 days prior to departure. This may be done in conjunction with initial certification training, if applicable. These sorties will be, at a minimum; one local proficiency sortie, and two tactical/mission sorties (if applicable).

7.4.2.5. If the aircrew is certified on the supplemental aircraft, but is not able to obtain the requisite predeparture currency training, alternate methods may be considered. Refresher training with a PN instructor pilot may be used, with group commander prior approval. This must be accomplished prior to conducting any flying advisory operations with non-instructor PN aircrew.

7.4.2.6. While deployed, aircrew must accomplish one tactical sortie every 60 days in order to remain fully certified. If an aircrew member accomplishes local proficiency sorties but no tactical sorties after 60 days deployed, the member will revert to basic aircraft certification for the remainder of the deployment. If an aircrew member does not fly any sorties after 60 days deployed, the member is noncurrent and will not fly unless under direct supervision from an instructor. CAA aircrew members may regain currency with a PN instructor. If unable to regain currency from an instructor, resuming flight operations requires approval from AFSOC/A3. (T2)

7.5. Specialized Training.

7.5.1. Instructor Upgrade. Advisory missions typically require CAAs to perform instructor-like duties in the specific supplemental aircraft to be employed. Additionally, certain countries require FAA CFI, MEI or Airline Transport Pilot (ATP) certifications in order to carry passengers while deployed.

7.5.1.1. Supplemental aircraft FAA/civilian instructor certification should be accomplished in accordance with FAR Part 61 and/or FAA Order 8900.1, *Flight Standards Information Management System (FSIMS)*, as applicable.

7.5.1.2. The unit commander will make the determination of whether to award instructor certification on supplemental aircraft, considering type of training received, experience level, and FAA/civilian certifications awarded. Instructor status will be designated in an aircrew member's AF Form 4348 for that supplemental aircraft, as per **Paragraph 7.3.2**.

7.5.1.3. Awarding certification of instructor status on tactical/mission events will be determined and annotated separately. The unit commander will use common sense and best judgment on determining eligibility for instructor status in tactical/mission areas. There is no FAR guidance on instructor certification for military/tactical events.

7.5.2. Evaluator Upgrade. CAA aircrew will not normally be designated as evaluators on supplemental aircraft. The authority to administer flight evaluations on supplemental aircraft to PN aircrew must be specifically identified in the operational order (OPORD) and funded appropriately. Doctrinally, CAAs should seek to avoid administering evaluations or

certifying evaluations of PN aircrew. Limit any evaluations to unofficial assessments provided to the PN chain of command. If a mission requires CAA aircrew to administer evaluations, then the upgrade training must be handled on a case-by-case basis, using the overall guiding principles of this chapter. Approval authority is AFSOC/A3.

7.5.3. Augmentee Training. Flying augmentees are normally selected for mission support based upon their previous qualification in a specific supplemental aircraft. If an augmentee is required to fly as a primary aircrew member in PN supplemental aircraft, training should be scheduled to ensure the augmentee is current and qualified as per this chapter prior to accomplishing advisory duties. Flying augmentee requests require higher-level scrutiny. Approval for flying augmentees to operate supplemental aircraft is AFSOC/A3.

J. MARCUS HICKS, Brig Gen, USAF
Director of Operations

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

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

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

AFI 11-202, Vol 1 AFSOC Supplement, *Aircrew Training*, 11 March 2013

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

AFI 11-202, Vol 2 AFSOC Sup, *Aircrew Standardization/Evaluation Program*, 13 September 2012

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

AFI 36-2107, *Active Duty Service Commitments (ADSC)*, 30 April 2012

AFMAN 33-363, *Management of Records*, 1 March 2008

AFPD 11-2, *Aircrew Operations*, 19 January 2012

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

AFSOCI 11-219, Vol 2, *Additional Aircraft Aircrew Evaluation Criteria*, 15 June 2009

AFSOCI 11-219, Vol 3, *Additional/Supplemental Aircraft Operation Procedures*, 21 March 2005

Department of Defense (DOD) Directive 7730.57, *Aviation Incentive Pays and Continuation Bonus Program*, 12 August 2008

FAA Order 8130.2G, *Airworthiness Certification of Aircraft and Related Products*, 2 July 2012

FAA Order 8900.1, *Flight Standards Information Management System (FSIMS)*, 2 January 2013

Prescribed Forms

There are no prescribed forms in this document.

Adopted Forms

AF Form 8, *Certification of Aircrew Qualification*

AF Form 63, *Active Duty Service Commitment (ADSC) Acknowledgement Statement*

AF Form 847, *Recommendation for Changes of Publication*

AF Form 1042, *Medical Recommendation for Flying or Special Operational Duty*

AF Form 4109, *SOF/CSAR Aircrew 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

ADSC—Active Duty Service Commitment
AF—Air Force
AFE—Aircrew Flight Equipment
AFI—Air Force Instruction
AFM—Aircraft Flight Manual
AFMAN—Air Force Manual
AFPD—Air Force Policy Directive
AFRC—Air Force Reserve Command
AFRIMS—Air Force Records Information Management System
AFSC—Air Force Specialty Code
AFSOC—Air Force Special Operations Command
AFSOI—Air Force Special Operations Command Instruction
ANG—Air National Guard
ARMS—Aviation Resource Management System
ATP—Airline Transport Pilot
BAQ—Basic Aircraft Qualified
CAA—Combat Aviation Advisor
CARP—Computed Air Release Point
CDS—Container Delivery System
CFI—Certificated Flight Instructor
CFR—Code of Federal Regulations
CONOP—Concept of Operation
CONUS—Continental United States
DNIF—Duties Not Including Flying
DOC—Designed Operational Capability
DOD—Department of Defense
DZ—Drop Zone
ETCA—Education and Training Course Announcement
FAA—Federal Aviation Administration
FAR—Federal Aviation Regulation
FARP—Forward Area Refueling Point

FEF—Flight Evaluation Folder
FTL—Flight Training Level
GTL—Ground Training Level
HQ—Headquarters
HALO—High-Altitude Low-Opening
HARP—High-Altitude Release Point
IAW—In Accordance With
IFR—Instrument Flight Rules
IRC—Instrument Refresher Course
JSOAC—Joint Special Operations Air Component
JSOTF—Joint Special Operations Task Force
LPS—Local Proficiency Sortie
LZ—Landing Zone
MC—Mission Capable
MDS—Mission Design Series
METL—Mission Essential Task List
MEI—Multi-Engine Instructor
MFR—Memorandum for Record
MilPDS—Military Personnel Data System
MPF—Military Personnel Flight
MR—Mission Ready
MTT—Military Training Team
NDB—Nondirectional Beacon
NMR—Non-Mission Ready
NVG—Night Vision Goggle
OG/CC—Operations Group Commander
OPORD—Operational Order
OPR—Office of Primary Responsibility
PAA—Primary Aircraft Authorization
PCS—Permanent Change of Station
PIC—Pilot In Command
PN—Partner Nation

POH—Pilot’s Operating Handbook
RDS—Records Disposition Schedule
SATB—Standard Airdrop Training Bundle
SO—Safety Observer
SOI—Syllabus of Instruction
STOL—Short Takeoff and Landing
TDY—Temporary Duty
TSOC—Theater Special Operations Command
UQ—Unqualified
USAF—United States Air Force
USSOCOM—United States Special Operations Command
VFR—Visual Flight Rules

Terms

Advising—Advisory assistance (advising), as applied to the CAA mission, is provided to foreign aviation units, US combatant commands, and other US agencies, and is conducted within the context of specific times, places, and situations. It includes such product subsets as the development and use of airpower doctrine; i.e., how to employ airpower (as opposed to how to operate airplanes), force planning, operational sustainment methods, basing concepts, tactical employment, and C4 development for specific times, places, and situations.

Additional Aircraft—Additional aircraft, as applies to this instruction are AFSOC owned or leased aircraft not part of the enduring USAF inventory but are maintained and flown for the purposes of CAA aircrew qualification and/or certification. Typically retained for use for a time period exceeding 6 months. Typically requires a USAF Form 8 for aircrew to operate.

Certificated Flight Instructor (CFI)—An aircrew member authorized by the FAA to instruct in civilian aircraft. “CFI-I” indicates certificated flight instructor with a qualification to instruct instrument flight. “MEI” indicates certificated as multi-engine instructor.

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

Federal Aviation Administration (FAA)—The United States organization responsible for governing all aspects of United States civil and military aviation.

Federal Aviation Regulations (FARs)—Regulations governing all aspects of United States civil and military aviation. See Title 14, Code of Federal Regulations.

Multiple Qualification—A crew member that is qualified in more than one aircraft. Requires HQ AFSOC/A3V approval in writing.

Rating—A statement that, as part of a certificate, sets forth special conditions, privileges, or limitations.

Supplemental Aircraft—Aircraft which are not typically owned or leased by the USAF, and typically used for less than 6 months for the purpose of advisory operations preparation and execution. Does not require a USAF Form 8 to be operated by AFSOC aircrew as part of an advisory mission or training.

Type—As used with respect to the certification, rating, privileges, and limitations of airmen, means a specific make and basic model of aircraft including modifications that do not change its handling or flight characteristics. Examples include CN-235, and DC-3.