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Flying Operations

CV-22 AIRCREW TRAINING



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This manual implements AFMAN 11-202, Vol 1, *Aircrew Training*. It establishes standards for qualification, mission qualification, continuation, and upgrade training for aircrew members operating the CV-22 aircraft. This manual is applicable to the Regular Air Force (AF) and Air National Guard (ANG). This manual is not applicable to Air Force Reserve (AFR). The applicable SORN F011 AF XO A, Aviation Resource Management Systems (ARMS) is available at: <https://dpcl.d.defense.gov/Privacy/SORNS/>. 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 chain of command. This publication may be supplemented at any level, but all supplements must be routed to the OPR of this publication for coordination prior to certification and approval. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the requestors commander for non-tiered compliance. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule located in the Air Force Records Information Management System.

SUMMARY OF CHANGES

This document has been substantially revised and needs to be completely reviewed. Major changes to **Chapter 1** include: updated Formal Training Unit (FTU) responsibilities, updated secondary method training guidance, updated waiver guidance, updated Career Enlisted Aviator (CEA) guidance, and updated intra-command and inter-command transfer of aircrew guidance. Major changes to **Chapter 2** include: updated qualification ground training requirements. Major changes to **Chapter 3** include: updated Mission Qualification ground training requirements. Major changes to **Chapter 4** include: updated flying training level guidance, and the insertion of Chemical Defense Task Qualification Training (CDTQT) requirements. Major changes to **Chapter 5** include: addition of Combat Mission Ready (CMR) and Advanced Tactical Readiness (ATR) program guidance, updated instructor upgrade criteria for FEs, and updated instructor certified events.

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Chapter 1

GUIDANCE

1.1. General. This is a specialized publication intended for the use of Airmen who have graduated from technical training related to this publication. This manual provides guidance for training management of CV-22 aircrew members. Training policy, guidance, and requirements are set forth for each phase of aircrew training. The training is designed to progressively develop the combat readiness of each aircrew member while continuing to cultivate previously acquired proficiency.

1.1.1. Aircrew Training Policy. The primary training method for CV-22 initial qualification, initial mission qualification, transition qualification, requalification, or instructor upgrade training is attendance at a formal school.

1.1.2. Aircrew Capability. Operational squadrons will maintain mission ready status on unit assigned aircrew members. **(T-3).**

1.1.2.1. Squadrons will have six months from the time a new core mission event is added and MAJCOM guidance is issued to train and qualify aircrew in the new event. **(T-3).**

1.1.2.2. Commanders will not assign additional duties to first assignment (directly out of formal CV-22 training) crewmembers (officer and enlisted) for their first 6 months after mission qualification and not until after Combat Mission Ready (CMR) training is complete. **(T-3).** This policy allows pipeline students to learn the weapon system without distraction of an additional duty; all other personnel may be assigned additional duties.

1.1.2.3. Squadron commanders (SQ/CC) may carry new crew members as Mission Ready (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.

1.1.2.3.1. This policy does not apply to basic aircraft qualification events.

1.1.2.3.2. If training is not complete in six months, the aircrew member becomes non-mission ready (NMR).

1.1.2.3.3. Aircrew will not perform events in which they are not qualified unless under the direct supervision of an instructor. **(T-2).**

1.2. Roles and Responsibilities.

1.2.1. Commander (CC) Air Force Special Operations Command (AFSOC/CC), is responsible for overall management of Air Force flying training programs supporting Air Force Special Operations Forces (AFSOF) and United States Special Operations Command.

1.2.1.1. Air Force Special Operations Command (AFSOC) is designated as the lead command for CV-22 Mission Design Series (MDS) aircraft.

1.2.2. Air Education and Training Command (AETC) responsibilities are listed in the AFSOC/AETC Memorandum of Agreement (MOA) or as determined by AETC.

1.2.3. MAJCOM/A3s will issue updated mission continuation training guidance via Ready Aircrew Program (RAP) Tasking Message (RTM) as necessary to Operations Group (OG)/CC for implementation. **(T-2).**

1.2.3.1. RTM contents shall not be used as a basis for Syllabus of Instruction (SOI) minimum requirements. **(T-2)**. The RTM is intended to manage graduate level training requirements in the field.

1.2.4. AETC and AFSOC are responsible for CV-22 aircrew initial, transition, requalification, and instructor upgrade training. AFSOC/A3TA is responsible for AFSOC CV-22 continuation training.

1.2.5. AETC and AFSOC/A3TA are the primary sources for formal training products. When formal training products are unavailable, units may use MAJCOM-developed products. When specific formal courseware is not published, units may use locally-developed training syllabi that have been reviewed and approved by the MAJCOM training office.

1.2.6. AETC will coordinate CV-22 SOIs through AFSOC/A3T. **(T-2)**.

1.2.7. The Formal Training Unit (FTU) Commander will adhere to the following responsibilities:

1.2.7.1. Overall operation, logistics, and administration of CV-22 formal training courses. **(T-2)**.

1.2.7.2. Conduct and monitor formal training to meet all course objectives and standards. This includes monitoring and adjusting syllabus content and quality as well as Programmed Flying Training (PFT) quantity. The biennial formal course reviews, biennial syllabus of instruction (SOI) reviews, and annual PFT conferences are the primary conduits for significant changes. **(T-2)**.

1.2.7.3. Administer end-of-course critiques and forward a summary of all critiques to MAJCOM training offices for review. Acquire feedback from MAJCOM training offices to ensure formal school graduates meet unit requirements. **(T-2)**.

1.2.7.4. Maintain a class roster of student entries and graduates for each formal course. **(T-2)**.

1.2.7.5. Award AF Form 1256, *Certificate of Training*, to graduates per Education and Training Course Announcements (ETCA). **(T-2)**.

1.2.7.6. 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. **(T-2)**.

1.2.7.7. Prepare, review, and forward all syllabi for coordination according to MAJCOM policies. Syllabi will contain a brief summary of revised, deleted, or added material and a resource impact statement (flying hours, manpower, facilities, etc.). **(T-2)**.

1.2.7.8. Review ETCA and determine if changes to the course announcements are needed. If so, coordinate with the MAJCOM training office and submit appropriate changes. **(T-2)**.

1.2.7.9. Notify MAJCOM training offices and gaining unit, in writing, when student graduation dates are extended 30 days past scheduled graduation date, or if students will graduate without completing all syllabus training requirements. **(T-2)**.

1.2.7.10. Forward all training records to the student's gaining unit, or unit of assignment, within 30 days of graduation. **(T-3)**.

1.2.7.11. Prepare a quarterly report of student training status and forward through channels to MAJCOM training office (not applicable (N/A) for AETC units). **(T-3)**.

1.2.7.12. Coordinate with AFSOC/A3T and AFSOC/A3V if approved SOI training standards are waived or supplemented. **(T-2)**.

1.3. Secondary Method Training (SMT). In-unit training using applicable formal school courseware is referred to as SMT in this publication. To accomplish SMT, submit a waiver to AFSOC/A3T. See AFMAN 11-202, Vol 1, as supplemented for guidance. **(T-2)**.

1.3.1. Formal schools will not forward written examinations as part of the courseware for in-unit qualification training. **(T-2)**.

1.3.2. Students previously disenrolled from a formal ETCA course for substandard performance are ineligible for a secondary method training waiver.

1.3.3. Units completing formal training will include restrictions on *AF Form 8, Certificate of Aircrew Qualification*, for a core item not trained. **(T-2)**.

1.3.4. Active Duty Service Commitment (ADSC). SMT incurs the same ADSC as attending a formal school course.

1.4. Waivers.

1.4.1. When a training item is directed by another instruction, refer to that instruction to determine the correct waiver authority (e.g. small arms, law of armed conflict (LOAC), etc.).

1.4.2. Operations Group commanders (OG/CCs) or Commander Air Force Special Operations Forces (COMAFSOF) are the waiver authority for individual, case-by-case ground and flying training requirements.

1.4.2.1. Extension of ground training requirement due dates up to 2 months for the designated items in the MAJCOM-specific CV-22 RTM ground training table.

1.4.2.2. Extension of due dates for the duration of an exercise, contingency, or operational mission for events, IAW applicable MAJCOM-specific CV-22 RTM, on an individual basis only if the following conditions apply:

1.4.2.2.1. An aircrew member goes overdue while away from home station.

1.4.2.2.2. The training is not available at the deployed location.

1.4.2.3. They can waive flying training requirements (MAJCOM-specific combined RTM Basic Aircraft Qualification (BAQ) and Mission Ready (MR) tables except as otherwise noted) on an individual basis only. Wings/groups must keep an accurate record of waivers granted. **(T-2)**.

1.4.2.4. They must notify MAJCOM training office of any OG extensions. **(T-3)**.

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

requests for enlisted aircrew members non-current for shipboard operations will be forwarded to AFSOC/A3T for review and approval/disapproval. (T-2).

1.5. Senior Officer Flying. AFMAN 11-202, Vol 1 and MAJCOM supplement identifies senior officer qualification training requirements. See formal course syllabus for additional guidance.

1.6. Career Enlisted Aviator. Career Enlisted Aviator qualifications are not tied to AFI 36-2101, *Classifying Military Personnel (Officer and Enlisted)*, skill-level upgrade. All enlisted aircrew qualifications are separate and distinct from skill level qualification. When an *AF Form 8, Certificate of Aircrew Qualification*, is completed for the applicable flight evaluation, then that crew member is qualified to perform all duties assigned to that crew qualification regardless of skill level. Aircrew instructor qualifications and flight examiner certifications are also separate and distinct from on-the-job trainer or certifier designation and are reflected in Air Force Specialty Code (AFSC) by use of “K” prefix (aircrew instructor), “T” prefix (FTU instructor), and “Q” prefix (aircrew flight examiner).

1.7. Transfer of Aircrews.

1.7.1. For intra-command transfer of aircrew members, the gaining organization will accept validated training completed by newly assigned crewmembers prior to the transfer. (T-3).

1.7.2. For inter-command transfer, certifications and qualifications should be accepted to the maximum extent practical, as long as training and evaluation standards are equivalent. The operations officer at the gaining unit should review the individual's career training folder and flight evaluation folder to determine which certifications and qualifications will be honored.

1.7.3. Aircrew members qualified in the same MDS are considered qualified in that equipment throughout the force when used for the same mission.

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

1.8. Permanent Change of Station (PCS) Screening.

1.8.1. Losing units will screen individual flight and ground training records during unit out-processing. (T-3).

1.8.2. Accomplish this screening in sufficient time to correct discrepancies prior to PCS. Losing unit will provide a printed copy of current ground and flying training summaries to individuals prior to PCS. See AFI 11-401, *Aviation Management*, for additional guidance. (T-3).

1.9. Command Relationships.

1.9.1. AFSOC and AETC. The AFSOC/AETC MOA outlines the inter-command relationships and responsibilities regarding aircrew training operations at the 58 Special Operations Wing (SOW). Informal discussion and coordination regarding formal training and evaluation matters between AFSOC and AETC training agencies is encouraged. Formal authorization for inter-command requests (e.g., waivers, operations guidance, training quotas, or syllabus requirements) must be forwarded through both MAJCOMs for coordination. (T-2).

1.9.2. AFSOC and Air Combat Command (ACC). The AFSOC/ACC MOA will outline the inter-command relationships and responsibilities regarding training operations at the 14th Weapons Squadron (WPS) when the MOA is established. **(T-2)**.

Chapter 2

QUALIFICATION TRAINING

2.1. Overview. This chapter outlines the minimum requirements for Basic Aircraft Qualification (BAQ) training. Qualification training provides the training necessary to initially qualify crewmembers in a basic crew position and flying duties. Upon completion of qualification training, the crewmember attains BAQ status.

2.2. General Requirements. The primary method of initial qualification for pilots (P) is to attend the Intermediate Tiltrotor Multi-Service Pilot Training System MV-22 qualification course and complete CV-22 differences training or complete the “CV-22 Mission Pilot (MP) Initial Qualification” course. The primary method of initial qualification for flight engineers (FE) is to attend the “CV-22 Special Mission Aviator (SMA) initial qualification” course. The primary method of requalification training is the appropriate formal training course listed in the ETCA.

2.2.1. If no requalification course exists, conduct requalification using the initial qualification course. **(T-2).**

2.2.2. For Flight Surgeon and X-prefix flyers training requirements, refer to AFMAN 11-202, Vol 1, as supplemented by MAJCOM.

2.3. Training Prerequisites. Course prerequisites are IAW the appropriate formal course syllabus, the ETCA, AFMAN 11-202, Vol 1, and this manual. The syllabus of instruction (SOI) designates the course prerequisite approval authority.

2.4. Ground Training Requirements. Complete ground training requirements IAW AFMAN 11-202, Vol 1, the ETCA, and the formal course syllabus. In addition, all crew members must complete ground training requirements IAW **Table 2.1**, prior to the first flight. **(T-2).**

Table 2.1. Basic Aircraft Qualification Ground Training Requirements.

Basic Aircraft Qualification Ground Training Requirements	Reference	Event ID
Crew Resource Management (T-2)	AFMAN 11-202, Vol 1 and AFI 11-290, <i>Cockpit/Crew Resource Management Program</i> (as supplemented by MAJCOM)	G060
Aircrew Flight Equipment Familiarization Training (T-2)	AFI 11-301, Vol 1, <i>Aircrew Flight Equipment (AFE) Program</i>	LL01
Emergency Egress Training, Non Ejection Seat (T-2)	AFI 11-301, Vol 1	LL03
Local Area Survival (T-2)	AFI 16-1301, <i>Survival, Evasion, Resistance and Escape (SERE) Program</i>	SS01

Marshalling Exam (T-2)	AFMAN 11-218, <i>Aircraft Operations and Movement on the Ground</i>	G101
Flight Physical (T-2)	AFI 48-123, <i>Medical Examinations and Standards</i>	ARMS
Physiological Training (T-2)	AFI 11-403, <i>Aerospace Physiological Training Program</i>	ARMS
Notes:		
<p>1. For Flight Surgeon and Medical Technician training requirements, refer to AFMAN 11-202, Vol 1, MAJCOM Supplement. For Combat Camera Aerial Photographer Training requirements, refer to DoDI 5040.02, Visual Information (VI).</p> <p>2. See MAJCOM-specific combined RTM for additional information on requirements.</p>		

2.5. Flying Training Requirements. Satisfactorily completing the appropriate ETCA formal course satisfies the requirements of this section.

2.6. Basic Aircraft Qualification/Difference Training. Refer to [Chapter 3](#) for mission training requirements.

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

2.6.2. Joint Application System Software (JASS), block cycle, and other differences training will be coordinated by AFSOC/A3T with supporting agencies. (T-2).

2.7. Senior Officer Course (SOC). The CV-22 SOC results in BAQ for pilots.

2.7.1. Pilot graduates receive a AF Form 8, and are qualified to perform duties in the CV-22 under the supervision of an instructor pilot.

2.7.2. See formal course syllabus for additional guidance.

2.7.3. Senior officer training, qualification, and certification should occur within the first 180 days after assuming the assignment.

Chapter 3

MISSION QUALIFICATION TRAINING (MQT)

3.1. Overview. This chapter establishes the minimum training requirements for completing mission qualification and requalification training. Upon completion of mission qualification training, the crew member will be assigned either Basic Mission Capable (BMC) or MR status. **(T-2).**

3.2. General Requirements. The primary method of mission qualification or requalification is to complete the appropriate formal training course listed in the ETCA. Completing the appropriate formal course satisfies the training requirements of this chapter.

3.2.1. If no requalification course exists, conduct requalification using the initial mission qualification course. **(T-2).**

3.2.2. Units may request waivers to conduct mission qualification via SMT IAW AFMAN 11-202, Vol 1, as supplemented by MAJCOM, when attendance is not practical or quotas are not available. Approved in-unit mission qualification training must be accomplished IAW applicable formal school courseware, AFMAN 11-202 Vol 1, as supplemented by MAJCOM, and AFSOCI 36-2201 *Formal Aircrew Training Management*. **(T-2).**

3.2.3. For Flight Surgeon and X-prefix flyers training requirements, refer to AFMAN 11-202, Vol 1, as supplemented by MAJCOM.

3.3. Training Prerequisites. Course prerequisites are IAW the appropriate formal course syllabus, the ETCA, AFMAN 11-202, Vol 1, and this manual. The formal school syllabus designates the course prerequisite waiver approval authority.

3.3.1. Basic qualification and mission qualification training may be accomplished simultaneously on a single MDS. Multiple MDS qualification upgrades will not be accomplished simultaneously. **(T-2).**

3.3.2. Aircraft Commander (AC). Pilots must be a Basic Aircraft Commander (BAC) and meet the requirements of **Table 5.1** in order to be certified as Mission Aircraft Commanders (MAC). **(T-2).** Until the requirements of **Table 5.1** are met, the pilot will fly as a Mission Copilot (MC). **(T-2).** Once certified, MACs may fly as pilot in command in all qualified events.

3.4. Ground Training Requirements. Complete all ground training in **Table 2.1**, **Table 3.1**, and MAJCOM-specific CV-22 RTM as part of mission qualification training or prior to certifying individuals as Mission Ready (MR). Qualified MR crewmembers transferred from other units require only unit-specific mission ready training events and events which are due/overdue.

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

3.4.2. Written Examination. Crewmembers should complete a written examination before the end of mission qualification flying training. Formal school end of course examinations, group standardization/evaluation or equivalent examinations for SMT satisfy this requirement. The formal school will not forward their examinations as part of the courseware for in-unit qualifications. **(T-3).**

Table 3.1. Mission Qualification Ground Training Requirements.

Requirements (Course Title)	Reference	Event ID	Crew Position	Note
Level-C (SERE Training, S-V80-A)	AFI 16-1301	SS20	All	
Water Survival Training (S-V90-A)	AFI 16-1301	SS32	All	
Combat Mission Training	AFSO CI 11-207, <i>AFSOC Weapons and Tactics Program</i>	G054	All	1
Egress Training with Aircrew Chemical Defense Ensemble (ACDE)	AFI 11-301, Vol 1	LL05	All	1
Aircrew Chemical Defense Training	AFI 11-301, Vol 1	LL04	All	1
Unit/Theater Indoctrination	AFMAN 11-202, Vol 1	G171	All	2
Conduct After Capture	AFI 16-1301	SS03	All	1
Government Detention Level B	AFI 16-1301	SS26	All	1
Hostage Survival Level-B	AFI 16-1301	SS28	All	1
Small Arms Training (M-9)	AFI 31-117, <i>Arming and Use of Force by Air Force Personnel</i> , AFI 36-2654, <i>Combat Arms Program</i>	G211	All	1

Small Arms Training (M-4/variants)	AFI 31-117 AFI 36-2654	G210	All	1
<p>Notes: See MAJCOM-specific combined RTM for additional information on requirements.</p> <p>1. Not required for AETC crew members or formal school aircrew instructors. If AETC crew members or formal school instructors are deployed for contingency or exercise augmentation, these events must be completed prior to deployment.</p> <p>2. Training Status Item. Crew members will fly with an instructor until this event is accomplished.</p>				

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

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

3.5.2. Crew member requirements may be completed on training or operational missions under the supervision of an instructor in the same aircrew position. Comply with restrictions in AFMAN 11-2CV-22, Vol 3, *CV-22 Operations Procedures*. **(T-2)**.

Chapter 4

CONTINUATION TRAINING

4.1. General Requirements.

4.1.1. Requirements in this chapter and the RTM are the minimum flying and related ground training to maintain currency. The RTM contains all ground training and flying requirements tables and definitions.

4.1.2. Training requirements may be completed on any sortie if the accrediting criteria of this manual and the MAJCOM-specific combined RTM are met. Sorties and events that are compatible may be credited on the same flight.

4.1.3. Aircrew members will not log continuation training requirements in events in which they are unqualified. **(T-1)**.

4.1.4. Training events accomplished on a successful evaluation or an instructor certification (in certain events) may be credited toward the individual's volume requirements.

4.1.5. Flying training events accomplished during formal training should use the course completion date (successful evaluation date) to establish the due dates for all subsequent currency and requirements. Use actual dates for ground training. For all training events accomplished during the last block of formal training up to or exceeding the required proficiency level (RPL), but not accomplished during the evaluation, log volume of zero in ARMS, and enter the checkride/certification date.

4.1.6. Aircraft flying requirements may be accomplished in a certified ATD as noted in the RTM BAQ and MR flying requirements tables.

4.2. Flight Training Levels (FTLs). The use of experienced-based FTLs allows the SQ/CC to prioritize training resources.

4.2.1. Aircrew members should meet the minimum criteria established in **Table 4.1**, before assignment to the respective flight training level. When these minimums are met, awarding a training level is at the sole discretion of the SQ/CC. **Note:** The aircrew member's availability to fly should not be a factor in assigning FTLs.

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

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

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

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

Table 4.1. Minimum FTL Flying Hour Requirements.

Crew Position	Training Status	FTL Assignment Criteria		
		FTL A (Highly Experienced)	FTL B (Experienced)	FTL C (Inexperienced)
Pilot	BAQ only	BAQ AC and 500 hours MV/CV-22 time (T-3) .	BAQ AC and 300 hours MV/CV-22 time (T-3) .	Does not meet FTL A or B criteria (T-3) .
	BMC/ MR/CMR	Instructor, 1,200 hours total, and 500 hours MV/CV-22 time (T-3) .	MAC (T-3) .	
FE	BAQ only	500 hours MV/CV-22 time (T-3) .	300 hours MV/CV-22 time (T-3) .	
	BMC/ MR/CMR	1,200 hours total and 500 hours MV/CV-22 time (T-3) .	Instructor, or 750 hours total and 300 hours MV/CV-22 time (T-3) .	
Note:				
1. MV/CV-22 time includes all categories of flight time logged with exception of “other” time.				

4.2.2. For FTL assignments previously tied to semiannual periods, the higher FTL may be assigned at the discretion of the unit commander. FTLs may be increased (from C-B or B-A) in concurrence with quarterly squadron training review boards, although they may be reduced at any time (from A-B or B-C). If a crewmember’s FTL is reduced during the annual period, they may be prorated for unfulfilled requirements.

4.3. Proration of Training Requirements. See AFMAN 11-202, Vol 1, as supplemented by MAJCOM.

4.4. Recurrency and Requalification Training. Training is required whenever an aircrew member does not meet a currency requirement in this manual. An aircrew member will not perform events unsupervised until training has been accomplished. **(T-2)**.

4.4.1. Loss of Currency. Failure to accomplish events listed in **Table 5.3** or the MAJCOM-specific CV-22 RTM training tables results in a loss of currency for that event, unless otherwise noted. Crew members are noncurrent the day after event currency expires.

4.4.1.1. Loss of currency in any MAJCOM-specific CV-22 RTM BAQ table event results in loss of basic aircraft currency, unless otherwise noted. These individuals will fly under the supervision of an instructor or flight examiner on all sorties until recurrent. **(T-2)**.

4.4.1.2. Loss of currency exceeding 6 months. Non-currency in designated BAQ events (RTM BAQ table, note 1 events) in excess of six months results in loss of BAQ. Crewmembers non-current in designated mission events (RTM MR table, note 1 events) in excess of six months results in loss of mission qualification.

4.4.2. Regaining Currency.

4.4.2.1. Designated MAJCOM-specific CV-22 RTM BAQ and MR events require an evaluation (unqualified) if loss of currency exceeds 6 months (see AFMAN 11-202, Vol 1). Other events require showing proficiency to an instructor in the aircraft or simulator to regain currency.

4.4.2.2. If loss of currency exceeds 24 months for events not requiring an evaluation, a training folder will be opened and additional ground and flight training, as directed by the SQ/CC, will be completed. **(T-2)**.

4.4.2.3. Aircrew noncurrent in special mission events which only require an instructor certification (**Table 5.3**) may regain currency by showing proficiency in that event to an instructor.

4.4.2.4. Aircrew noncurrent more than 24 months in special mission events requiring an evaluation per RTM will complete all initial training and evaluation requirements for that special mission event. **(T-2)**.

4.4.3. Requalification Training. Crewmembers requiring requalification will accomplish training IAW AFMAN 11-202, Vol 1, applicable MAJCOM supplements, **Chapter 2**, **Chapter 3**, and **Chapter 5** of this manual. **(T-2)**.

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

4.5. Ground Training. Accomplish ground training IAW the MAJCOM-specific CV-22 RTM ground training table. Conduct training IAW the referenced publications, notes in RTM ground training table and the guidance below. The governing directive or RTM takes precedence over **Chapter 4** requirements. If AFMAN 11- 2CV-22, Vol 1, is also listed as a governing directive, the most restrictive guidance should be followed.

4.5.1. Failure to Complete Ground Training Events. Make-up training should be accomplished at the earliest opportunity. The following apply when crewmembers exceed due dates for events in the applicable MAJCOM-specific combined RTM ground training table:

4.5.1.1. Grounding items. Crewmembers will not perform flight duties until the grounding item is satisfied, except in an ATD for items noted by the RTM. **(T-2)**.

4.5.1.2. Training status items. Crewmembers will not fly without instructor supervision. **(T-3)**.

4.5.1.3. Mission Ready (MR) items. Failure to accomplish MR events in the RTM ground training table results in non-mission ready status, and the individual cannot deploy as a crewmember.

4.5.2. Ground Training Events. See current AFSOC combined Ready Aircrew Program Tasking Memo (RTM) for Ground Training Event definitions and requirements.

4.5.3. Visual Threat Recognition and Avoidance Trainer (VTRAT) Training. Periodic VTRAT training is designed to introduce or refresh crew members in the basics of aircraft threat engagement recognition and avoidance. The VTRAT simulation displays realistic visual characteristics of anti-aircraft artillery such as missile fly-out and rate-of-fire, as seen from the scanner's viewpoint in the aircraft.

4.5.4. Ancillary Training. Ancillary training is any guidance or instruction that contributes to mission accomplishment, but is separate from an Air Force Specialty or occupational series. Some ancillary training does not impact mission ready status or mobility status. AFMAN 11-2CV-22, Vol 1, and associated MAJCOM-specific RTM are not the governing directive for completion of ancillary training events. They do not include ancillary training required by AFI 36-2651, *Air Force Training Program*. This includes Total Force Awareness Training and Expeditionary Skills Training, which should be tracked at unit level. Individuals are responsible for completing additional ancillary ground training requirements as specified in applicable instructions. In accordance with AFMAN 11-202, Vol 1, the source AFI provides training frequency for these events unless an approved waiver has been authorized. See Unit Deployment Manager or Unit Training Manager to ensure compliance with additional non-aircrew specific training requirements.

4.6. Flying Training.

4.6.1. All aircrew members who maintain BAQ, BMC, MR, or CMR status must accomplish all applicable training requirements of the MAJCOM combined RTM, based on assigned FTL (A, B, or C). **(T-2)**. See MAJCOM combined RTM for more detailed currency and volume flying requirements by FTL.

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

4.6.1.2. BMC aircrew members will also accomplish at least 50 percent of the applicable mission requirements as designated in the MAJCOM combined RTM according to their assigned FTL. **(T-2)**.

4.6.1.3. Instructors and flight examiners may not log events performed by other crew members during instruction or evaluations. **(T-2)**.

4.6.2. Flying Currency Event Definitions. See MAJCOM combined RTM for complete semiannual volume and currency events and their definitions. Failure to accomplish currency or volume requirements results in loss of basic aircraft currency. Flight Surgeons will log currency IAW AFMAN 11-202, Vol 1 requirements. **(T-2)**.

4.7. Multiple Qualifications. Refer to AFI 11-202, Vol 2, Aircrew Standardization/Evaluation Program, MAJCOM supplements, and AFMAN 11-2MDS-specific, Vol 2 for crew positions and evaluation requirements. Refer to AFMAN 11-202, Vol 1 concerning approval authority for

multiple qualifications. Multiple qualified crew members will have one aircraft designated and documented in their FEF as their primary aircraft. **(T-2)**. Other aircraft will be considered secondary aircraft. Document secondary aircraft in the member's FEF through an AF Form 4348, *USAF Aircrew Certifications*, entry indicating completion of appropriate differences training.

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

4.7.2. When the training table for the secondary aircraft contains core mission events not required in the primary aircraft, crew members will complete required volume and currency for those events in their secondary aircraft. **(T-2)**.

4.7.3. If mission flying currency is lost for the primary aircraft, it is lost for all aircraft and must be regained in the designated primary aircraft. **(T-2)**. If mission currency is lost in a secondary aircraft, it is lost only for that aircraft.

4.8. Chemical Defense Task Qualification Training (CDTQT) (N/A for AETC). The purpose of CDTQT is to reinforce the crewmember's awareness of limitations and demonstrate physiological effects while wearing the aircrew chemical defense ensemble (ACDE). Accomplish IAW applicable AFSOC SOI. **(T-2)**.

Chapter 5

UPGRADE/SPECIALIZED TRAINING

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

5.1.1. The flying time prerequisites for upgrade are based on the crew member having gained the knowledge and judgment required to effectively accomplish the unit's missions. SQ/CCs will ensure their continuation training programs emphasize these areas. Crew members will have an in-depth knowledge of systems, procedures, and instructions before entering the formal upgrade program.

5.2. Combat Mission Ready (CMR) program. (AFSOC only) The CMR program is designed to provide the deployment skill requirements for AFSOC aircrew members. Refer to AFSOCI 36-2201, *Air Commando Development* for further details of the CMR program.

5.2.1. New accession, inter-service exchange, and foreign exchange crew members will not deploy in a flying capacity until they complete CMR. (T-2).

5.2.2. SQ/CC, with OG/CC concurrence, may tailor CMR for experienced aircrew members (AFSOC and non-AFSOC) cross-flowing into the MDS on a case-by-case basis.

5.2.3. CMR is a prerequisite for upgrade to BAC for pilots, or upgrade to Lead FE for the FE crew position. (T-2).

5.3. Advanced Tactical Readiness (ATR) program. (AFSOC only) ATR is designed to enhance crew member mission/combat proficiency and squadron readiness for aircrew members. Refer to AFSOCI 36-2201 for further details of the ATR program.

5.3.1. Aircrew must complete CMR prior to starting the ATR program. (T-2). ATR is a prerequisite for upgrade to MAC for pilots, or upgrade to instructor for the FE crew position. (T-2).

5.3.2. SQ/CC, with OG/CC concurrence, may tailor ATR for experienced aircrew members (AFSOC and non-AFSOC) cross-flowing into the MDS on a case-by-case basis.

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

5.4.1. Basic AC. This certification entitles pilots that have completed the mission qualification course but do not meet the requisite hours in **Table 5.1** to perform as AC duties for qual/instrument IAW AFMAN 11-2CV-22, Vol 2, *CV-22 Evaluation Criteria*, and remote operations IAW the RTM. In addition they may perform AC duties on functional check flights (FCF) and hot refueling operations. These pilots are restricted from performing AC duties for any mission events listed in the RTM. Pilots that have only completed the Senior Officer BAQ course are restricted from performing AC duties in any capacity.

Table 5.1. Mission Aircraft Commander Certification Flying Time Requirements.

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

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

5.5.1. Unit commanders will personally review each instructor candidate's qualifications and select instructors based on their background, experience, maturity, and ability to instruct. (T-2).

5.5.2. Initial Candidates. All initial instructor upgrade candidates must be MR in their unit's mission for a minimum of 6 months. (T-3). Prior qualified instructors do not require to be MR for 6 months.

5.5.3. Instructor Pilot. Must be certified as a mission aircraft commander and meet MV/CV-22 flying hour requirements in **Table 5.2**. (T-3).

5.5.3.1. SQ/CC may waive 10 percent of the Primary Aircraft Authorization (PAA) hours required for upgrade to instructor pilot. Will be waived on an individual basis only and a copy of the waiver will be filed in the individual's training record. (T-3).

5.5.4. Instructor FE. Initial instructor FE candidates require a minimum of 1 year flight experience and meet requirements of **Table 5.2** (T-3).

Table 5.2. Instructor Upgrade Flying Time Requirements.

	Cross Flow MP	MP	Cross Flow FE	FE
MV/CV-22 TIME	300 hours (T-3)	400 hours (T-3)	300 hours (T-3)	500 hours (T-3)
Note:				
1. MV/CV-22 time includes all categories of flight time logged with exception of "other" time.				

5.5.5. Ground and Flight Training Requirements. Before being designated an instructor, candidates should demonstrate to a flight examiner their ability to instruct and perform selected maneuvers and items. In addition, all candidates will adhere to the following:

5.5.5.1. Qualify in the applicable formal school instructor course for their crew position IAW the ETCA. If no formal school instructor course exists, conduct ground and flying training IAW the applicable MAJCOM syllabi. **(T-2)**. First time instructors must complete Flight Instructor Preparatory (FIP) course or equivalent. **(T-2)**.

5.5.5.1.1. 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.

5.5.5.1.2. Crewmembers Previously Qualified as USAF Aircrew Instructors. With OG/CC approval, these crewmembers may upgrade in-unit without a secondary method training waiver. OG/CCs should take into consideration the previously qualified instructors' experience with AFSOC roles, missions and command and control (C2). They should meet requirements of [paragraph 5.3.2](#) Training will be accomplished IAW MAJCOM approved syllabus of instruction. **(T-3)**.

5.5.5.2. BAQ instructors may keep that status during mission qualification. Prior to instructing mission events, they must finish MQT and complete an instructor flight evaluation on a tactical mission. **(T-3)**.

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

5.6. Flight Examiner Upgrade. Before being designated as a flight examiner, candidates should demonstrate satisfactory knowledge of command training and evaluation policies and procedures. In addition, they should demonstrate the ability to administer an evaluation IAW AFMAN 11-2CV-22, Vol 2. Conduct initial evaluator upgrade training IAW MAJCOM-approved guidance. Annotate certification on an AF Form 4348, AF Form 1381, *USAF Certification of Air Crew Training* or MAJCOM-approved substitute. **(T-3)**.

5.7. Special Mission Qualifications and Instructor Certified Event Training. Special mission qualification and instructor certified events training may be completed in-unit without a waiver. Comply with the requirements of AFMAN 11-202, Vol 1, and this publication. Units will coordinate all in-unit developed courseware and syllabi with AFSOC/A3T for approval. **(T-2)**.

5.7.1. Special Mission Qualifications. The SQ/CC will select aircrew members qualified in the unit's mission to maintain additional special qualifications. **(T-3)**. A flight evaluation is required for the below Special Mission Qualifications. Aircrew members are not required to maintain currency in Special Mission Events to maintain MR status. Instructors are authorized to teach any special mission events in which they are qualified and current unless specifically restricted. Conduct evaluations IAW AFMAN 11-2CV-22, Vol 2. Upon completion of training and qualification, maintain currency IAW this publication and applicable RTMs.

5.7.1.1. Night Water Ops (FE only). This program qualifies flight engineers to conduct live night water hoists and helocast over open water. Complete ground and flight training IAW AFSOC/A3T approved SOI and MAJCOM-approved AF Form 4111, SOF/CSAR Training Record or approved electronic equivalent. **(T-3)**.

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

5.7.2. Instructor Certified Events. **Table 5.3** lists the events which require instructor certification on an AF Form 4348 (or MAJCOM-approved substitute), and the crew positions allowed certification for an event. Instructors are authorized to teach any event in which they are certified and current unless specifically restricted. Complete training IAW this publication and MAJCOM-approved AF Form 4111, approved electronic equivalent, or SOI (if available). **(T-3)**. Aircrew will maintain currency IAW this publication and applicable RTM. **(T-2)**.

5.7.2.1. These events may be taught at the formal school as part of MQT. Formal school instructors will make AF Form 4348 or MAJCOM-approved substitute entries for all **Table 5.3** training completed during mission qualification. **(T-3)**.

Table 5.3. Instructor Certified Events.

EVENT	Crew Position
Additional (RMWS) (T-3) .	FE
Chemical Defense Task Qualification (CDTQT) (T-3) .	P, FE
Flight Lead (FL) Certification (T-3) .	P
Functional Check Flight (FCF) (T-3) .	P, FE
Lead FE Certification (T-3) .	FE
Live Alternate Insertion Extraction (AIE) (T-3) .	FE
Military Free Fall (MFF) (T-3) .	P, FE
Water Operations (T-3) .	P, FE ¹
Shipboard Operations (T-3) .	P, FE
Special Patrol Insertion Extraction System (SPIES) (T-3) .	P, FE
Stokes Litter (T-3) .	FE
Visit, Board, Search, and Seizure (VBSS) (T-3) .	P, FE
Note:	
1. FEs will receive a certification for CRRC.	

5.7.2.2. Additional RMWS. This program certifies FEs on additional RMWS. Complete training IAW AFSOC/A3T approved SOI. **(T-2)**.

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

- 5.7.2.3.1. Pilots. During initial CDTQT, an instructor pilot, current and qualified in CDTQT and not wearing AERPS components, will supervise training while on a set of controls for initial CDTQT. **(T-2)**.
- 5.7.2.3.2. All other Crewmembers. A current and qualified CDTQT instructor not wearing the AERPS components will supervise training for initial CDTQT. **(T-2)**.
- 5.7.2.3.2.1. Instructors must closely monitor crewmember actions during CDTQT. If a crewmember experiences difficulty, such as excessive thermal stress, hyperventilation, headaches, or similar symptoms, and either the observer or crewmember believes it is unsafe to continue, the AERPS equipment will be immediately removed and the aircraft commander notified. **(T-3)**.
- 5.7.2.4. Flight Lead (FL) Certification. This program establishes the minimum guidelines for pilots identified by the squadron commander to be certified as FL. This program takes a CV-22 pilot with demonstrated tactical proficiency and teaches flight leadership and decision-making. Units will follow entry requirements and complete training IAW MAJCOM approved syllabus. **(T-2)**. Once certified, FL certification will be annotated on the Letter of X's. **(T-3)**.
- 5.7.2.5. Functional Check Flight (FCF). Certifies aircrew to perform functional check flight duties. Open book test required IAW MAJCOM policy. Ground training can be conducted by any FCF qualified crew member. Flight training will be conducted by an FCF qualified crew member in the crew position being trained. Exception: Pilot may train FE at unit commander discretion. **(T-3)**. After instructor certification on the AF Form 4348 (or MAJCOM approved substitute), maintain currency IAW MAJCOM policy.
- 5.7.2.6. Lead FE certification. Lead FE Certification. This program establishes the minimum guidelines for FEs identified by the squadron commander to be certified as Lead FE. The Lead FE will normally liaison with external agencies and will represent the aircraft commander. Units will follow entry requirements and complete training IAW MAJCOM approved syllabus. **(T-2)**. The Lead FE SEI will be assigned to their Core AFSC once the certification is complete. **(T-2)**. Annotate Lead FE certification on the letter of Xs. **(T-3)**.
- 5.7.2.7. Live Alternate Insertion Extraction (AIE). FEs are required to accomplish a live deployment/recovery (as applicable) prior to certification in each AIE that they perform. **(T-2)**. Document the following events separately in the Flight Evaluation Folder (FEF) IAW AFI 11-202, Vol. 2.
- 5.7.2.7.1. Fast Rope. Complete training IAW AFSOC/A3T approved SOI. **(T-2)**.
- 5.7.2.7.2. Hoist. Complete training IAW MAJCOM approved SOI. **(T-2)**.
- 5.7.2.7.3. Rappel. Complete training IAW AFSOC/A3T approved SOI. **(T-2)**.
- 5.7.2.8. Military Free Fall (MFF). Complete training IAW AFSOC/A3T SOI. **(T-2)**.
- 5.7.2.9. Water Operations (Pilot only). Pilots will be certified prior to conducting night water hoist patterns. Complete training IAW AFSOC/A3T approved SOI. **(T-2)**.

- 5.7.2.9.1. Combat Rubber Raiding Craft (CRRC). FE's that have been qualified in Water Operations, but did not get their CRRC training, will complete their training IAW AFSOC/A3T approved SOI.
- 5.7.2.10. Shipboard Operations. Complete training IAW AFSOC/A3T approved SOI or Joint Pub 3-04, Joint Tactics, Techniques, and Procedures for Shipboard Helicopter Operations. **(T-2)**. If the SOI conflicts with Joint Pub 3-04, Joint Pub 3-04 will take precedence. **(T-0)**.
- 5.7.2.10.1. Currency Waivers. Currency may be maintained by completing underway-shipboard landings IAW the standards set forth in the deck landing qualification (DLQ) MOU on any USN, NATO, Inter-American, or Pacific Rim naval vessel that meets the aviation certification standards of the host nation. **(T-0)**. MOU is located at: <https://cs2.eis.af.mil/sites/13531/Guidance2/Forms/AllItems.aspx>
- 5.7.2.11. SPIES. Complete training IAW AFSOC/A3T approved SOI. **(T-2)**.
- 5.7.2.12. Stokes Litter. Complete training IAW AFSOC/A3T approved SOI. **(T-2)**.
- 5.7.2.13. Visit, Board, Search, and Seizure (VBSS). IAW MAJCOM/Joint directives and supplements. Pilots must be single/dual spot DLQ certified before accomplishing VBSS certification. **(T-0)**. Pilots will be VBSS certified before accomplishing any VBSS maneuvers or any Maritime Intercept Operations (MIO). **(T-0)**. VBSS training should be accomplished with shipboard operations training.

MARK D. KELLY, Lt Gen, USAF
Deputy Chief of Staff, Operations

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

AFMAN 11-202 Vol 1, Aircrew Training, 22 November 2010
AFI 11-202 Vol 2, Aircrew Standardization/Evaluation Program, 6 December 2018
AFMAN 11-2CV-22, Vol 3, CV-22 Operations Procedures, 27 September 2019
AFMAN 11-218, Aircraft Operations and Movement on the Ground, 28 October 2011
AFI 11-290, Cockpit/Crew Resource Management Program, 15 October 2012
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AFI 11-403, Aerospace Physiological Training Program, 30 November 2012
AFI 16-1301, Survival, Evasion, Resistance and Escape (SERE) Program, 3 August 2017
AFI 31-117, Arming and Use of Force by Air Force Personnel, 2 February 2016
AFI 33-360, Publications and Forms Management, 1 December 2015
AFI 36-2101, Classifying Military Personnel (Officer and Enlisted), 25 June 2013
AFI 36-2651, Air Force Training Program, 3 January 2019
AFI 36-2654, Combat Arms Program, 13 January 2016
AFI 48-123, Medical Examinations and Standards, 5 November 2013
AFMAN 11-2CV-22, Vol 2, CV-22 Aircrew Evaluation Criteria, 19 Nov 2018
AFMAN 33-363, Management of Records, 1 March 2008
AFSOCI 11-207, AFSOC Weapons and Tactics Program, 8 April 2015
AFSOCI 36-2201, Air Commando Development, 22 November 2017
AFSOC/ACC MOA
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CNO/USSOCOM MOU
JP 3-04, 6 December 2012
Joint Shipboard Helicopter Integration Process (JSHIP) MOU
DoDI 5040.02, Visual Information (VI), 27 October 2011

Adopted Forms

AF Form 8/8A, Certificate of Aircrew Qualification
AF Form 847, Recommendation for Change of Publication
AF Form 1256, Certificate of Training

AF Form 1381, USAF Certification of Air Crew Training

AF Form 4111, SOF/CSAR Training Record

AF Form 4348, USAF Aircrew Certifications

Abbreviations and Acronyms

AC—Aircraft Commander

ACC—Air Combat Command

ACDE—Aircrew Chemical Defense Ensemble

ADSC—Active Duty Service Commitment

AERPS—Aircrew Eye and Respiratory Protection System

AETC—Air Education and Training Command

AF—Air Force

AFE—Aircrew Flight Equipment

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

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

AFSOF—Air Force Special Operations Forces

AFTTP—Air Force Tactics, Techniques, and Procedures

AIE—Alternate Insertion/Extraction

ANG—Air National Guard

ARMS—Aviation Resource Management System

ATD—Aircrew Training Device

ATR—Advanced Tactical Readiness

BAC—Basic Aircraft Commander

BAQ—Basic Aircraft Qualification

BMC—Basic Mission CapableC2—Command and Control

CC—Commander

CDTQT—Chemical Defense Task Qualification Training

CEA—Career Enlisted Aviator

CMR—Combat Mission Ready
CSAR—Combat Search and Rescue
DO—Director of Operations
ETCA—Education and Training Course Announcements
FCF—Functional Check Flight
FE—Flight Engineer
FIP—Flight Instructor Preparatory
FTL—Flying Training Level
FTU—Formal Training Unit
IAW—In Accordance With
IP—Instructor Pilot
JASS—Joint Application and System Software
JSHIP—Joint Shipboard Helicopter Integration Process
LOAC—Law of Armed Conflict
MAC—Mission Aircraft Commander
MAJCOM—Major Command
MDS—Mission Design Series
MIO—Maritime Intercept Operations
MOA—Memorandum of Agreement
MOU—Memorandum of Understanding
MQT—Mission Qualification Training
MR—Mission Ready
N/A—Not Applicable
NATOPS—Naval Air Training and Operating Procedures Standardization
NMR—Non-Mission Ready
OG—Operations Group
PAA—Primary Aircraft Assigned
PCS—Permanent Change of Station
PDS—Personnel Data System
PFT—Programmed Flying Training
RAP—Ready Aircrew Program
RDS—Records Disposition Schedule

RMWS—Ramp Mounted Weapon System

RPL—Required Proficiency Level

RTM—Ready Aircrew Program Tasking Memorandum

SOC—Senior Officer Course

SERE—Survival Evasion Resistance Escape

SMA—Special Mission Aviator

SMT—Secondary Method Training

SOF—Special Operations Forces

SOI—Syllabus of Instruction

SOW—Special Operations Wing

SPIES—Special Patrol Insertion Extraction System

TO—Technical Order

USAF—United States Air Force

VBSS—Visit, Board, Search, Seizure

VTRAT—Visual Threat Recognition and Avoidance Trainer

Terms

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, Selected Force Training, Event Driven Training, and Expeditionary Skills Training. See AFI 36-2651 and AFSOCI 36-2201.

Basic Aircraft Qualification (BAQ) Aircrew Member—An aircrew member who has satisfactorily completed qualification training in the basic aircrew position and maintains aircraft currency IAW this manual. The aircrew member, when current, may perform the events in the BAQ table of the MDS-specific RTM.

Basic Mission Capable (BMC) Aircrew Member—An aircrew member who has satisfactorily completed Initial Qualification Training (IQT) and MQT, and is maintaining 50 percent of the applicable mission qualification currency requirements of this manual. Basic mission capable crew members may perform primary crew duties on any unilateral training mission. For other missions, the SQ/CC must determine the readiness of each basic mission capable crew member to perform primary crew duties.

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

Continuation Training—Ground and flight training events necessary to BAQ, BMC, or MR status. The continuation training program provides crewmembers with the volume, frequency, and mix of training necessary to perform unit's missions.

Core Mission Events—A crew member must be qualified in all core mission events to be considered Mission Ready (MR) or Basic Mission Capable (BMC). To determine how non-currency in any core mission event affects overall mission currency, refer to the aircraft's mission ready flying requirements. Loss of qualification in any core mission event results in loss of overall mission qualification. Squadrons will maintain at least 100 percent of their required manning as MR. AFSOC squadron CC/DO will determine the status and qualification of crew members in excess of 100 percent manning requirement.

Crew Resource Management (CRM)—Training concept that emphasizes crew effectiveness.

Currency Event—Flying continuation training events with prescribed maximum interval-between-accomplishment.

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

Difference Training—Training accomplished when changing between same design aircraft and the amount of training needed for qualification does not warrant attendance at a formal qualification course. Training necessary to qualify an individual in a different tactic or system within the same aircraft.

Direct Supervision—A crewmember is considered under direct supervision when flying with an instructor in the same crew position. For pilots the IP will occupy one of the pilot seats. For other crew positions, the instructor will be readily available to assume the primary duties if required.

Education and Training Course Announcements (ETCA)—Reference for formal courses giving MAJCOM procedures, security requirements, reporting instructions, clothing requirements and location information. <https://etca.randolph.af.mil/>

Event—A training item to be accomplished. Multiple events may be completed and logged during a sortie unless specifically excluded elsewhere in this manual.

Expeditionary Skills Training—A category of Ancillary Training. Training directly related to an Airman's ability to survive and operate in a contingency environment. Examples of expeditionary skills training include chemical, biological, radiological, and nuclear, and Self-Aid/Buddy Care.

Flying Training Level (FTL)—A standard assigned to crew members, based upon experience and SQ/CC recommendation, directing flying continuation training requirements.

Formal School Courseware—Training materials and programs developed for training crew members at formal schools. It includes all student study guides, workbooks, computer-based training lessons, instructor guides, and applicable training forms related to the specific course. Training courses listed in ETCA. Formal courses may be conducted using the secondary method training.

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

Initial Qualification Training (IQT)—Training needed to qualify a crewmember for basic crew duties in an assigned position for a specific aircraft, without regard for the unit's operational mission.

Instructor Certified Events—Training that requires an instructor to certify the student's attainment of the required proficiency and knowledge levels as specified in courseware and, if

appropriate, AF Form 4111 (or MAJCOM-approved substitute). Instructor certified events are documented on the AF Form 4348 (or MAJCOM-approved equivalent).

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 Events—The unit Defined Operational Capability Statement defines required crew capabilities. These capabilities, tactics, and/or events can be categorized as either Core or Special Mission.

Mission Ready (MR) Aircrew Member—An aircrew member who has satisfactorily completed IQT and MQT, and maintains qualification and proficiency in the command or unit operational mission.

Mission Qualification Training (MQT)—The training necessary to qualify a crewmember in a specific crew position to perform the command or unit operational mission. MQT completion is a prerequisite for MR status.

Multiple Qualification—A crew member who is qualified in more than one MDS.

Non-current—Failure to meet the minimum prescribed currency requirements in a training period for a given event.

Non-Mission Ready (NMR)—An individual who is non-current in required continuation training or unqualified in the aircraft, or is not otherwise certified to perform the unit's core required mission(s).

Primary Aircraft Authorization (PAA)—Aircraft authorized for performance of the operational mission. The PAA forms the basis for allocation of operating resources to include manpower, support equipment, and flying-hour funds. The operating command determines the PAA required for their assigned missions.

Proficiency—The degree of skill achieved from accomplishing a prescribed minimum number of training events to accomplish the unit's mission.

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

Required Proficiency Level (RPL)—Minimum skill and/or knowledge capabilities established for a specific training item or maneuver.

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

Single-Spot Ship—Those certified ships having one landing area IAW Joint Shipboard Helicopter Integration Process (JSHIP) MOU.

Special Mission Events—Mission events not designated as a “core event.” Some MR/MC crew members will carry additional qualifications in special mission events. Squadron CC/DO will determine which crew members will be qualified in these special mission events. Squadron CC/DO will determine if special mission events have affected C-rating and report variations through Status of Resources and Training Systems.

Training Status—A deficient status in which a crew member must fly under the supervision of an instructor when occupying a primary crew position. Once deficient items are corrected, the crew member is removed from training status.

Unqualified—A crewmember is unqualified under the following circumstances:

- 1—Failure to successfully pass an evaluation according to AFMAN 11-2CV-22v2, or
- 2—Failure to accomplish an evaluation in the time frame required by AFMAN 11-2CV-22v2, or
- 3—Non-current flight training events in excess of six months as specified by the MAJCOM-specific combined RTM, or
- 4—Administratively downgraded by SQ/CC or higher authority, or
- 5—Never qualified in the aircraft.

Upgrade Training—Training to qualify or certify a crew member in a higher crew qualification (i.e., mission aircraft commander, instructor, or evaluator).

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