

**BY ORDER OF THE COMMANDER
AIR FORCE SPECIAL OPERATIONS
COMMAND**

**AIR FORCE SPECIAL OPERATIONS
COMMAND INSTRUCTION 11-2DSO,
VOLUME 1**



12 DECEMBER 2013

Flying Operations

***DIRECT SUPPORT OPERATOR AIRCREW
TRAINING***

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: Publications and forms are available for downloading or ordering on the ePublishing website at www.e-Publishing.af.mil.

RELEASABILITY: There are no releasability restrictions on this publication.

OPR: HQ AFSOC/A3T

Certified by: HQ AFSOC/A3T
(Lt Col Steven J. Breeze)

Pages: 37

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*. It applies to Direct Support Operators (DSO) flying on AFSOC aircraft and establishes standards for their qualification, mission qualification, and continuation and upgrade training. This instruction applies to Air Force Special Operations Command (AFSOC) associated Air National Guard or Air Force Reserve Command (AFRC) units. See **Paragraph 1.11** of this volume for guidance on submitting comments and suggesting improvements to this publication. This document may be supplemented, see **Paragraph 1.13.1** for guidance. The Privacy Act of 1974 applies to certain information gathered pursuant to this volume. 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 (SSN) as amended by Executive Order 13478, Amendments to Executive Order 9397, 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>. 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 Forms 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 OPR listed above for consideration and approval. Ensure that all records

created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

Chapter 1—GENERAL POLICY	4
1.1. General.	4
1.2. Training Objectives.	4
1.3. Roles and Responsibilities.	4
1.4. Aircrew Training Policy.	11
1.5. Active Duty Service Commitments (ADSC).	13
1.6. Waivers.	13
Table 1.1. Processing of Waiver Requests.	14
1.7. Senior Officer Flying/Supervisory Aircrew.	15
1.8. Intra-Command and Inter-Command Transfer of Aircrews.	15
1.9. Initial Cadre for Change of Aircraft, Equipment or Capability.	16
1.10. Unit Aircrew Capability.	16
1.11. Changes.	16
1.12. Deviations.	16
1.13. Publication Administration.	16
Chapter 2—QUALIFICATION TRAINING	18
2.1. General.	18
Chapter 3—INITIAL/MISSION QUALIFICATION TRAINING	19
3.1. General.	19
3.2. General Requirements.	19
3.3. Training Prerequisites.	19
3.4. Ground Training Requirements.	19
3.5. Flying Training Requirements.	20
3.6. Conversion/Difference Training Requirements.	20
Chapter 4—CONTINUATION TRAINING	21
4.1. General Requirements.	21
4.2. Training Levels.	21

Table 4.1.	Flight Training Levels.	23
4.3.	Proration of Training Requirements.	23
4.4.	Recurrency and Requalification Training.	23
4.5.	Ground Training.	24
4.6.	Flying Training.	24
4.7.	Multiple Aircraft Qualifications.	25
4.8.	Mission Event Definitions and Accrediting Criteria.	25
Table 4.2.	Aircrew Proficiency/Emergency Procedure Requirements.	26
4.9.	[ST14] Aircrew Proficiency Sortie (APS).	26
4.10.	[ST94] Emergency Procedure Event.	26
Table 4.3.	Semiannual Mission Ready Requirements.	26
4.11.	[ST51] Combat Mission Profile (CMP).	27
Chapter 5—UPGRADE/SPECIALIZED TRAINING		28
5.1.	General.	28
5.2.	Instructor Upgrade.	28
Table 5.1.	Minimum Hours Required to Upgrade to Instructor.	29
5.3.	Flight Examiner Upgrade.	29
Chapter 6—INFORMATION COLLECTION, RECORDS, AND FORMS		30
6.1.	General.	30
6.2.	Information Collections.	30
6.3.	Records.	30
Attachment 1—GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION		32

Chapter 1

GENERAL POLICY

1.1. General. This instruction implements AFI 11-202, Vol 1, *Aircrew Training*, and provides for training management of DSO aircrew members. Training policy, guidance, and requirements are set forth for each phase of aircrew training. Training is designed to progressively develop combat readiness, while maintaining previously acquired proficiency.

1.1.1. Basic Aircraft Qualification (BAQ) Training (**Chapter 2**). Not Used

1.1.2. Mission Qualification Training (MQT), to include difference/conversion training, (**Chapter 3**) qualifies DSO aircrew members for a specific aircraft, to perform the command or unit mission.

1.1.3. Continuation Training (**Chapter 4**) reinforces and builds upon previous training and conducts mission oriented aircrew training designed to enhance mission readiness.

1.1.4. Upgrade/Specialized Training (**Chapter 5**) upgrades aircrew to instructor or flight examiner. It also identifies special mission qualifications and certifications.

1.1.5. Key Words Explained.

1.1.5.1. “Will” and “shall” indicate a mandatory requirement.

1.1.5.2. “Should” is normally used to indicate a preferred, but not mandatory, method of accomplishment.

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

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

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. Command Relationship. Headquarters AFSOC in coordination with Headquarters United States Special Operations Command (USSOCOM) will establish and supervise an aircrew training program consistent with the policies and requirements of this instruction and the AFSOC/AF Intelligence, Surveillance, Reconnaissance (ISR) Agency Memorandum of Agreement (MOA). AFSOC is the lead command for DSO aircrew training. (T-2)

1.3. Roles and Responsibilities. AFI 11-202, Vol 1, *Aircrew Training*, outlines responsibilities for aircrew training. HQ AFSOC/Commander (CC) is responsible for overall management of Air Force flying training programs for DSO employment with Air Force Special Operations Forces (AFSOF) and USSOCOM.

1.3.1. HQ AFSOC/A3 is the focal point for AFSOC formal aircrew training management and is responsible for formal training matters such as curriculum, standardization of training programs, and flying hour management. HQ AFSOC/A3 is also the waiver authority for specific aircrew training requirements. This authority is further delegated IAW **Paragraph 1.6**. Applicable Major Command (MAJCOM)-level offices will coordinate their activities

with HQ AFSOC/A3 to ensure adequate resources supporting aircrew training programs are available. MAJCOM/A3 may issue updated mission continuation training guidance via Ready Aircrew Program (RAP) Tasking Memorandum (RTM) as necessary to OG/CC for implementation. (T-2)

1.3.2. HQ AFSOC/A3T and Air Force Special Operations Air Warfare Center (AFSOAWC) commander are responsible for the oversight of the DSO formal school training program, including the development and execution of the formal school training syllabi and Programmed Flying Training (PFT). AFSOAWC is responsible for conducting DSO initial mission qualification per this instruction and Education Training Course Announcements (ETCA).

1.3.3. HQ AFSOC/A3T Responsibilities.

1.3.3.1. Oversee all DSO formal flying training and ground training requirements.

1.3.3.2. Monitor quality of training for students.

1.3.3.3. Process prerequisite waiver requests for all DSO aircrew training courses.

1.3.3.4. Determine student training quotas required to ensure adequate DSO crew force levels.

1.3.3.5. Allocate and monitor student quotas for aircrew training courses.

1.3.3.6. Ensure Standardization/Evaluation (stan/eval) trend analysis data is incorporated into formal aircrew training course reviews and RTM development.

1.3.3.7. Review and approve syllabi and Course Lesson Map (CLM) for all DSO formal aircrew training courses. Conduct syllabus reviews as required.

1.3.3.8. Review and recommend changes to ETCA.

1.3.3.9. Attend annual PFT conferences, coordinate PFT issues, and monitor publication of PFT documents and subsequent revisions.

1.3.3.10. Monitor resources required to meet DSO aircrew training requirements and identify deficiencies in manpower, personnel, facilities, or training equipment.

1.3.3.11. Monitor graduate field evaluation programs per AFI 36-2201, *Air Force Training Program*.

1.3.3.12. Review and approve syllabi and training plans for all unit developed aircrew training courses.

1.3.3.13. Manage Mission Design Series (MDS) simulator certification.

1.3.3.13.1. Produce a simulator event certification letter to delineate training that may be accomplished in specific Aircrew Training Devices (ATD).

1.3.3.13.2. Validate ATD suitability to count simulator time for upgrades and experience levels.

1.3.3.14. Monitor status of secondary method in-unit training.

1.3.4. MAJCOM/A1 Responsibilities.

1.3.4.1. Ensure DSO aircrew formal school students meet appropriate formal school course prerequisites or possess an appropriate waiver prior to attending. Formal Training Unit (FTU) waiver authority is AFSOC/A3.

1.3.4.2. [AF ISR Agency] Establish and maintain personnel assignment policies to provide quality aircrew instructor manning for MAJCOM training programs.

1.3.4.3. [AF ISR Agency] Determine and validate manpower required to support aircrew training programs.

1.3.4.4. [AF ISR Agency] Submit force level forecasts for the next Presidential Budget submission plus the next Program Objective Memorandum (POM) cycle. AFSOC, in coordination with Air Force Personnel Center (AFPC), will provide the projected number of assigned aircrew members for each time period, with corresponding authorizations and force turnover rates. (T-2)

1.3.5. MAJCOM/A5/8/9 Responsibilities.

1.3.5.1. [AFSOC] Manage the acquisition and modification of DSO integrated simulation systems.

1.3.5.2. [AFSOC] Program sufficient funding to satisfy identified deficiencies in DSO aircrew training and maintain concurrency between aircraft and aircrew training devices if aligned with command priorities and available funding.

1.3.5.3. [AFSOC] Manage, coordinate, and program AFSOC Flying Hour model requirements across the Future Years Defense Plan (FYDP).

1.3.6. FTU Responsibilities.

1.3.6.1. Manage overall operation, logistics, and administration of DSO formal training courses.

1.3.6.2. Conduct and monitor formal training to meet all course objectives and standards. This includes monitoring and adjusting syllabus content and quality as well as PFT quantity to produce crew members qualified to perform the mission. The annual training review, syllabus review, and PFT conferences are the primary conduits for significant changes.

1.3.6.3. Administer end-of-course critiques and graduate field evaluations. Forward a summary of all critiques and evaluations to HQ AFSOC/A3T for review. Coordinate with HQ AFSOC/A3T to ensure formal school graduates meet unit requirements.

1.3.6.4. Maintain a class roster of students and graduates for each formal course. Award AF Form 1256, *Certificate of Training*, to graduates per 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 (PDS) course code.

1.3.6.5. Notify HQ AFSOC/A3T and gaining unit, in writing, when student graduation dates are extended 30 calendar days past projected completion date, or if students will graduate without completing all syllabus-training requirements. (T-2)

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

1.3.6.7. Prepare quarterly report of student training status and forward through appropriate channels to HQ AFSOC/A3T.

1.3.6.8. Conduct syllabus reviews every 3 years in conjunction with HQ AFSOC/A3T.

1.3.7. 361 ISR Group Responsibilities.

1.3.7.1. Prepare, review, and forward to HQ AFSOC/A3T all syllabi of instruction (SOI).

1.3.7.1.1. The SOI will contain a brief summary of revised, deleted, or added material and a resource impact statement (flying hours, manpower, facilities, etc.) (T-2)

1.3.7.2. Coordinate with HQ AFSOC/A3T to ensure formal training graduates meet AFSOC requirements as defined by the AF ISR Agency Mission Essential Task Listing (METL). This includes monitoring and adjusting syllabus content and quality as well as PFT quantity to produce crew members qualified to perform the AFSOC mission. The annual training review, syllabus review, and PFT conferences are the primary conduits for significant changes.

1.3.7.3. Conduct annual syllabus reviews and update courses appropriately.

1.3.7.3.1. Changes will be incorporated into a revised course syllabus of instruction and coordinated with HQ AFSOC/A3T. (T-2)

1.3.7.4. Recommend changes to ETCA through appropriate channels to HQ AFSOC/A3T.

1.3.7.5. Determine DSO formal aircrew training quota requirements, submit quota requests to HQ AFSOC/A3T, and manage quotas allocated.

1.3.7.6. Ensure subordinate unit training offices are trained in regulations, procedures, and other facets of job performance.

1.3.7.7. Manage the acquisition, modification, and contractor support of all DSO aircrew training devices and courseware.

1.3.7.8. Program sufficient funding to satisfy identified deficiencies in aircrew training and ensure concurrency between aircraft and aircrew training devices.

1.3.7.9. Program force level forecasts for the next Presidential Budget submission plus the next POM cycle. HQ AF ISR Agency, in coordination with HQ AFPC, will provide the projected number of assigned aircrew members for each time period, with corresponding authorizations and force turnover rates. (T-2)

1.3.7.10. Determine and validate manpower required to support aircrew training programs.

1.3.7.11. Ensure RTM guidance implementation to include ARMS training profile updates and squadron dissemination.

1.3.7.12. Ensure squadrons establish annual training plans, conduct quarterly training review boards, and identify crew members for upgrade.

1.3.8. Special Operations Group (SOG) Responsibilities.

1.3.8.1. Ensure squadrons establish annual training plans, conduct quarterly training review boards, and identify crew members for upgrade.

1.3.8.2. Ensure squadron stan/eval trend data and instructor feedback are reviewed at a group-wide level on a semiannual basis. Pertinent information from review will be disseminated to the individual squadrons for incorporation into squadron training plan. (T-2)

1.3.9. Squadron/Detachment Commander Responsibilities.

1.3.9.1. By letter of appointment, assign a minimum of one DSO to work the unit training office. Additional crew members will be assigned as required. The non-commissioned officer in charge (NCOIC) will be instructor qualified. (T-2)

1.3.9.2. Ensure RTM guidance implementation to include ARMS training profile updates. Ensure crew members complete in-unit ground, qualification, and mission continuation training programs.

1.3.9.3. Ensure adequate training continuity and supervision of assigned crew members.

1.3.9.4. Assign additional requirements based on individual crew member experience and proficiency.

1.3.9.5. Review training records of newly assigned or attached crew members and those completing formal training to determine the necessary training required to complete/certify the individual as Basic Mission Capable (BMC) or Mission Ready (MR).

1.3.9.6. Before each semiannual training period, assign Flying Training Levels (FTL), and levels of qualification (e.g., instructor) or certification (e.g., evaluator) to assigned crew members (see [Chapter 4](#) for description of training levels). Assign training levels based on experience and aircraft proficiency.

1.3.9.7. Establish annual squadron training plan. Any flying training that does not support AF ISR Agency METLs, unit Mission Essential Task (MET), or formal school training should be questioned and reviewed.

1.3.9.7.1. Conduct quarterly training review boards to monitor training, correct deficiencies and identify crew members for upgrade.

1.3.9.7.2. Ensure stan/eval trend analysis data and instructor feedback are collected, analyzed, and incorporated into the squadron training plan.

1.3.9.8. Ensure supervisors complete the formal school post-graduate surveys IAW AFI 11-202, Vol 1.

1.3.10. Unit Training Office Responsibilities.

1.3.10.1. Monitor unit training programs to ensure compliance with this instruction and applicable Air Force guidance on the training of aircrew members.

1.3.10.2. Maintain a training continuity book detailing proper training office management. Maintain a copy of the unit training officer appointment letter in the continuity book and forward a copy to HQ AFSOC/A3T via 361 ISRG/DOT.

1.3.10.3. Maintain and update unit training office self-inspection checklist. Conduct self-inspection IAW group self-inspection program, but at least quarterly. A copy of the last two self-inspections and open discrepancy tracking sheets will be maintained in the unit training continuity book or through the use of the Management Internal Control Toolset (MICT) IAW AFI 90-201, *The Air Force Inspection System*. (T-2)

1.3.10.4. Submit waivers IAW **Paragraph 1.6** and maintain a waiver tracking log. Notify unit operations officers and commanders on issues affecting readiness.

1.3.10.5. Monitor status of unit training. Ensure flight commanders or designated representative monitor the quality of training being accomplished and identify training deficiencies to the training office. Report deviations and document significant trends affecting unit or individual training status to unit operations officers and commanders.

1.3.10.6. Initiate, track, review, and close out aircrew training folders and forms IAW AFI 11202, Vol 1, AFSOCSUP.

1.3.10.7. Monitor and schedule training required by **Chapter 3** of this instruction in conjunction with formal training courses.

1.3.10.8. If not already identified through ARMS products; track continuation training and notify individuals when either volume or frequency flying currency is lost. Notify unit operations officers and commanders on issues affecting readiness.

1.3.10.9. Schedule and conduct required or directed ground training to ensure all crew members receive training during applicable eligibility periods.

1.3.10.10. Maintain training material and equipment for recurring ground training events. Periodically review ground training material, tests, and computer based instruction for currency.

1.3.10.11. Request off-station training through appropriate channels.

1.3.10.12. Conduct annual training reviews for all aircrew members. Coordinate with unit CC to ensure FTL appointment letter is updated semiannually.

1.3.10.13. Submit all secondary method training requests to HQ AFSOC/A3T via 361 ISRG/DOT for review and approval.

1.3.10.14. Ensure DSO students meet appropriate course prerequisites or possess an HQ AFSOC/A3 approved waiver.

1.3.10.15. Coordinate with servicing Military Personnel Flight (MPF) to ensure the individual acknowledges any Active Duty Service Commitment (ADSC) or Reserve Duty Service Commitment (RDSC) required for in-unit initial qualification training and this ADSC/RDSC is properly processed once training is complete (see **Paragraph 1.5**).

1.3.11. Instructor Responsibilities (see also **Paragraph 5.3**).

1.3.11.1. Be thoroughly familiar with all courseware and contents of the applicable attachments to this instruction for qualification, upgrade, and specialized training they are required to administer.

1.3.11.2. Review the student's training records prior to performing each flight or training session.

1.3.11.3. Conduct thorough pre-flight briefing and post-flight critique.

1.3.11.4. Ensure all required upgrade training items are completed and signed off only after the student demonstrates the required level of knowledge and proficiency. Complete and sign off all required training items prior to recommending the student for an evaluation.

1.3.11.5. Each instructor aircrew member is responsible for the safe execution of the duties of their respective crew position. At any time during the flight, if the judgment or proficiency of the student should raise a question in the instructor's mind as to the student's ability to safely execute the duties of the aircrew position, the instructor will immediately assume these duties. The instructor should then explain and demonstrate the proper method of executing these duties. In order to provide effective instruction concerning weapons system employment, instructors will be thoroughly knowledgeable in Tactics, Techniques, and Procedures (TTP), governing AFI, and any other applicable guidance. (T-2)

1.3.11.6. Instructors who demonstrate deficiencies in their instructional abilities may be used in their primary crew position (provided a deficiency does not involve primary crew duties). Commanders will take the necessary action to either retrain or remove those individuals from instructor status IAW AF or MAJCOM directives. (T-2)

1.3.11.7. Individuals designated for instructor duty are authorized to instruct at all levels of qualification. Instructors are authorized to teach any event in which they are qualified and current unless specifically restricted.

1.3.11.8. Ensure capabilities of DSO students are not exceeded during the course of training (resulting in a dangerous situation).

1.3.11.9. Training entries should be completed before departing post-mission and will be completed within 24 hours of land time. Training documentation should contain enough detail to ensure effective continuity. (T-2)

1.3.12. Individual Aircrew Member Responsibilities.

1.3.12.1. Complete training requirements and currencies within the guidelines of this instruction.

1.3.12.2. Participate in ground and flying activities only when qualified, current, and prepared.

1.3.12.3. As part of a Permanent Change of Station (PCS), hand-carry training folder and other training records to assist gaining unit's assessment of the crew members qualifications and additional training requirements.

1.3.12.4. When attending a formal school course, hand carry a copy of ARMS Individual Data Summary, flying history report, individual training summary, aeronautical orders,

aviation service worksheet, and any additional requirements set forth in the ETCA to the training squadron aviation resource management office or registrar.

1.4. Aircrew Training Policy. The primary training method for DSO initial qualification is attendance at an ETCA formal school. United States Air Force (USAF) policy dictates the use of formal schools unless attendance is impractical.

1.4.1. Secondary Method Training (SMT). SMT is in-unit training using applicable formal school courseware. SMT requires a waiver to be submitted through appropriate channels per this instruction and approved by HQ AFSOC/A3T. (**Note:** Formal schools will not forward written examinations as part of the courseware for in-unit qualification training). Any aircrew member previously disenrolled from a formal ETCA course for substandard performance is ineligible for a SMT waiver. AFSAWC is the primary source for formal training products. When specific formal courseware is not published, use of locally developed training syllabi is authorized. Units will forward all locally developed syllabi for in-unit training to AFSAWC and add HQ AFSOC/A3T for review and approval. All locally approved in-unit syllabi are posted on the AFSAWC web page. (T-2)

1.4.1.1. All DSO I/MQT students with a PCS destination outside of Hurlburt Field, FL will complete required academics/equipment training before proceeding to their base of assignment to complete the flight phase portion of training. No SMT waiver is required for those individuals. (T-2)

1.4.1.2. Time Period for SMT. Aircrew members will complete secondary method training within 180 days from the date of their first ground training session or first flight, whichever occurs first. Individuals will start training within six weeks after reporting for duty. The provisions of AFI 11-401, *Aviation Management*, apply to aircrew members who fail to qualify under the requirements of this chapter. Individuals unable to complete the training within these limits may continue training; however, the unit will notify HQ AFSOC/A3T with a description of the difficulty and an expected completion date (not to exceed an additional 180 days). If SMT is not completed by this date, any further extension requires HQ AFSOC/A3T approval. (T-2)

1.4.1.3. Complete all academic, ground, and flight training outlined in the courseware. Students may proficiency advance (PA) provided all required proficiency levels (RPL) are met or exceeded. The Sq/DO (or delegated representative) is the approval authority for proficiency advancement.

1.4.1.4. AFSOC approved differences training may be conducted in unit without a waiver (see [Chapter 3](#)).

1.4.2. Syllabus Waivers. A syllabus waiver is a planned one-time exception to the syllabus used to enhance or accommodate student training in special or unusual circumstances. Syllabus waivers are not intended to be permanent changes to a syllabus, but should be suggested as syllabus changes if a permanent change is warranted. HQ AFSOC/A3T is the approval authority for syllabus waivers. Submit syllabus waiver requests in writing, including the rationale for the waiver using a memorandum for record. All waiver requests will be routed through SOG/CC, who will forward to HQ AFSOC/A3T for approval/disapproval. (T-2)

1.4.3. Training Forms. Aircrew training records and forms will be established and maintained per AFI 11-202, Vol 1, AFSOCSUP. (T-2)

1.4.3.1. AF Form 4348, *USAF Aircrew Certifications*, will be used to document ground/flying training associated with mission qualification, and to document instructor certified and one-time/initial flying training events. The AF Form 4348 is maintained in the individual's Flight Evaluation Folder (FEF) per AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program*. (T-2)

1.4.4. Training Records. The following records aid management of aircrew training programs.

1.4.4.1. AF Form 4109, *SOF/CSAR Aircrew Training Record*, is used as the training record jacket to document in-unit qualification or upgrade of an aircrew member. It documents applicable ground training, special function training, part task training, cockpit procedures training, simulator training, and flying training accomplished by crew members.

1.4.4.2. AF Form 4110, *Comments – SOF/CSAR Training Record*, is used to document narrative comments on aircrew training activities.

1.4.4.3. AF Form 4111, *SOF/CSAR Training Record*, is used to list RPL, indicate events for training sortie completion, and to document demonstrated student task and subtask performance and knowledge proficiency levels. Units are authorized to overprint and reproduce AF Form 4111 for approved course syllabi. The number of training tasks in the appropriate training guide is a recommended minimum, which normally allows the student to achieve proficiency. It is neither intended to restrict the number of times the task will be accomplished nor restrict proficiency advancement.

1.4.5. Aircrew Training While Duty Not to Include Flying (DNIF). Crew members whose status is DNIF may log ground training events, including simulator training, if their physical condition allows. Consult the flight surgeon initiating AF Form 1042, *Medical Recommendation For Flying or Special Operational Duty*, action if the DNIF status includes ground training limitations.

1.4.6. In-Flight Supervision. Unless specifically directed, the unit CC determines the level of supervision necessary to accomplish required training. If the mission objectives include introduction to tasks or instruction to correct previous discrepancies, then an instructor may be required. The following personnel will be supervised by an instructor from a like crew position when performing aircrew duties. (T-2)

1.4.6.1. Noncurrent crew members.

1.4.6.2. Crew members in initial, difference, upgrade, or requalification flying training.

1.4.7. Cross Crew Position Training (CCPT). With unit CC or deployed mission commander approval, instructors from one crew position may train crew members from a different crew position on specific skills/events in which both are qualified (as long as the instructor is not performing duties as a primary crew member at the time) unless otherwise restricted in this volume. Flight evaluations will comply with requirements in applicable aircrew evaluation criteria. (T-2)

1.5. Active Duty Service Commitments (ADSC). Formal training conducted per this instruction may incur an active duty service commitment per AFI 36-2107, *Active Duty Service Commitments (ADSC)*. Reference AFI 36-2107 for program specifics. Unit training offices will coordinate with the servicing 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 Personnel Data System. (T-1)

1.6. Waivers. AF/A3O is the waiver authority for some training requirements as specified in AFI 11-202, Vol 1. This authority has been delegated to HQ AFSOC/A3 for specific aircrew training events (case by case basis). These requirements currently include initial Crew Resource Management (CRM) training, initial life support equipment and procedures training, Survival Evasion Resistance Escape (SERE), 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, HQ AFSOC/SGP and AFMSA/SGPA are the respective waiver authorities. Some ground training items (e.g., small arms, Law of Armed Conflict (LOAC), Cryptologic Skills Proficiency Test (CSPT), etc.) are tasked by other agencies and are not waivable by AFSOC. Reference the source instruction to determine the waiver authority in these cases. HQ AFSOC/A3 is the waiver authority for MDS-specific Vol 1 aircrew training requirements IAW AFI 11-202, Vol 1, unless otherwise noted in this instruction.

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

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

1.6.1.2. "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.

1.6.1.3. "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.

1.6.1.4. "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 Operations Group (OG)/CC.

Table 1.1. 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)	HQ USAF/A3O AFMOA/SG3PT HQ USAF/SG3 new ref	Group/DOT (OGV for AFRC) to Numbered Air Force (NAF)/A3 (if applicable) to HQ AFSOC/A3T to HQ AFSOC/A3	Group/DOT (Group/OGV for AFRC)	See below
Active Duty unit	HQ AFSOC/A3T	Group/DOT to HQ AFSOC/A3T	Group/DOT	Requesting unit
AETC Formal School or AETC Unit	HQ AETC/A3F	Group/DOT to HQ 19 AF/A3FS to HQ AETC/A3F	Group/DOT	AETC Formal School HQ AFSOC/A3T HQ 19 AF/A3FS
AFRC unit	HQ AFRC/A3T	Group/OGV to 10 AF/DOT to HQ AFRC/A3T	Group/OGV	10 AF/DOT, HQ AFSOC/A3T, Requesting Unit

1.6.2. Waivers to the requirements of this instruction will be submitted via message, memo, fax, or e-mail through the group training office to the OG/CC, and then to the NAF/A3T or HQ AFSOC/A3T (as applicable) for approval, unless otherwise specified in **Table 1.1**. Group commanders are the delegated waiver authority for flying hour requirements and for ground and flying training requirements as outlined below in **Paragraphs 1.6.5** and **1.6.6**, this instruction. Groups will keep an accurate record of all waivers granted and notify HQ AFSOC/A3T, as appropriate, by message when such waivers or extensions are issued. (T-3)

1.6.2.1. Units will maintain waiver logs for one year. As a minimum, track the following information: (T-3)

- 1.6.2.1.1. Waiver type.
- 1.6.2.1.2. Approval authority.
- 1.6.2.1.3. Approval date.
- 1.6.2.1.4. Waiver number.
- 1.6.2.1.5. Waiver expiration date.
- 1.6.2.1.6. Copy of the signed waiver.

1.6.3. General Waiver Format. Name, grade, flying organization (assigned or attached), present crew position (including special mission qualifications), total flying time and primary aircraft assigned (PAA) time (including instructor, evaluator and any ATD 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 HQ AFSOC/A3TA website at: <https://eis.afsoc.af.mil/sites/A3/A3T/A3TA/Templates/Forms/AllItems.aspx>.

1.6.4. Units requesting waivers for SMT in-unit qualification, mission qualification, or upgrade of an aircrew member will send requests through appropriate channels to HQ AFSOC/A3T. Formal schools will forward current copies of courseware materials to units semiannually. Maintain copies of all waivers in the individual's training folder. If the training incurs an ADSC per **Paragraph 1.5**, this instruction, include the statement "Individual acknowledged receipt of ADSC by signing the AF Form 63, *Active Duty Service Commitment (ADSC) Acknowledgement Statement*, on <date AF Form 63 signed>". (T-2)

1.6.5. Operations Group (OG) CC or equivalent (e.g., Combined Joint Special Operations Air Component Commander (CJSOAC/CC) may:

1.6.5.1. Waive 10% of the total and PAA hours required for upgrade in all crew positions, on an individual basis only. A copy of the waiver will 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)

1.6.5.2. Extend ground training requirement due dates up to two months for Note 1 items in RTM, **Table 4.1** on an individual basis only (**Exception:** Items referenced in **Paragraph 1.6**, this instruction, levied by other AFIs may not be waived by the OG unless specifically authorized to do so in the source AFI). These events may count towards the next periodic requirements (units should note on waiver when events were accomplished and the ARMS due date should be updated).

1.6.5.3. Extend due dates for the duration of an exercise, contingency or operational mission for RTM, **Table 4.1** events on an individual basis only if a crew member goes overdue while away from home station and the training is not available at the deployed location (**Exception:** Items referenced in **Paragraph 1.6**, this instruction, levied by other AFIs may not be waived by the OG unless specifically authorized to do so in the source AFI).

1.6.5.4. Waive all flying training requirements (RTM, **Tables 4.3, 4.4, and 4.5** except as otherwise noted) on an individual basis only. Wings/groups will keep an accurate record of waivers granted. Notify HQ AFSOC/A3T when waivers are issued. (T-2)

1.6.6. Unit commanders may carry new crew members as MR for up to six months if an aircrew member arrives at the unit after a PCS or formal school and is not MR in all core mission events. Units will notify HQ AFSOC/A3T of any OG extensions. Under no circumstance will aircrew perform events in which they are not qualified unless under the direct supervision of an instructor. If training is not complete in six months, the aircrew member becomes "non-mission ready" (NMR). Squadrons will have six months from the time a new core mission event is added and AFSOC guidance issued to train and qualify aircrew in the new event. (T-3)

1.7. Senior Officer Flying/Supervisory Aircrew. Not Used.

1.8. Intra-Command and Inter-Command Transfer of Aircrews. Not Used.

1.9. Initial Cadre for Change of Aircraft, Equipment or Capability. When possible, qualified personnel from units operating like equipment will provide the initial cadre. In some instances, it may be necessary for units converting from one design aircraft to another to form an initial cadre of aircrew personnel for whom certain training qualification requirements may be waived. Authorization to form initial cadre crews will be contained in the conversion program action directive. Unless otherwise stated in the program action directive, the following conditions will apply to management of initial cadre aircrew qualification. (T-2)

1.9.1. A nucleus of instructor and flight examiner personnel (initial cadre) will be formed to begin aircrew conversion. Converting units send proposed initial cadre list by name, rank, current crew position and aircraft, total flying time, and requested crew qualification level through channels to HQ AFSOC/A3 for approval. (T-2)

1.9.2. Initial cadre will not be designated in a crew position higher than that most recently held. Enter appropriate comments in the remarks section of the AF Form 8a, *Certificate of Aircrew Qualification*, or AF Form 4348, explaining the individual's status as initial cadre instructor or flight examiner. (T-2)

1.9.3. Following final approval, each converting unit will publish a letter identifying initial cadre instructors and flight examiners by aircraft and crew qualification. (T-2)

1.10. Unit Aircrew Capability. Primary crew members will maintain MR status up to unit crew authorizations. Commanders will ensure aircrews are trained to meet unit capability requirements. Crew members assigned above unit manning levels, or surplus to unit authorizations, will maintain MR or BMC status, as directed by the unit commander.

1.10.1. Commanders will not assign additional duties to first assignment "pipeline" (directly out of formal MDS training) crew members for their first six months in the unit. This policy allows pipeline students to learn the weapon system without distraction of an additional duty; all other personnel may be assigned additional duties. (T-2)

1.10.2. Aircrew members will not perform additional duties which detract from the primary duties of training for, or performing the unit flying mission.

1.11. Changes. Recommendations for improvement to this instruction are encouraged. Send recommendations to HQ AFSOC/A3T, through command channels, on an AF Form 847. AF/A3/5 is the approval authority for interim changes to this instruction. (T-2)

1.11.1. HQ AFSOC/A3 will determine training requirements for subordinate units. AFI changes will be issued via revision, Interim Change, or Administrative Change to this publication. Due to dynamic requirements of Combatant Commanders, training requirements and currencies may be altered regularly. These training requirements and currency adjustments may be made via RTM. HQ AFSOC/A3 will be an info addressee on all changes. (T-2)

1.12. Deviations. This instruction does not authorize deviations from the flight manual or any other AFI. Flight safety will be given prime consideration and will take precedence over the requirements and guidance of this instruction. (T-1)

1.13. Publication Administration. This instruction is distributed to AFSOC, AFSOC-gained units, AFSOC-related schools, and other units as applicable based on requirements established through the Publishing Distribution Office. All aircrew members are authorized this instruction.

1.13.1. Supplements. Forward all unit or AFSOC supplements to this instruction to HQ AFSOC/A3TA, who in turn will forward to USAF/A3O-AT for approval. Provide HQ AFSOC/A3TA, and applicable HQ AFSOC/A3T a copy of all approved supplements. If required by mission or location, units may supplement this instruction by coordinating with HQ AFSOC/A3T before publication. (T-2)

Chapter 2

QUALIFICATION TRAINING

2.1. General. DSOs accomplish a combined I/MQT, therefore, no BAQ exists for the DSO. All items from this section have been incorporated to **Chapter 3**, Mission Qualification Training.

Chapter 3

INITIAL/MISSION QUALIFICATION TRAINING

3.1. General. Mission qualification training is completed via the DSO I/MQT syllabus posted on the HQ AFSOC/A3TA website. Crew members will maintain BMC status until they complete unit specific mission-ready items and differences training (if applicable). Upon completion of all required training, the unit commander shall assign new crew members to a BMC or MR status, as appropriate. Duties not directly related to qualification or requalification training (RQT) should be minimized. (T-2)

3.2. General Requirements. The primary method of mission qualification is to complete the appropriate formal training course listed in the ETCA. Completing the appropriate formal course satisfies the training requirements of this chapter. When attendance is not practical or quotas are not available, units may request waivers to conduct secondary method mission qualification training IAW [Paragraph 1.4.1](#) using formal school courseware. Any aircrew member who has previously failed to successfully complete the ETCA formal course for substandard performance will not be issued a SMT waiver. Units may supplement courseware to meet local requirements. Submit all courseware change requests to HQ AFSOC/A3T prior to implementation. Individuals transitioning from other aircraft or requalifying per requirements of [Paragraph 4.4.5](#) will complete the full DSO I/MQT course (proficiency advance is encouraged). (T-3) Individuals unable to complete training within the time limits outlined below may continue training; however, units will immediately notify HQ AFSOC/A3T through channels, in writing, with a description of the difficulty and expected qualification date. Commanders will ensure aircrew personnel complete training in a timely manner. Duties not directly related to this training should be minimized. (T-2)

3.2.1. Time Period Limits for In-Unit Mission Qualification Training (post-DSO I/MQT-Academics only (I/MQT-A)). DSOs that complete DSO-I/MQT-A at the AFSAWC and proceed to their base of assignment have 180 days to complete the MQT requirements from the first ground training event or first flight, whichever comes first. Units will ensure that newly assigned personnel start qualification training within 45 days after reporting for duty. Commanders will ensure aircrew personnel engaged in qualification training complete their training in a timely and uninterrupted manner. (T-2)

3.2.2. Time Period Limits for In-Unit Conversion/Differences Training. DSOs enrolled into Conversion/Differences Training have 120 days to complete the training from the first ground training event or first flight, whichever comes first.

3.2.3. Time Period Limits for In-Unit Instructor Qualification Training. DSOs enrolled into instructor training have 120 days to complete the training from the first ground training event or first flight, whichever comes first.

3.3. Training Prerequisites. Before entering I/MQT, crew members will comply with all prerequisites, as prescribed in the appropriate syllabus, AFI 11-202, Vol 1, and this instruction. (T2)

3.4. Ground Training Requirements. Complete all ground training in RTM [Table 4.1](#) as part of I/MQT. Mission sequence and prerequisites will be IAW the appropriate formal course syllabus flow chart, AFI 11-202, Vol 1, and applicable RTMs. Sequence of training waivers

may be approved on a case-by-case basis by the unit operations officer. MR crew members transferred from other units require only unit-specific mission ready training events or events which are due/overdue. See **Chapter 4** and the current RTM for event descriptions. (T-2)

3.4.1. Academic Training. Complete all academic and ground training delineated in applicable courseware.

3.4.2. Written Examinations. Open and closed book qualification examinations will be completed before the completion of initial/mission qualification flight training. Written examinations will satisfy the requirements of AFI 11-202, Vol 2, and AFSOCI 11-2DSO, Vol 2, *DSO Aircrew Evaluation Criteria*. When qualification training is completed by secondary method, the student will complete the appropriate group stan/eval or equivalent examination IAW AFI 11-202, Vol 2. All requisites will be completed within the six-month eligibility period prior to/encompassing the scheduled flight evaluation. (T-1)

3.5. Flying Training Requirements. Mission sequence and prerequisites will be IAW the appropriate formal course syllabus flow chart. Sequence of training waivers may be approved on a case-by-case basis by the unit operations officer. (T-2)

3.5.1. Formal course syllabus mission objectives and tasks are minimum requirements for I/MQT. Additional training events, based on student proficiency and background, may be incorporated into the I/MQT program with authorization of the unit commander. Additional training due to student non-progression is also available within the constraints of the formal course syllabus and may be added at the discretion of the unit commander.

3.6. Conversion/Difference Training Requirements. There is no formal DSO conversion/difference training course. Conversion/Difference training will be accomplished in-unit and not require a SMT waiver. Conversion training is normally associated with training between MDS (e.g., AC-130 to CV-22). Difference training is conducted when training in a different series aircraft in the same mission design (e.g., AC-130H to AC-130U). Use difference training when changing between the same design aircraft and the amount of training needed for qualification does not warrant attendance at a formal qualification course. Additionally, accomplish difference training when an aircraft is modified and any required training for that modification can easily be accomplished in-unit. DSO difference and conversion training is IAW HQ AFSOC/A3T approved syllabus of instruction. Upon satisfactory completion of the applicable written closed book examinations and flight training requirements, an instructor will certify completion on the AF Form 4348 for the new aircraft. (T-2)

3.6.1. Written Examinations. Closed book examinations will be completed before the start of difference/conversion flight training. (T-2)

Chapter 4

CONTINUATION TRAINING

4.1. General Requirements. This chapter outlines continuation training (CT) requirements for BMC and MR crew members. Crew members will be qualified IAW AFI 11-401, AFI 11-202, Vols 1/2/3, and AFSOCI 11-2DSO, Vols 1/2, and AFSOCI 11-2DSO, Vol 3, *DSO Operations Procedures*. They will successfully complete I/MQT to fly in BMC or MR status. The ground and flying training requirements outlined in this chapter and the RTM are the minimum needed to maintain currency. Individual proficiency may require a greater number of events to be completed. Commanders should ensure aircrew members receive sufficient CT to maintain this individual proficiency. All training should support Air Force Task Lists (AFTL) or Special Operations Command (SOCOM), AFSOC, or unit METLs as applicable. (T-2)

4.1.1. Applicability. Unqualified aircrew members do not log CT requirements until completion of initial qualification training. Events completed on a satisfactory qualification or certification may be credited toward currency requirements as long as they fall within the same semiannual period. Ground training events completed during qualification training may always be counted.

4.1.2. Use of ARMS. All flying units will develop local procedures per AFIs 11-401; 11-421, *Aviation Resource Management*; 11-402, *Aviation and Parachutists Service, Aeronautical Ratings and Badges*, and AFSOC Supplements to ensure aircrew ground and flying training is properly documented and updated. Each unit will provide a printed copy of current ground and flying summaries to each individual prior to PCS. ARMS event IDs are annotated throughout this instruction for reference only. See the HQ AFSOC/A3TM website or AFI 11-401, AFSOCSUP, for the most current codes. Only aircrew-related training events shall be tracked in ARMS. (T-1)

4.1.3. Block Training. Block training is the most efficient method of satisfying recurring ground training requirements and is the preferred method of accomplishment. Courses should include all ground training required to maintain readiness (except physiological training, physical examinations, and simulator refresher) for aircrew members assigned or attached to the unit. Group training offices should establish and administer centralized aircrew block training sessions.

4.1.4. Aircrew Training Cycle. The aircrew training cycle is semiannual: 1 April through 30 September, and 1 October through 31 March. Units will complete training requirements during the appropriate training cycle unless exceptions are specifically listed in this instruction. (T-2)

4.2. Training Levels. The training levels listed below are used by DSOs:

4.2.1. Basic Aircraft Qualification (BAQ) Requirements. Not Used.

4.2.2. Basic Mission Capable (BMC) Requirements. The following are minimum requirements for BMC status:

4.2.2.1. Qualification and Mission Evaluation IAW AFI 11-202, Vol 2, and AFSOCI 11-2 DSO, Vol 2.

4.2.2.2. Basic qualification and mission currencies (as applicable) IAW **Table 4.2** and RTM.

4.2.2.3. Ground training (as applicable) IAW RTM.

4.2.3. Mission Ready (MR) Requirements. The following are minimum requirements for MR status:

4.2.3.1. Qualification and Mission Evaluation IAW AFI 11-202, Vol 2, and AFSOCI 11-2 DSO, Vol 2.

4.2.3.2. Basic qualification and mission currencies (as applicable) IAW **Tables 4.2** and **4.3**.

4.2.3.3. Ground training (as applicable) IAW RTM.

4.2.3.4. Performance satisfactory to the unit CC. Awarding of MR status is solely at the discretion of the unit CC. Additional requirements may be added at his discretion.

4.2.3.5. **[G237] Cryptologic Skills Proficiency Test (CSPT)**. DSOs are required to maintain CSPT currency IAW AFI 14-125, *Cryptologic Skills Program*. See current RTM for further details.

4.2.4. Special Mission Requirements. Not used.

4.2.5. Designated Training (TF-Coded)/Designated Test (CB-Coded) Unit Requirements. There are currently no designated training or test units for the DSO.

4.2.6. Experienced-Based FTL. Before each semiannual period, the unit commander shall assign an FTL to each assigned and attached aircrew member and will ensure that individuals receive training to successfully perform unit missions and maintain individual proficiency IAW that FTL. Aircrew members will meet the minimum criteria established in **Paragraph 4.2.6.1** before being assigned to the respective training level. Once these minimums are met, the higher FTL may be assigned at the discretion of the unit commander. FTLs may be increased (from C-B or B-A) only at the start of a new semiannual period, although they may be reduced at any time (from A-B or B-C). If a crew members FTL is reduced during the semiannual period, they may be prorated for unfulfilled requirements. Use the AF Form 4324, *Aircraft Assignment/Aircrew Qualification Worksheet*, to annotate any changes to FTL. (T-2)

4.2.6.1. FTLs are based upon minimum PAA time and total time. Basic mission capable crew members assigned to these FTLs will accomplish 100% of their basic volume requirements (**Table 4.2**) and 50% of the applicable mission volume requirements (**Table 4.3**). (T-2)

4.2.6.1.1. FTL "A" – Highly experienced mission ready/basic mission capable aircrew members. A minimum of 500 hours total time and 300 hours PAA time.

4.2.6.1.2. FTL "B" – Experienced mission ready/basic mission capable aircrew members with 300 hours total time and 100 hours PAA time.

4.2.6.1.3. FTL "C" – Basic qualification and inexperienced mission ready/basic mission capable aircrew members.

Table 4.1. Flight Training Levels.

Crew Position	FTL "A"	FTL "B"
	PAA/Total Hours	PAA/Total Hours
DSO Fixed-Wing	300/500	100/300
DSO Rotary-Wing	150/500	75/300

4.3. Proration of Training Requirements. In AFI 11-202, Vol 1, and AFSOC supplement outlines proration of training requirements for aircrew members not available for flying duties.

4.3.1. In addition to guidance provided, the following are examples of authorized reasons for proration:

4.3.1.1. Flying TDY where any aircraft in which the individual holds a qualification is unavailable.

4.3.1.2. Combat/contingency operations where adequate flying training opportunities are not available.

4.4. Recurrency and Requalification Training. Training is required whenever an aircrew member does not meet a currency requirement in this instruction. An aircrew member will not perform events unsupervised until training has been accomplished. (T-3)

4.4.1. Loss of Currency. DSOs will receive training under the supervision of an instructor when they do not meet the requirements listed in [Tables 4.2](#) or [4.3](#), (unless waived by the OG/CC). This includes both frequency and volume training requirements. Aircrew training offices and ARMS will ensure noncurrent aircrew members are coded as such on the flight authorization IAW AFI 11-401, AFSOCSUP. (T-3)

4.4.1.1. Crew members overdue/noncurrent will regain currency by demonstrating proficiency in the overdue event to an instructor. Events performed under the supervision of an instructor may be credited toward currency requirements for that semiannual period. (T-3)

4.4.2. Loss of Mission Currency. Mission currency is considered those events required by [Table 4.3](#) of the DSO RTM. Aircrew members lacking currency in mission events are only required to complete those events on the platform in which currency was lost. Loss of currency in a mission event on one platform does not affect the crew member's ability to fly other unrelated events for training on other platforms. However, the crew member shall not be used on operational missions for that platform until regaining currency or qualification per the requirements of the following paragraphs. (T-3)

4.4.3. Loss of Qualification. DSOs qualified on multiple MDSs that do not meet [Table 4.3](#) requirements is considered to be noncurrent only on those MDSs which the requirements were not met. The individual is considered to be current and qualified on all platforms where requirements are met. Individuals will complete at least one flight with an instructor to regain currency in that MDS. (T-3) Discretionary disqualifications are documented using an AF Form 4348.

4.4.3.1. For DSOs qualified on a single MDS that do not meet [Table 4.3](#) requirements for two consecutive semiannual periods are unqualified. DSOs qualified on multiple

MDS that do not meet **Table 4.3** requirements for two consecutive semiannual periods on all MDS in which they were qualified are unqualified on all platforms.

4.4.4. DSOs unqualified up to 60 months. They may only fly under supervision of an instructor, and will complete a requalification evaluation IAW AFI 11-202, Vol 1, applicable MAJCOM supplements, and this instruction. (T-2)

4.4.5. DSOs unqualified for more than 60 months require all initial qualification training requirements and prerequisites per this instruction. Training will be completed IAW a formal initial qualification syllabus. (T-2) **Note:** DSOs who become unqualified may be requalified directly to instructor status, provided their training and evaluations include a review of instructor duties, procedures, and techniques.

4.5. Ground Training. Ground training will be accomplished IAW the RTM **Table 4.1** (DSO Ground Training Requirements). Crew members will comply with the time periods listed for their FTL. Conduct training IAW the referenced publications, notes in RTM **Table 4.1**, and the guidance below. The governing directive or RTM takes precedence over **Chapter 4** requirements. If AFSOCI 11-2DSO, Vol 1, is also listed as a governing directive, the most restrictive guidance should be followed. (T-2)

4.5.1. Failure to Complete Ground Training Events. Make-up training should be accomplished at the earliest opportunity. The following apply when crew members exceed due dates for the RTM **Table 4.1** events.

4.5.1.1. Grounding items. Crew members will not perform flight duties until the grounding item is satisfied. (T-2)

4.5.1.2. Training status items. Crew members will not fly without instructor supervision. (T-2)

4.5.1.3. MR items. Failure to accomplish MR events in RTM **Table 4.4** results in non-mission ready status and the individual will not deploy as a crew member. (T-3)

4.5.2. Block Training. The parent operations group training office should establish and administer a centralized aircrew block training session. Block training should include all recurring ground training required to maintain readiness.

4.5.3. Ancillary training. This volume is not a comprehensive list of all ancillary training required by the DoD. Ancillary training parent instructions take precedence over this instruction for those training items.

4.5.4. Ground Training Events. See attached DSO RTM for Ground Training Event definitions and requirements.

4.6. Flying Training. All aircrew members who maintain MR or BMC will accomplish all applicable training requirements of RTM based on assigned FTL (A, B, or C). MR and BMC aircrew will comply with the following: (T-2)

4.6.1. MR aircrew members will also accomplish applicable mission ready requirements from RTM as designated in the RTM according to their mission qualification and FTL. (T-2)

4.6.2. BMC aircrew members will also accomplish at least 50% of the applicable mission requirements from RTM MR Table according to their assigned FTL. (T-2)

4.6.3. Flying Training Events. See [Table 4.2](#) and [4.3](#) continuation flight training requirements.

4.7. Multiple Aircraft Qualifications. See AFI 11-202, Vol 1, AFSOCSUP.

4.8. Mission Event Definitions and Accrediting Criteria.

4.8.1. **[ST40A] Chemical, Biological, Radiological, and Nuclear (CBRN) Defense Functional Area Task Qualification Training (TQT).** The purpose of TQT is to reinforce the crew member's awareness of limitations and demonstrate physiological effects while wearing the aircrew chemical defense ensemble (ACDE). The complications of heat exhaustion, fatigue, hyperventilation, limited dexterity, and hampered communication can all be experienced during TQT. All aircrew members will complete initial aircrew life support chemical defense training prior to accomplishing initial TQT. Complete initial CBRN Defense Survival Skills training for the ground crew ensemble prior to TQT if the ground crew ensemble is used. Initial TQT should be demonstrated in the aircraft; recurring TQT should be demonstrated in the aircraft at least every four years – ideally midway between CBRN Defense Awareness Course Overview training. If initial TQT is done in the simulator, the next event will be logged in the aircraft. All other times the event may be accomplished in the simulator. (T-2)

4.8.1.1. TQT Procedures:

4.8.1.1.1. Accomplish TQT in-flight or in an approved ATD/weapons system trainer (WST) in any MDS the DSO is qualified on or enrolled in upgrade training. Crew members will perform primary crew duties while wearing the ACDE. All in-flight profiles will be a minimum of 1 hour and accomplished on training missions only. Accomplish TQT in the simulator using primary unit aircraft WSTs. All simulator profiles will be a minimum of 2 hours and flown on full tactical simulation profiles. This should include a threat scenario and aircraft emergencies. Flying the simulator profile with the entire crew wearing ACDE is highly encouraged. (T-3)

4.8.1.1.2. The entire ACDE need not be used. Normally, wear the filter pack, cotton gloves, butyl rubber gloves, Nomex gloves, and the protective hood, Aircrew Eye and Respiratory Protection System (AERPS) and helmet (if applicable). Either the ACDE or ground ensemble may be worn during aircraft preflight. Ground ensembles will come from training assets. (T-3)

4.8.1.1.3. An observer is required to monitor each crew member while accomplishing TQT in-flight. An instructor or flight examiner in each respective crew position, not wearing the chemical defense components, will act as the observer for initial TQT. During recurring TQT, if the crew member can be directly observed by another primary crew member, a dedicated observer is not required. The dedicated observer during recurring TQT may also wear AERPS for all crew positions. Additionally, for safety purposes, one crew member in the back of the aircraft will not be wearing AERPS in case of smoke and fumes. (T-3)

4.8.1.1.3.1. Observers will closely monitor crew members actions during TQT. If a crew member experiences difficulties such as excessive thermal stress, headaches, hyperventilation, nausea, etc., the crew member will remove the ensemble. The observer will notify the aircraft commander (AC) of any

difficulties encountered. (T-3)

4.8.2. Mission profile. Crew members will accomplish TQT during a normal mission profile that includes mission crew duties. (T-3)

Table 4.2. Aircrew Proficiency/Emergency Procedure Requirements.

Event ID	EVENT	FTL A/B/C	Currency A&B / C	Notes
ST14	Aircrew Proficiency Sortie		60d	
ST94	Emergency Procedure Event	1/2/3		1, 2
Notes:				
1. Emergency Procedures Event (EPE) sorties may be logged on any airframe the crew member is current and qualified. EPE is a mission ready requirement for CV-22.				

4.9. [ST14] Aircrew Proficiency Sortie (APS). The APS may be logged on any AFSOC aircraft in which qualification is held. DSO instructors may log an APS while performing instructor duties. To credit an APS, a DSO will accomplish the following items: (T3)

4.9.1. Perform appropriate pre-mission duties.

4.9.2. Perform appropriate in-flight duties with required mission equipment.

4.9.3. Perform appropriate post-flight duties.

4.10. [ST94] Emergency Procedure Event. The purpose of this training is to improve crew competence during aircraft emergencies. The AC or designated representative will facilitate the discussion. This designated representative should be an instructor in their respective crew position. Conduct this training with the entire crew present (or thorough cross section of crew members) in a classroom, approved ATD, or in-flight. All crew members will participate by providing inputs/feedback. ACs should fully discuss onset indications, boldface items if applicable, and in-flight/landing or bailout/ditching/ground egress procedures. Upon completion of this discussion, crew members should understand the nature of the emergency and how the emergency procedure applies to their crew position. Only one emergency procedure is required to log this event. An actual EP also satisfies this event. (T3)

Table 4.3. Semiannual Mission Ready Requirements.

Event ID	EVENT	FTL A/B/C	Currency A&B / C	Notes
ST51	Combat Mission Profile (CMP)	3/4/6		
Notes: 50% of requirement may be logged in an AFSOC approved ATD. Use fifth letter ARMS ID Code designator as defined in 11-202, Vol 1, AFSOCSUP. DSOs qualified on more than one platform may divide the semiannual requirements equally among the platforms but not less than one event per platform.				

4.11. [ST51] Combat Mission Profile (CMP). The CMP will consist of a realistic crew-planned combat scenario. A realistic threat scenario will be planned to enhance the crew's combat readiness. On flights where multiple scenarios are planned and executed, multiple events may be logged. For DSOs to log a CMP, DSO will prepare for a tactical mission, to include mission planning, provide inputs to the crew that enhance the crew's situational awareness during any portion of the sortie, and log primary time. There is no time requirement for the CMP, nor is it contingent upon the crew logging a CMP. Instructor DSOs may credit a CMP while flying with a student provided primary crew duties are assumed and primary time is logged accordingly. (T-3)

Chapter 5

UPGRADE/SPECIALIZED TRAINING

5.1. General. This chapter outlines the prerequisites and training requirements for qualified aircrew members upgrading to additional levels of qualification.

5.2. Instructor Upgrade. A sound and practical aircrew instructor program is a prerequisite for effective training, standardization, and aircraft mishap prevention.

5.2.1. Instructor Responsibilities. Instructors should be thoroughly familiar with all courseware and contents of applicable attachments to this instruction for qualification, upgrade, and specialized training they are required to administer.

5.2.1.1. Instructors should review student training records, to include records of counseling and other evaluations or progress indicators, prior to performing each flight or training session.

5.2.1.2. Instructors are responsible for a thorough preflight briefing and post-flight critique.

5.2.1.3. Instructors should ensure all required upgrade training items are completed and signed off and that the required level of proficiency has been demonstrated before recommending the student for an evaluation or certifying the student in a maneuver or procedure.

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

5.2.2.1. Instructional Ability. All prospective instructors will qualify under the principles of instruction as outlined in AFMAN 36-2236, *Guidebook for Air Force Instructors*. (T-2)

5.2.2.2. Judgment. The candidate should possess judgment necessary to meet unexpected or induced emergencies and the ability to exercise sound judgment through mature realization of their own limitations, as well as those of the student and the aircraft.

5.2.2.3. Personal Qualities. The candidate should have patience, tact, understanding, and a desire to instruct others. Instructors should have a personality that inspires and wins the respect of each student.

5.2.2.4. Technical Knowledge. The candidate should be thoroughly familiar with aircraft systems and equipment, normal and emergency operating procedures and the prohibited maneuvers and aircraft performance limitations under all conditions of flight. Additionally, all instructors will be thoroughly familiar with the applicable portions of AFI 36-2236, AFI 11-202, Vol 2, AFI 11-202, Vol 3, *General Flight Rules*, as supplemented, and this instruction. (T-2)

5.2.2.5. Flying Proficiency. Individuals selected should be current, qualified, and proficient in specific MDS aircraft.

5.2.2.6. Flying Experience. Candidates should 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.

5.2.2.7. Instructor Upgrade. All initial instructor upgrade candidates should be MR in their unit's mission for a minimum of six months, and meet the flying hour requirements identified in **Table 5.1**.

Table 5.1. Minimum Hours Required to Upgrade to Instructor.

Crew Position	TOTAL HOURS	PAA HOURS
Instructor DSO	300	100 DSO hrs

5.2.3. Instructor Deficiencies. Instructors who demonstrate deficiencies in their ability to instruct may be used in their primary crew position, provided the deficiency does not involve primary crew duties. Commanders will take the necessary action to either retrain or remove those individuals from instructor status per Air Force and AFSOC directives. (T-2)

5.2.4. Ground and Flight Training Requirements. Before being designated an instructor, candidates will demonstrate to a flight examiner their ability to instruct and their knowledge of applicable directives. In addition, all candidates will adhere to the following: (T-2)

5.2.4.1. Qualify in the applicable formal school instructor course for their crew position. If no formal school instructor course exists, conduct in-unit ground and flying training IAW the applicable MAJCOM syllabi/AF Form 4111. First time instructors will complete Flight Instructor Preparatory (FIP) Course or equivalent. (T-2)

5.2.5. Instructor Requalification. Instructor candidates who were previously qualified as instructors in their current AFSOC MDS aircraft may requalify directly to instructor status.

5.2.5.1. Instructor Transfers. Instructor candidates who were previously qualified as instructors in another AFSOC MDS aircraft may be trained in-unit at the discretion of the unit commander.

5.3. Flight Examiner Upgrade. Flight examiners are selected from the most qualified and competent instructors. Before being certified as flight examiner, candidates will demonstrate satisfactory knowledge of command training and evaluation policies, procedures, and appropriate forms completion. In addition they will demonstrate the ability to administer and evaluation in accordance with 11-2DSO, Vol 2. Conduct initial training IAW MAJCOM approved syllabus. Certifications will be annotated on AF Form 4348. (T-2)

Chapter 6

INFORMATION COLLECTION, RECORDS, AND FORMS

6.1. General. The purpose of this chapter is to detail maintenance of training records. Training completed at any AFSOC-owned FTU will be documented IAW AFSOC procedures. Training completed at any other FTU or in-unit will be documented IAW this instruction. All approved syllabi and courseware will be posted on the HQ AFSOC/A3T website. (T-2)

6.2. Information Collections. No information collections are created by this publication.

6.3. Records. The program records created as a result of the processes prescribed in this publication are maintained in accordance with AFMAN 33-363, and disposed of in accordance with AFRIMS RDS located at <https://www.my.af.mil/afirms/afirms/afirms/rims.cfm>.

6.3.1. Aircrew Training Records. Guidelines on proper training documentation will be IAW 11202, Vol 1, and applicable MAJCOM supplements. Instructions are provided for AF Form 4109, AF Form 4110, and AF Form 4111. AFSOC approved substitutes may be utilized in lieu of these forms. (T-2)

6.3.2. Career Training Folder (CTF). Units will maintain a Career Training Folder IAW AFI 11-202, Vol 1, and applicable MAJCOM supplements for all assigned or attached crew members. This is intended to provide an accurate representation of an individual's long term progression and any positive or negative trends related to the individual's training. (T-2)

6.3.3. Entry Into Upgrade. Initiate a training folder (AF Form 4109) for ETCA formal training courses (formal school or SMT), mission certification, special qualification, certification training, in-unit upgrade program to the next higher crew qualification, requalification training (formal school, SMT, or IAW AFI 11-202, Vol 1, **Paragraph 2.2.1**), difference training, and corrective action or additional training as directed by the squadron CC. Each training folder will include documentation of entry into the training program by the unit leadership. This will normally consist of an entry on the first AF Form 4110 in the trainee's record. Units may also substitute a copy of the minutes from an upgrade board, memorandum for record (MFR), or other locally produced form in place of the AF Form 4110 entry. This document will be signed by the unit operations officer or commander. (T-2)

6.3.4. AF Form 4109. AF Form 4109s will be established, completed, and maintained IAW AFSOCI 36-2202, *Formal Aircrew Training Management*, AFI 11-202, Vol 1, and applicable MAJCOM supplements. (T-2)

6.3.5. AF Form 4110. AF Form 4110s will be established, completed, and maintained IAW AFSOCI 36-2202, AFI 11-202, Vol 1, and applicable MAJCOM supplements. (T-2)

6.3.6. AF Form 4111. AF Form 4111s will be established, completed, and maintained IAW AFSOCI 36-2202, AFI 11-202, Vol 1, and applicable MAJCOM supplements. (T-2)

6.3.7. Periodic Reviews. Periodic Reviews will be accomplished IAW AFSOCI 36-2202, AFI 11-202, Vol 1, and applicable MAJCOM supplements. (T-2)

6.3.8. Instructions for Closing Out Training Records. Training Records will be closed out IAW AFSOCI 36-2202, AFI 11-202, Vol 1, and applicable MAJCOM supplements. (T-2)

6.3.9. Instructions for Documenting Aircrew Qualifications/Certifications. Units will accurately track all qualifications and certifications for each crew member. This is best accomplished through the AF Form 4348 and a locally-generated letter of Xs (or equivalent). (T-2)

6.3.10. AF Form 4348. The AF Form 4348 shall be maintained in the member's flight evaluation folder IAW AFI 11-202, Vol 2, and AFSOCI 11-2 DSO, Vol 2. (T-2) Events requiring documentation on the AF Form 4348 will be listed in AFI 11-2DSO, Vol 1, applicable supplement, or AFSOC guidance. (T-2)

6.3.11. Letter of Xs. A letter of Xs (or equivalent document) shall be maintained by each unit. This document is the commander's tool to track specialized training (e.g., locally required certifications for new equipment or procedures) and other desired information. Specific procedures and format will be determined locally, but it will contain the following minimum information: crew member name, highest qualification currently held, certifications obtained, and specialized training not documented elsewhere. Other information may be included at the discretion of the unit commander. The letter of Xs shall not be used as a source document for awarding certifications or qualifications. Only appropriate documentation may be used for these purposes as detailed in AFI 11-202, Vol 2, AFSOCI 11-2 DSO, Vol 2, and AFI 11-401. (T-2)

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, AFSOCSUP, *Aircrew Training*, 11 March 2013

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

AFI 11-202, Vol 3, *General Flight Rules*, 22 October 2010

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

AFI 11-401, AFSOCSUP, *Aviation Management*, 19 January 2012

AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Aviation Badges*, 13 December 2010

AFI 11-421, *Aviation Resource Management*, 13 December 2010

AFI 14-125, *Cryptologic Skills Program*, 30 July 2008

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

AFI 36-2201, *Air Force Training Program*, 15 September 2010

AFI 36-2202, *Formal Aircrew Training Management*, 27 June 2009

AFI 90-201, *The Air Force Inspection System*, 23 March 2012

AFMAN 33-363, *Management of Records*, 01 March 2008

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

AFSOCI 11-2DSO, Vol 2, *DSO Aircrew Evaluation Criteria*, 12 December 2013

AFSOCI 11-2DSO, Vol 3, *DSO Operations Procedures*, 12 December 2013

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

Joint Pub 1-02, *Department of Defense Dictionary of Military and Associated Terms*, 15 March 2013

Prescribed Forms

There are no prescribed forms in this document.

Adopted Forms

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

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

AF Form 847, *Recommendation for Change of Publication*

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

AF Form 1256, *Certificate of Training*

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 4324, *Aircraft Assignment/Aircrew Qualification Worksheet*

AF Form 4348, *USAF Aircrew Certifications*

Abbreviations and Acronyms

AC—Aircraft Commander

ACDE—Aircrew Chemical Defense Ensemble

ADSC—Active Duty Service Commitment

AERPS—Aircrew Eye and Respiratory Protection System

AF—Air Force

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFPC—Air Force Personnel Center

AFPD—Air Force Policy Directive

AFRIMS—Air Force Records Information Management System

AFRC—Air Force Reserve Command

AFSC—Air Force Specialty Code

AFSOC—Air Force Special Operations Command

AFSOAWC—Air Force Special Operations Air Warfare Center

AFSOF—Air Force Special Operations Forces

AFTL—Air Force Task List

APS—Aircrew Proficiency Sortie

ARMS—Aviation Resource Management System

ATD—Alternate Training Device

BAQ—Basic Aircraft Qualification

BMC—Basic Mission Capable

CBRN—Chemical, Biological, Radiological, and Nuclear

CC—Commander

CCPT—Cross Crew Position Training

CJSOAC—Combined Joint Special Operations Air Component

CLM—Course Lesson Map

CMP—Combat Mission Profile

CRM—Crew Resource Management

CSAR—Combat Search and Rescue

CSPT—Cryptologic Skills Proficiency Test

CT—Continuation Training

CTF—Continuation Training Folder

DNIF—Duty Not Involving Flying

DoD—Department of Defense

DSO—Direct Support Operator

EPE—Emergency Procedures Event

EST—Expeditionary Skills Training

ETCA—Education and Training Course Announcements

FEF—Flight Evaluation Folder

FIP—Flight Instructor Preparatory

FTL—Flying Training Level

FTU—Formal Training Unit

FYDP—Future Years Defense Plan

IAW—In Accordance With

ISR—Intelligence, Surveillance, Reconnaissance

LOAC—Law of Armed Conflict

MAJCOM—Major Command

MDS—Mission Design Series

MET—Mission Essential Task

METL—Mission Essential Task Listing

MFR—Memorandum for Record

MICT—Management Internal Control Toolset

MOA—Memorandum of Agreement

MPF—Military Personnel Flight

MQT—Mission Qualification Training

MR—Mission Ready

NAF—Numbered Air Force
NCOIC—Non-Commissioned Officer In Charge
NMR—Non-Mission Ready
OG—Operations Group
OPR—Office of Primary Responsibility
PA—Proficiency Advance
PAA—Primary Aircraft Authorization
PCS—Permanent Change of Station
PDS—Personnel Data System
PFT—Programmed Flying Training
POM—Program Objective Memorandum
RAP—Ready Aircrew Program
RDS—Records Disposition Schedule
RDSC—Reserve Duty Service Commitment
RPL—Required Proficiency Level
RTM—RAP Tasking Memorandum
RQT—Requalification Training
SERE—Survival Evasion Resistance Escape
SMT—Secondary Method Training
SOCOM—Special Operations Command
SOG—Special Operations Group
SOI—Syllabus of Instruction
STAN/EVAL—Standardization and Evaluation
TFAT—Total Force Awareness Training
TQT—CBRN Defense Functional Area Task Qualification Training
TTP—Tactics, Techniques, and Procedures
USAF—United States Air Force
USSOCOM—United States Special Operations Command
WST—Weapon System Trainer

Terms

Aircrew Training Device (ATD)—A hardware device that permits learning, development, and the practice of skills and procedures necessary for understanding and operating the integrated systems of a specific prime mission system.

Ancillary Training—Universal training, guidance, or instruction, regardless of Air Force Specialty Code (AFSC), that contributes to mission accomplishment. It does not include functional, occupational, or additional duty training. Ancillary Training is divided into the following four categories: Annual Total Force Awareness Training (TFAT), Selected Force Training, Event Driven Training, and Expeditionary Skills Training (EST). See AFI 36-2201, Vol 1, for additional information.

Basic Mission Capable—An aircrew member who has satisfactorily completed mission qualification, and is maintaining 50% of the applicable mission qualification currency requirements of this instruction. Basic mission capable crew members may perform primary crew duties on any unilateral training mission. For other missions, the unit commander will determine the readiness of each basic mission capable crew member to perform primary crew duties.

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.

Eligibility Period—The 6-month period prior to the due date of an evaluation or required event.

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

Expeditionary Skills Training (EST)—A category of Ancillary Training. Training directly related to an Airman's ability to survive and operate in a contingency environment. Examples of EST include: CBRN, and Self-Aid/Buddy Care. A current list of predeployment training is available at AEF Online, https://aef.afpc.randolph.af.mil/mandatory_exped_training.aspx.

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 Listing (METL)—A complete list of mission essential tasks (MET) for any organization.

Mission Profile—A mission designed to penetrate and operate within a combat or threat environment. The specific profile will be predicated on the type and level of threat.

Mission Ready—An aircrew member who has satisfactorily completed mission qualification and is maintaining all of the applicable mission qualification currency requirements of this instruction.

Required Proficiency Level (RPL)—The level at which a student will perform at a particular phase of training. Use grading standards and definitions per AF Form 4109.

Requalification Training (RQT)—Training required to qualify crew members in an aircraft or mission in which they have been previously qualified.

Secondary Method Training—Formal training conducted at a location not designated as an FTU using SOI and courseware.

Special Mission Qualification Training—Training given in a specific mission area/task that requires a flight evaluation in that mission area or task. This training is not required to be mission ready/combat mission ready or basic mission capable.

Total Flying Time—Total time for all aircraft flown in military service to include student time.

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

Volume—For the purposes of this instruction, volume refers to the number of events an aircrew member will accomplish in a given period of time (i.e., quarterly or semiannually).

Weapon System Trainer (WST)—A device that provides synthetic flight and tactics environment in which aircrews learn, develop, improve, and integrate skills associated with their crew position. In this instruction, WST and simulator are synonymous.