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SPECIAL OPERATONS COMMAND

AIR FORCE SPECIAL OPERATIONS
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Operations

AIR FORCE SPECIAL OPERATIONS COMMAND (AFSOC) UNIQUE CIVIL ENGINEER UNIT TYPE CODE (UTC) PROGRAM

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This instruction implements Air Force Instruction (AFI) 10-403, Deployment Planning and Execution as well as the Joint Publication 4-0, *Joint Logistics*. Air Force Special Operations Forces (AFSOF) are not logistically self-sufficient for extended deployments, persistent operations and/or situations that require the conduct of operations from numerous, remote and austere locations prior to the establishment of more robust Expeditionary Combat Support (ECS) Base Operating Support (BOS). JP 4-0 requires United States Special Operations Command (USSOCOM) component commands to maintain a capability to support SOF elements for an initial period of 15 days. Services should be able to support special operations as soon as possible, but no later than 15 days after SOF are employed. This instruction applies to Air Force Special Operations Command (AFSOC) gained Air Force Reserve Command (AFRC) and Air National Guard (ANG) units. 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). 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's chain of command. This publication may not be supplemented or further implemented/extended. Requests for waivers of non-tiered items must be processed through command channels to the publication OPR for consideration.

Chapter 1

INTRODUCTION

1.1. General.

1.1.1. Air Force Special Operations Command (AFSOC) trains and postures Special Operations Civil Engineer (SOCE) forces to provide early beddown and initial BOS for SOF tasks. SOCE forces (4FPJ1 UTC J-Team members) and Air Rapid Response Kits (ARRK) must be tasked and deployed together to fill the void between early-arriving SOF and follow-on AF-provided ECS BOS. Conventional Civil Engineer forces are not trained on the specifics of this highly specialized equipment. **Note:** Commanders run the risk of serious injury to personnel and/or damage to the ARRK equipment if J-Team (4FPJ1) manpower is not utilized to set up, maintain and reconstitute ARRK equipment. SOCE forces are also trained in multiple skill sets to substantially reduce the manpower footprint. Both manpower and equipment force packages are tailored to be as agile as possible, consistent with mission requirements. ARRK assets are organized around two core capabilities and tailored to the individual mission through additive "playbook options". These options minimize logistical footprints by only deploying relevant and required capabilities. By providing adequate BOS early in AFSOC deployments, AFSOF forces can optimize sortie generation and build early combat capability.

1.1.2. The ARRK 100 Person and the ARRK Command and Control (C2) kits are the core assets SOCE forces use to beddown and provide command and control centers for AFSOF. The ARRK 100 supports up to one hundred personnel with billeting, shower/shave, basic latrines and a multi-use facility. The ARRK C2 is a tactical C2 facility with a central tactical operations center (TOC) and three ancillary work areas suitable for support activities such as intelligence, maintenance operations center, etc. The ARRK C2 provides, workstations, status boards, projectors, tables and chairs, but does not include ADP equipment (however, SIPR/NIPR cabling and power points are provided). The ARRK 100 and ARRK C2 provide complimentary support, but may be deployed separately based on mission requirements or available transportation.

Figure 1.1. ARRK 100 (UTC 4F9J1).

Figure 1.2. Command and Control (4F9J2).

1.1.3. The ARRK is currently postured with six playbook options that allow SOCE Forces to tailor ARRK capabilities to accommodate specific missions, various climates, and availability of local infrastructure support at the deployed location. These options provide: water filtration and potable water storage, environmental control units, an armory kit, bulk fuel storage, a command and control "turn-key" ready facility, and an extreme cold weather hardening support kit.

1.1.4. The ARRK is not designed to replace service or Geographic Combatant Commander (GCC) provided BOS. Rather, SOCE forces and ARRKs provide COMAFSOF with basic shelter, sanitation and minimal operations facilities to quickly and lightly deploy a short-term integrated aviation support package anywhere in the world across the full range of military operations. ARRK is the first building block in the expeditionary combat support process and is the Civil Engineer contribution to the Special Operations Expeditionary BOS (SOEBOS) requirement.

1.2. Relationship to Other Systems.

1.2.1. Air Force Basic Expeditionary Airfield Resources (BEAR) and Army Force Provider (FP). BEAR and FP provide the BOS foundation for expeditionary Air Force and Army conventional force beddown at austere locations. These kits provide vital equipment, facilities and infrastructure necessary to support combat forces at expeditionary locations wherever, the airlift footprint, response time and logistics challenges of deploying BEAR and FP packages are not conductive for use by SOF as an initial capability. Nevertheless, with the likelihood that conventional Air Force or Army forces will operate collocated with AFSOF, AFSOC specifically designed ARRK components to maximize interoperability with BEAR and FP assets.

1.2.2. USSOCOM Deployment Cell (D-Cell). D-Cell provides the USSOCOM commander with assets and personnel necessary to establish a BOS foundation for SOCOM forces. D-Cell provides robust equipment and personnel capabilities including: tentage, vehicles, latrines, food service, security forces, civil engineers, logisticians, transportation, purchasing agents, and so on. D-Cell is under the direct control of the USSOCOM commander and is typically tasked to provide support for joint SOF missions with substantial logistical footprint (i.e., establishing a Joint Special Operations Task Force (JSOTF)). The nature of the D-Cell, however, is not to provide direct support to service-specific [component] SOF, which is a responsibility of the parent service. However, at joint SOF operating locations, it does provide planners with additional follow-on capabilities.

1.2.3. Joint Operational Stocks (JOS). The JOS Program is a joint, centrally-managed, stored and maintained stock of USSOCOM materiel. The program loans mission critical and mission essential equipment that directly supports Theater Special Operations Commands (TSOCs), components and SOF units in the execution of contingency and real-world missions. This equipment includes force protection equipment, communications devices and bare base sustainment items. The JOS Program is administered by the Special Operations Forces Support Activity (SOFSA) in Lexington, Kentucky. SOFSA maintains equipment to be prepared to be turned over to shippers in less than 4 hours during the normal duty day however, logisticians and deployment planners will need to estimate and account for transit time from the JOS storage warehouses to the port of debarkation.

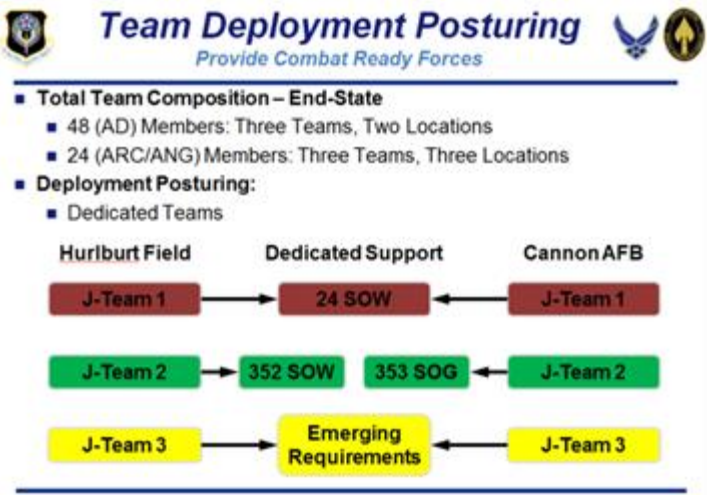
1.2.4. Bridging Base Operating Support. AFSOF operations continue to highlight the need for an AFSOC controlled and provided initial BOS for deployed AFSOF. Mission need often requires AFSOF commanders to direct arriving forces and conduct operations substantially ahead of ECS BOS establishment. Examples of operations include: humanitarian relief efforts in Haiti and Indonesia; AFSOF operations in the Balkans to support Operation PROVIDE PROMISE, initial deployments to H-1 in Iraq, Karshi Khanabad (K2) in Uzbekistan, and Jacobabad in Pakistan in support of Operations IRAQI FREEDOM and ENDURING FREEDOM. On average, these locations operated 14 days without adequate BOS.

1.2.5. J-Teams and ARRK an Enabling Capability. J-Teams and ARRK are one part of an enabling capability identified by AFSOC to provide support and to sustain initial special operations aviation forces in forward, austere locations. Identifying other necessary requirements and incorporating additional required “bridging the gap” capabilities into the planning process is critical to seamless combat support. SOCE forces provide subject matter

expertise to the support and logistics planning process in areas of bare base beddown and base operating support for extended operations. This input includes identifying functions, equipment, manpower and unique skills to adapt to various AFSOF mission requirements. As part of SOEBOS, SOCE forces will deploy with additional AFSOC security forces, services, contracting, medical and logistics/supply personnel to round out a standard SOEBOS support team (SBSS). The SBSS is capable of providing 14-30 days of BOS to a notional 3 to 500-person AFSOF expeditionary aviation package. Additionally, J-Teams and ARRKs are postured to provide planners with additional options to provide dedicated SOCE support to smaller contingencies.

1.3. J-Team Personnel and ARRK Equipment Posturing. AFSOC postures SOCE Forces at each CONUS Active Duty Special Operations Civil Engineer Squadron (SOCES) to provide dedicated manpower for ARRK beddown, operations, maintenance and reconstitution. Multi-disciplinary personnel are assigned to eight-person 4FPJ1 Unit Type Codes (UTCs) based on cross-functional expertise to minimize the manpower footprint. AFSOC/A4I coordinates with AFSOC/A3 and AFSOF commanders to ensure adequate numbers of "J-Teams" and ARRKs are postured at SOWs, SOGs, and SOCES units to support short-notice deployments.

Figure 1.3. Team Deployment Posturing.



1.3.1. UTC Posturing at CONUS SOCES Units. SOCES units are predominately funded through Air Force personnel appropriations Major Force Program-4 (vice U.S. Special Operations Command, Major Force Program-11). Manpower positions are therefore not earned for direct ARRK support and employment, but rather based on conventional force Air Force Manpower Standards for maintaining an installation's physical infrastructure. Consequently, the only locations that have adequate SOCE personnel and expertise available to constitute fully-manned J-teams are the two CONUS SOCES units. The Air Expeditionary Force Center (AEFC) has postured J-Teams as BLKYR (SOF enablers) and removed them from conventional AEF taskings.

1.3.2. SOCE Forces at OCONUS Special Operations Wings (SOWs) and Groups (SOGs). SOCE manpower at overseas SOW/Gs is earned to provide specific functional expertise (i.e. dedicated personnel for the SOW/G's deployable Joint Special Operations Air Component (JSOAC) UTC) or for specific in-garrison duties (i.e. the SOW/G civil engineer, ARRK

equipment manager, etc.). The SOW/Gs have both an inadequate functional mix and number of SOCE personnel to comprise full J-teams; however, these personnel are trained and experienced in basic ARRK capabilities and beddown and can provide functional expertise to SOW/G commanders and mission planners as well as providing an ARRK "hot start" capability preparing the assets for shipment etc. Since each OCONUS location has an assigned Officer and SNCO, they will assume the role of ARRK Program Manager for their location and will be required to maintain accountability and inventory by updating the reporting system database. **Note:** internal SOCE manning in OCONUS SOW/Gs is inadequate to complete a full beddown with ARRK assets and provide maintenance and troubleshooting support of all ARRK mechanical and power generation assets. CONUS SOCES units task ARRK personnel UTCs to support these tasks.

1.3.3. ARRK Posturing. AFSOC/A4IC and AFSOF commanders determine the number, type and location of postured ARRK equipment UTCs to support deliberate and concept planning as well as unexpected contingencies. The intent is to collocate ARRK kits directly with the units they are tasked to support to ensure the equipment is readily available and adequately maintained to support short-notice deployments. At OCONUS SOW/Gs, as there is minimal SOCE manning for routine maintenance of the assets, the number of ARRKs assigned is intentionally kept as low as possible consistent with mission requirements.

1.3.4. CONUS SOCES Units. CONUS SOCES units serve as central hubs and are assigned additional ARRK UTCs to support contingency operations deploying from the United States or to robust ARRK capabilities at OCONUS SOGs through additional ARRK playbook options. 1 SOCES will normally support additional ARRK equipment taskings to U.S. European Command, U.S. Africa Command, and U.S. Central Command. 27 SOCES will normally support U.S. Pacific Command. Support to U.S. North Command and U.S. South Command will be supported by both 1 and 27 SOCES based on J-Team and ARRK availability. **Note:** links between geographic combatant commands and supporting SOCES units are notional. ARRK or J-Team support will be directed from units best able to meet validated requirements.

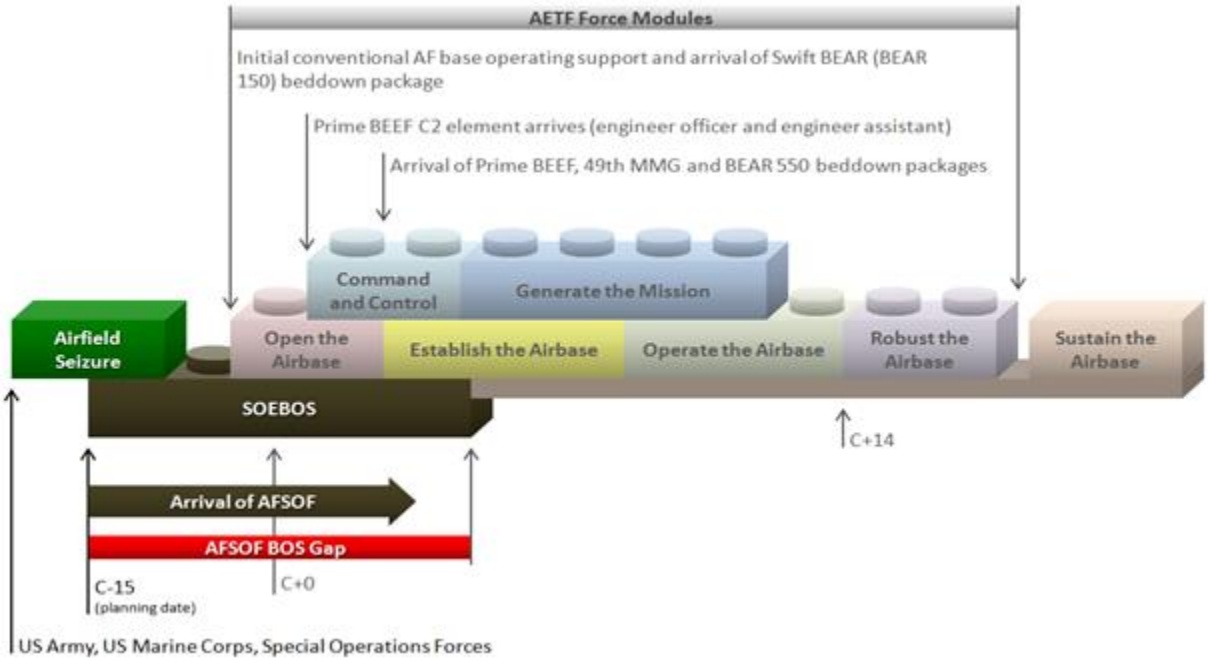
1.3.5. UTC Availability (UTA). UTA is the source document for a unit's ARRK capabilities and personnel. Currently, SOCES units are not guaranteed manning or contract support for ARRK maintenance. This task is a duty required of the unit's J-Team personnel. This is similar to the unit's Prime Base Engineer Emergency Force (BEEF) program, in which minimal manpower is earned for assigned UTC equipment maintenance. When the commander's priorities, fiscal constraints or the reserve man-day program allows, AFSOC/A4I will strive to provide ARRK manpower support.

1.4. Concept of Support.

1.4.1. The ARRK and associated J-teams provide COMAFSOF with SOCE forces and equipment to rapidly deploy to an austere location and provide initial BOS facilities and engineering support. This capability supports AFSOF in situations where they anticipate arrival of a follow on Air Expeditionary Task Force (AETF) or when AFSOF may be operating independently for abbreviated periods of time. The ARRK and J-Teams only provide BOS facilities and engineer support. Requirements for logistics, transportation, services, supply, security forces, contracting and medical skills must round out minimum BOS requirements for AFSOF deployments as part of the SOEBOS construct.

1.4.2. Figure 1.4, illustrates the force module construct as described in AFI 10-401, *Air Force Operations Planning and Execution*, **Chapter 6**. Air Expeditionary Task Force Modules are a method of packaging command and control, operational mission, and expeditionary combat support forces, equipment and supplies to provide the required capabilities to open, establish, and operate an air expeditionary wing or group (AEW/AEG). The figure illustrates the BOS disconnect between the arrival of AFSOF with or following the airfield seizure element and the establishment of service-provided BOS coinciding with the Open the Airbase Force Module.

Figure 1.4. AETF Force Module Concept with SOEBOS.



1.4.3. The ARRK and SOEBOS are designed to specifically bridge the BOS gap, and are not intended to replace the Open the Airbase FM. The ARRK provides the bare minimum facilities required for mission accomplishment by AFSOF, who are trained and equipped to operate in remote and austere locations. In the event that AFSOF will be a component to the larger AEW/AEG, the ARRK can continue to provide shelter and C2 facilities to AFSOF during the Open the Airbase, Command and Control, and Establish the Airbase FMs. The ARRK utilizes components and utility systems that are interoperable with standard BEAR and FP beddown infrastructure systems to facilitate a smooth transition from ARRK BOS to a robust service provided BOS. Additionally, this compatibility in systems simplifies maintenance and reconstitution at deployed locations where standard expeditionary beddown assets may be collocated.

1.4.4. The ARRK also provides COMAFSOF a capability of self-sustained and independent BOS shelter, sanitary and C2 facilities for short periods of time when follow on BEAR, FP and/or JOS assets are not expected. With adequate logistics support for fuel, the ARRK is postured with adequate spares, equipment and supplies for approximately 15-30 days of operations before required resupply.

1.4.5. The ARRK concept of support is built on the following basic planning assumptions (limitations noted with an asterisk may be partially or fully mitigated by simultaneously or subsequently deploying select ARRK playbook options):

1.4.5.1. The deployment location is a semi-permissive or permissive environment. The ARRK does not come with force protection; camouflage, concealment and deception (CCD) or hardening material.

1.4.5.2. Runway and taxiways at the deployed location meet minimum operating requirements for AFSOC aircraft.

1.4.5.3. Diesel fuel, a storage capability, and distribution system are available.

1.4.5.4. A potable water source is available at the deployed location, or sufficient potable water stocks can be obtained through resupply.

1.4.5.5. Climate control is not required for the ARRK-100.

1.4.5.6. Projected low ambient temperatures do not drop below freezing.

1.4.5.7. SOCE J-Teams are not already deployed and are available to support ARRK BOS taskings.

1.4.5.8. Material handling equipment (MHE) and/or vehicles will be available at the deployed location to transport ARRK equipment from the air cargo download to cantonment areas.

1.4.5.9. Earth moving equipment is available when the scope of deployment, vegetation, topography or other terrain features requires substantial site preparation.

1.4.5.10. Deployed forces will obtain Class IV license for expeditionary engineering or force protection measures (hardening, CCD, etc.) on the local economy or through service or GCC supply channels.

1.4.5.11. Priority for inter-theater airlift will allow SOWs to move CONUS-postured ARRK playbook options forward within 24 hours of formal tasking.

1.4.5.12. Inter-theater transportation will be available to rebalance ARRKs across AFSOC installations as ARRKs are deployed. Priority for rebalancing ARRK packages will be low, and will likely involve surface transport.

1.4.6. The J-Team is designed to support a single ARRK-100 and (1) ARRK-C2 kit with a wide variety of playbook options. Selecting a site that requires minimal site preparation and reducing the number of ARRK playbook options may allow a single J-team to support up to three additional ARRK-100s up to a maximum of 14 days. Any deployment of this scale lasting longer than 14 days will require augmentation by a second J-team as the number of preventative maintenance inspections on ARRK equipment and utility systems increases.

1.5. Scalability of the ARRK. The ARRK is inherently a scalable system, designed to be responsive to both the number of personnel supported and unique operating locations through selection of appropriate playbook options. The ARRK-100 is designed to be deployed as a standalone UTC optimized to provide temporary facilities and sanitation for up to 100 personnel for 14 to 30 days. As requirements for BOS increase, additional ARRKs and SOCE personnel can deploy to expand capabilities at the contingency operating location.

1.5.1. The ARRK also is a key component to the SOEBOS which conceptualizes short-term contingency deployment during which approximately 400 AFSOF personnel provide initial BOS until conventional forces open and establish the air base. The SOEBOS planning timeframe for AFSOF stand-alone BOS is up to 30 days. The engineer concept of support for SOEBOS is to deploy four ARRK-100 UTCs, an ARRK-C2 UTC and appropriate playbook options based on specific operating location and climatic conditions.

1.5.2. One important note is that few, if any, efficiencies are gained as additional ARRK-100 kits are deployed. ARRK-100 kits are standalone kits that are designed to run independently. While the components are largely interchangeable, the ARRK utility systems are not large enough to be interconnected. This effects both diesel fuel requirements and routine maintenance issues which can drastically increase the number of SOCE and security forces (SFS) personnel required for large ARRK beddowns. Some specific items planners must use are listed below.

1.5.2.1. The power generation and distribution system is designed to run as a stand-alone, independent grid with loads attached directly to the generator. There are no components in the ARRK itself to develop a consolidated grid that is powered from larger, more efficient generators. There are no step-down transformers or secondary distribution centers included with the ARRK.

1.5.2.2. Water purification, storage and distribution systems do not come with extra connectors or distribution lines that allow for tying together individual ARRK water distribution systems.

1.5.2.3. Water pumps and heaters are optimized for the individual ARRK kit.

1.5.2.4. ASOCE personnel can often install an individual ARRK-100 kit without substantial site work by locating/constructing individual tents as topography, vegetation and other site restrictions allow. However, as the footprint of the deployment increases personnel may need to perform substantial site preparation to avoid distributing facilities across a large area considerably increasing the amount of manpower required to provide site and perimeter security.

1.6. Employing the ARRK. ARRK Kits are prepositioned with AFSOC SOF units within the CONUS at the 1st and 27th Special Operations Wings and overseas at the 352 SOW and 353 SOG. This worldwide prepositioning allows ARRK equipment kits to be rapidly deployed to contingency situations while minimizing logistical requirements of moving assets via inter-theater and intra-theater airlift.

Figure 1.5. ARRK Posturing Locations.

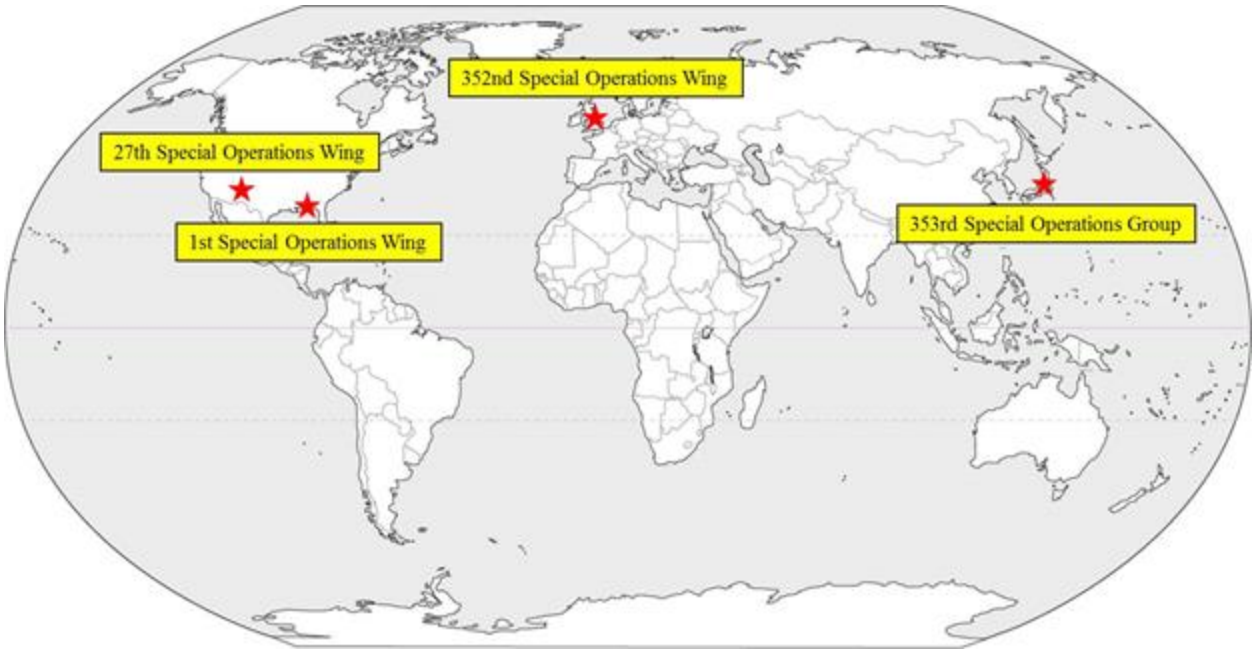


Figure 1.6. Posturing of Personnel and Equipment.

	J-Team	100-Person Beddown Kit	Command and Control (C2)	Environmental Control Units (ECU)	Fuel Storage	Water Purification	Armory	Extreme Cold Weather Kit
UTC	4FPJ1	4F9J1	4F9J2	4F9J3	4F9J4	4F9J5	4F9J6	4F9J7
1 SOW	3	5	3	3	5	1	4	1
27 SOW	3	5	3	3	5	2	4	1
352 SOW		5	1	2	1	1	1	1
353 SOG		3	1		1		1	

1.6.1. When AFSOF deployments are likely to require ARRK support, notify the local ARRK manager (1 and 27 SOCES/CEX and 352 SOW and 353 SOG/CE) as soon as practical. While ARRK kits are maintained in a ready-to-deploy status, recurring and preventative maintenance inspections on serviceable items may require some time for reconsolidation and palletizing the ARRK. Depending on initial timeframe for deployment, the deploying unit may need to provide manpower augmentation for pallet buildup, cargo marshalling and declarations of dangerous goods (HAZDECs) completion.

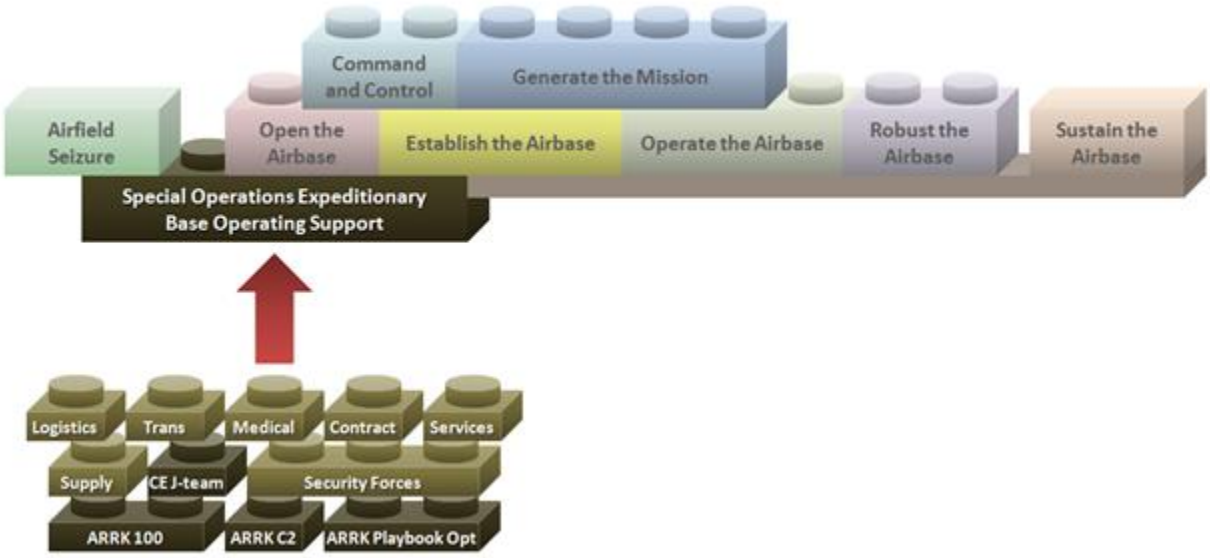
1.6.2. As the ARRK manager is preparing equipment for shipment, AFSOF planners should identify the need for ARRK playbook options to provide additional capabilities specific to the projected operating location. The overseas SOW or SOG have limited organic playbook options which may drive further demand from other AFSOC units for support. When demands exceed equipment on hand, AFSOC must task additional ARRK UTCs from CONUS units via inter-theater transportation. The local ARRK manager provides subject

matter expertise to the SOGs and SOWs on capabilities and limitations of the ARRK and can help identify relevant playbook options to mitigate limiting factors at the deployed location.

1.6.3. The ARRK manager at the deploying SOW or SOG will also immediately contact AFSOC/A4IC (the AFSOC ARRK Program Manager) to notify them of the requirement for ARRK support. AFSOC/A4IC will coordinate with the AFSOC Command Center Senior Duty Officer and AFSOC OC/SPDX to notify a SOCES J-team to prepare for deployment. Note: this does not constitute formal tasking of the J-team; formal tasking must be accomplished through standard tasking processes.

1.6.4. In order to provide the greatest flexibility to COMAFSOF, and to meet time critical requirements, the preceding actions should take place as soon as a projected need is identified and will likely occur prior to formal tasking of equipment or personnel UTCs. This early notification will provide the greatest opportunity to prepare personnel and equipment to meet compressed deployment timelines. Additionally, being involved early in the planning process will ensure that ARRK logistics requirements are coordinated with arrival of other AFSOF personnel and the equipment package is consistent with mission needs and COMAFSOF's SOEBOS requirements. The ARRK and SOCE J-Teams are a component of the SOEBOS concept. The local ARRK manager and J-Team must ensure early coordination with other SOEBOS components to identify and remedy shortfalls, transportation planning and outline limiting factors.

Figure 1.7. Component Building Blocks of the SOEBOS Concept.



1.6.5. Upon receipt of formal contingency deployment orders, personnel and equipment will process through local deployment processes. Local IDOs will load UTCs into appropriate in-transit visibility systems (Logistics Module [LOGMOD] of Contingency Operations Mobility Planning and Execution System [COMPES], Automated Air Load Planning System [AALPS] and/or Cargo Movement and Operations System [CMOS]) to allow real-time tracking of J-Teams and ARRK equipment. For crisis action operations, abbreviated deployment and logistics tracking processes may be required to meet the GCC's timeline.

1.6.6. Ideally, J-Team personnel deploy with the ARRK equipment (if deploying from CONUS) or link up with the selected equipment at the overseas SOG prior to movement downrange. In mission critical situations where CONUS J-Teams are unable to meet initial beddown timelines, organic SOCE personnel in the overseas SOGs can forward deploy with ARRK equipment, the capabilities of these SOCE personnel are substantially limited and will require manpower augmentation at the operating location to conduct facility erection and utility system installation. In any circumstance, J-Team support is required for maintenance, troubleshooting and repair of ARRK assets. Deploying ARRK equipment without immediate J-Team support is an operational risk that the local ARRK manager must present and explain to COMAFSOF prior to proceeding on that course of action.

1.6.7. AFSOC/A4I will coordinate with the AFSOC Command Center and AFSOC unit-level ARRK managers to deploy non-organic playbook options to support AFSOF requirements. Additionally, AFSOC/A4I will assist in cross-installation leveling of ARRK equipment to ensure SOGs and SOWs are adequately equipped to support additional contingency deployments. The effort in ARRK leveling is to ensure an appropriate distribution of unemployed assets the SOGs and SOWs. Leveling may not result in an equal distribution as AFSOC will rebalance ARRKs to ensure that core kits and playbook options are best postured to support likely contingencies based on operational risk analysis and in accordance with COMAFSOC guidance.

1.6.8. The deployed J-Team leader will routinely analyze current and projected BOS requirements and match these requirements against ARRK capabilities. When gaps in BOS are noted, the J-Team leader will brief the appropriate commanders on the projected deficiencies and how the unit may mitigate these shortfalls by requesting additional ARRK core kits and playbook options. When a course of action is approved by the COMAFSOF, the J-Team leader will work with logistics planners to task appropriate assets and arrange arrival of assets in conjunction with the site beddown plan.

1.6.9. While deployed, J-Team personnel will utilize supply and logistics systems already in place for equipment, maintenance spares and supplies when these systems exist. When posturing the ARRK for reconstitution and further redeployment, J-Teams will utilize theater special operations command (TSOC) or the local Joint Special Operations Air Component/Detachment (JSOAC/JSOAD) logistics procedures for repair and resupply. Coordinate all requests for resupply through the AFSOF logistics function (if one is in place), or through the parent AFSOC unit's local ARRK manager.

1.6.9.1. Robusting the Base Employment of ARRK is intended to augment SOEBOS as a bridging capability and is not intended for long-term base operating support that is typically provided by the GCC or service component. When AFSOF operations are more permanently established or grow beyond a minimal footprint, engineer and logistics planners must identify additional temporary, semi-permanent or permanent facilities suited for mission accomplishment and expected duration of operations. Early planning for these requirements is critical as logistics chains are likely still developing and running near capacity. Logistics and airflow planners need as much advance notice as possible to obtain equipment and materials and still meet required timelines for delivery.

1.6.9.1.1. Concurrently, engineer planners will need additional manpower to operate a larger airbase or operating location and to erect, construct and maintain additional

facilities. The 4FPET UTC should eventually relieve the 8-man ARRK team. The PET is a 26-man engineering UTC that provides substantially greater capabilities than the smaller-footprint J-team. It's manned for steady-state BOS operations and has manpower necessary to begin robusting the airbase.

1.6.9.2. Redeployment and Reconstitution When ARRK equipment is no longer required to support AFSOF operations, the deployed J-Team will contact AFSOC/A4I for disposition of ARRK system components. After receiving AFSOC/A4I approval, J-Team personnel will dispose of unserviceable and non-repairable components in accordance with theater policy and/or Defense Reutilization and Marketing Office (DRMO) guidance. AFSOC/A4I may direct serviceable components remain in theater based on operational need or cost-reimbursement arrangements. If ARRKs are redeployed, the local ARRK manager receiving the redeployed equipment will fully service and reconstitute the equipment. The owning unit ARRK manager will provide a final report to AFSOC/A4I of all missing or damaged items for reorder within 30 days.

1.6.9.2.1. Upon redeployment, the J-Team leader will provide AFSOC/A4I with an observations, innovations and lessons learned (OIL) report. The intent of the report is to provide AFSOC/A4I with feedback on possible improvement of the ARRK and component parts to better support deployed AFSOF. The J-Team leader will also identify shortfalls and issues during deployment, sustainment, resupply, reconstitution and redeployment. These shortfalls may include personnel, training, equipment and processing issues that hindered mission accomplishment. While unclassified OIL reports are preferred, classified reports are acceptable when required to protect operational security.

Chapter 2

ARRK UTC POSTURING AND STATUS REPORTING

2.1. General. AFSOC will account for J-Team personnel and ARRK equipment capabilities in the Air Force-wide UTC Tasking Availability (UTA) application of the Deliberate and Crisis Action Planning and Execution Segment (DCAPES) system. Units will report personnel and equipment status through the AEF UTC Reporting Tool (ART). This attachment outlines MAJCOM and unit responsibilities for readiness reporting and ARRK and J-Team posturing, training and equipping.

2.2. ARRK Status Reporting. ARRK status reporting provides AFSOC and AF senior leaders readiness information needed to manage, sustain, plan and employ special operations capability. Reporting also provides unit commanders with a mechanism to report a UTC's current and future ability or inability to meet its mission capability statement across the full range of military operations. Operations and logistics planners will use information in ART to aid in resource allocation and tasking decisions during steady-state and crisis actions.

2.2.1. Pilot Unit. AFSOC/A4I has designated 1 SOCES as the ARRK capabilities pilot unit. 1 SOCES will fulfill pilot unit obligations for the 4FPJ1 personnel UTC and 4F9J1 through 4F9J7 ARRK equipment UTCs. AFSOC will remain the responsible MAJCOM with oversight and coordination responsibilities delegated to AFSOC/A4IC. Pilot unit and MAJCOM responsibilities for UTC development and validation are outlined in AFI 10-401, *Air Force Operations Planning and Execution*, and discussed in further detail in Section 4.2, MAJCOM ARRK Program Manager, and Section 4.3, Squadron ARRK Program Manager.

2.2.2. AEF Alignment. The intent of the ARRK program is to provide COMAFSOF with a rapidly-deployable, mission-adaptable capability that is meant to bridge the BOS gap between arrival of AFSOF and establishment of conventional expeditionary combat support forces. Upon establishment of robust BOS, the ARRK is reconstituted and either deployed further forward or redeployed. AFSOC/A4I will posture all ARRK personnel and equipment UTCs into an enabler status. Specifically, as the ARRK is designed to support AFSOF forces, the ARRK is identified as BLKYR and DFT SOF in the AEF Capability Library and UTA DCAPES application.

2.2.3. UTC Posturing. Posturing the UTCs as enablers requires that the UTC be prepared to deploy with little notice and as often as required. This status removed the UTCs from the standard AEF rotation, reducing deployment predictability for airmen. Unit Deployment Managers and local ARRK managers will manage these enablers to provide as much predictability as possible consistent with response times. When assigning personnel to ARRK UTCs, commanders and UDMs should take into account projected skill-level upgrade training, formal training courses, professional military education, academic degree classes, and other actions that will be impacted by no-notice and possibly frequent deployments.

2.2.4. UTC Assessments. UTC Assessments are based on the UTC's ability to perform the capability defined by the mission capability (MISCAP) statement within the DOC response time. As ARRK UTCs are categorized as enablers, unit commanders rate each UTC against the unit's current ability to deploy and employ the UTC. Areas to be considered are personnel, equipment, training and equipment condition. Personnel must be worldwide

mobility qualified and have all required mission and skill level training complete in accordance with applicable directives and instructions. Equipment must be serviceable and available for deployment.

2.2.4.1. Equipment and supplies on hand measurement area includes the status of LOGFOR equipment and supplies required to support the UTC. It may indicate budget and supply problems when the details are known. Commanders determine the readiness status based on the availability of mission required equipment and supplies. Items are considered available if they are assigned to the unit and are physically present at the unit for deployment. **Note:** ARRK equipment requiring periodic maintenance or extensive repair, such as generators, should be coded "red" when the time required to disassemble, repair, reconstitute, and reassemble exceeds 24 hours. Operations checks, or minor maintenance activities not exceeding 24 hours will not require changes in the equipment and supplies on hand status.

2.2.4.2. The equipment condition area is used to determine the combat support equipment that can be made ready within the UTC's response time to undertake the mission. The equipment condition area is used only for vehicles on ARRK equipment UTCs (should they become available). For all other UTCs, equipment condition is not reported. Equipment that is on hand, but not in operable condition will be reported under the equipment and supplies on hand area.

2.2.4.3. The training assessment area indicates the status of training needed to support the mission for which a UTC is designated (MISCAP). All personnel assigned to a UTC must have all required mission and skill level training completed IAW applicable directives and instructions at the time of assessment. Individual ARRK training requirements are established in a separate appendix to this document.

2.2.4.4. The personnel assessment area indicates the skill level and availability of UTC assigned personnel worldwide mobility qualified and able to deploy within the UTC's response time to undertake the mission. Enlisted personnel are assessed by Core Air Force Specialty Code (CAFSC) and officers by Duty Air Force Specialty Code (DAFSC). As ARRK personnel are often operating in small teams with no redundancies in AFSs, skill level substitution with a lower skill level enlisted person is not permitted. Additionally, personnel will not be considered Fully Mission Capable (FMC) until they have completed the following courses offered by the USAF Special Operations School (USAFSOS): Intro to Special Operations Course [ISOC], the Air Commando Course [ACC], the Intercultural Competencies Course [ICC], and Introduction to Foreign Internal Defense (IFID) Course.

2.2.4.5. Members assigned to the 4FPJ1 UTCs will also receive enhanced training on basic pavements assessing, the Dynamic Cone Penetrometer, and the special tactics "Dice Five" airfield lighting kit to allow the team to provide the following capabilities - Perform expedient airfield, Short Land and Takeoff Landing Zone (STOL-LZ), and Helicopter Landing Zone (HLZ) surveys.

2.3. ARRK Readiness.

2.3.1. Real-world contingency operations using ARRK equipment and personnel highlight the ARRK as a critical enabler to AFSOF and follow-on conventional force missions early in contingency operations; however, simply having the equipment present in a deployed location is not enough. ARRK personnel must understand how to maximize basic engineer competencies along with ARRK capabilities while minimizing time required to bring the deployed base to full operation.

2.3.2. It's critical that ARRK UTCs (both equipment and personnel) remain at a constant state of deployment readiness at all times. To ensure this, SOCE forces must routinely exercise and functionally check all of the ARRK equipment to expedite possible required part replacements etc. This practice will also continuously improve and refine individual and J Team training.

Chapter 3

J-TEAM UTC ASSIGNMENT, TRAINING & PRO-GEAR

3.1. General.

3.1.1. ARRK personnel will train to meet a full range of tasks expected in a contingency environment. These tasks are contained in each Career Field Education and Training Plan (CFETP); AFI 10-210, *Prime Base Engineer Emergency Force (BEEF) Program*; AFI 10-209, *RED HORSE Program*; and this document. The UDM or other individual designated by the unit commander, will document ARRK training using ACES-PR. Document training using AF Form 1098, *Special Task Certification and Recurring Training*, if ACES-PR capability is not available.

3.1.2. The ARRK UTC training program is divided into five components: force protection and weapons training; AFS SOCE training; essential equipment training; vehicle training and qualification; and expeditionary skills training. Force protection and weapons training ensures personnel are capable of individual personal protection and augmenting base defense and convoy operations. AFS SOCE includes common requirements of AFI 10-210 for Prime BEEF personnel and additional ARRK J-team specific tasks. ARRK essential equipment training ensures SOCE personnel are trained and cross-trained in the deployment, operations, maintenance and redeployment of ARRK-unique equipment. Vehicle training exceeds AFI 10-210 training and qualification requirements, focusing specifically on vehicles J-team personnel are likely to find in a SOF operating environment. Expeditionary skills training provides common core expeditionary training across the entire Air Force as specified in AFI 36-2201, *Air Force Training Program.*

3.2. J-Team Assignment. AFSOC SOCES Commanders reserve the right to appoint individuals to fulfill the positions of the team based on qualification and remaining time at current duty location. All appointments will be approved by AFSOC/A4IC and any changes to the teams must first be approved by AFSOC/A4IC.

3.3. J-Team Training.

3.3.1. Force Protection and Weapons Training Skills. SOCE assigned to fill 4FPJ1 UTCs as primary or alternate members will be qualified with their primary duty weapon (M4 rifle). Additionally, J-team members will also qualify with a sidearm (M9 pistol) for personal protection and for escort/courier duties when required. SOCE personnel assigned to SOGs will be qualified in the M4 rifle. SOCE personnel assigned to the OCONUS SOGs will be qualified on the M9 pistol in accordance with the SOG's arming and training policies for SOF enablers. Unit deployment managers (UDMs) must manually assign these requirements in ACES-PR. J-team engineers and SOCE personnel assigned to the SOGs are included in Arming Group A and will train to that frequency. SOCE personnel are equivalent to Prime BEEF/RED HORSE engineers for the purpose of determining arming group frequency in accordance with AFI 36-2226, *Combat Arms Program*.

3.3.2. AFS Specific SOCE Training.

3.3.2.1. All Air Force civil engineer personnel are trained in core expeditionary engineering skills. While assigned to J-team UTCs, AFSOC personnel will maintain currency in all AFI 10-210 individual training requirements as well as additional training outlined in this document.

3.3.2.2. AFS-specific SOCE training ensures personnel are prepared to operate in support of special operations missions in remote and austere operating locations. SOCE forces may often find themselves deployed to locations with little logistical support for arranging onward movement of personnel and equipment. J-teams must have this capability to ensure maximum flexibility in mission accomplishment by having internal expertise in preparing and loading equipment items for shipment and movement.

3.3.2.3. The level II antiterrorism course provides senior team leaders with training in identification and mitigation of force protection and terrorism related threats to the airbase in the absence of security forces and personnel from the AF Office of Special Investigations. This capability is extremely important as the ARRK construct enables SOCE forces to continually redeploy to operating locations that are further and further from main operating bases and substantial base operating support.

3.3.2.4. In many circumstances, SOCEs will be among the first airmen on the ground surveying operating facilities and erecting the ARRK or other contingency facilities. SOCEs are not just operating “outside the wire” but rather they are the forces setting up the wire. High risk of capture/high risk of isolation (HRC/HRI) training prepares SOCE engineers with an overview of tactics, techniques and procedures to aid themselves and personnel recovery forces. When lead time allows, general HRC/HRI training should be supplemented with theater or country specific training when tasked to specific deployment locations. Additionally, as funding and class opening requirements allow, personnel should be scheduled for Evasion and Conduct after Capture (ECAC) or Survival, Evasion, Resistance and Escape (SERE) training.

Figure 3.1. J-Team General Training.

Training	**32EX**	**3E0X1**	**3E0X2**	**3E1X1**	**3E2X1**	**3E3X1**	**3E4X1**	**3E5X1**
Introduction to Special Operations Course (ISOC)	X	X	X	X	X	X	X	X
Joint Special Operations Air Component (JSOAC) Course	X	Optional for E7 or above						
Introduction to Foreign Internal Defense (IFID) Course	X	X	X	X	X	X	X	X
Intercultural Competence for SOF Course (ICSOF)	X	X	X	X	X	X	X	X
Air Commando Course	X	X	X	X	X	X	X	X
Joint Engineer Operations Course (AFIT 590)	R							
DIT/ROC, TFPC, or other AF-approved AT level 2 course	X	Optional for 1 additional E7 or above						
Simplified Facility Design (AFIT 481)	X							R
Pallet build up and HAZDEC certification (local LRS)	O	O	O	O	O	O	X	X
Sling load Qualification	O	O	O	O	O	O	X	X
Aircraft Cargo Loading Certification	O	O	O	O	X	X	O	O
Deployed Equipment Custodian Training (local LRS)	X	O	O	O	O	O	X	X
Unit Deployment Manager Training (local LRS)	X	At least 1 additional E5 or above						
HAZMAT First Responder Awareness	At least 2 per team							
High Risk of Capture/High Risk of Isolation (local SERE)	X	X	X	X	X	X	X	X
SERE or ECAC	O	O	O	O	O	O	O	O
X – Mandatory O – Optional R – Recommended if appropriate prerequisites have been met								

3.3.3. Essential Equipment Training.

3.3.3.1. The SOEBOS construct only works by minimizing the ECS personnel and equipment footprint required to provide a minimal standard of BOS for AFSOF. ARRK J-teams do not provide redundancies in personnel assigned to cover shortfalls in particular skills unique to each AFSC on the team. Consequently, the ARRK training program focuses on cross training personnel to build redundancies that aid successful mission accomplishment.

Figure 3.2. ARRK Specific Training.

Training (Note 1)	**Training Frequency**	**32EX**	**3E0X1**	**3E0X2**	**3E1X1**	**3E2X1**	**3E3X1**	**3E4X1**	**3E5X1**
ARRK Shelter Systems	6 months	X	X	X	X	X	X	X	X
ARRK-C2 Tent	6 months	X	X	X	X	X	X	X	X
ARRK-C2 Communications Component	6 months	A					X		X
Generators and Electrical Distribution	6 months		A	X	A				
ARRK Environmental Control Unit	6 months		A	A	X				
ARRK Shower	12 months					A		X	
ARRK Water Purification Unit	6 months					A		X	
ARRK Fuel Kit (Note 2)	12 months					A		X	
ARRK Cold Weather Kit	12 months				X			A	

X – AFS is capable of preparing equipment for deployment, deploying and installing equipment, providing preventative maintenance, troubleshooting and repairing inoperable equipment, reconstituting equipment and preparing equipment for storage.
A – AFS is capable of deploying and installing equipment, operating equipment, providing basic preventative maintenance and minor troubleshooting and repairs. The intent is to have alternate personnel on the team able to bring the equipment to an operational level and maintain the equipment in operable status for 96 hours. At the team leader's discretion, additional personnel may be trained as alternate equipment operators. All alternate equipment operators must follow all safety procedures and have all certifications required of the primary operator to conduct specified operations and maintenance tasks on ARRK equipment.
Note 1: Training includes setup, inspection, operation, maintenance and reconstitution of required equipment. Proper planning of training days can coincide with preventative maintenance inspections.
Note 2: Do not fill fuel bladders for training if the bladders are still unused.

3.3.4. Vehicle Training. For vehicles an individual does not normally operate in-garrison, a vehicle qualification license may be used. Under these circumstances, the unit's designated vehicle training monitors document vehicle qualifications using an AF Form 171, *Request for Driver's Training, and Addition to US Government Driver's License*. Units that do not have access to the vehicles listed below should make every effort to attempt to train on those vehicles. Possible solutions to equipment shortfalls may include contacting a nearby military installation to borrow or use equipment and/or programming unit funds to send individuals to training sites such as the Expeditionary Combat Support-Training and Certification Center, Regional Equipment Operator Training Site and/or applicable Regional Training Sites. **Note:** Local ARRK managers at the 352nd SOW and 353rd SOGs will qualify, to the maximum extent possible, and as vehicle availability permits, to meet their AFSC specific requirements in the table below. For 3E6X1 and 3E9X1 personnel assigned to the 352 SOW and 353 SOG who may forward deploy with the ARRK, they will meet the qualifications required for the 3E5X1 AFSC.

Figure 3.3. J-Team Vehicle Training.

Vehicle (Note 1)	**32EX**	**3E0X1**	**3E0X2**	**3E1X1**	**3E2X1**	**3E3X1**	**3E4X1**	**3E5X1**
General Purpose Vehicle (up to 14,000 lbs.)	X	X	X	X	X	X	X	X
Dump Truck			X		X	X	X	
Cargo Truck, 2.5 ton 6x6 (M35/M36)		X	X	X	X	X	X	
Water Distributor Truck					X		X	
Sewer Pumper Truck					X		X	
Electrical Line Truck		X	X					
Up Armored HMMWV	O	O	O	O	O	O	O	O
HMMWV	X	X	X	X	X	X	X	X
Tractor-Trailer					X	X		
Grader					X			
Bulldozer					X			
Excavator					X			
Vibratory Roller					X			
Front-end Loader (with forklift attachment)		X	X	X	X	X	X	O
All Terrain Forklift, 10-13K	O	X	X	X	X	X	X	O
Forklift, 6K	O	X	X	X	X	X	X	O
Skid-steer Loader (i.e., Bobcat)	O	X	X	X	X	X	X	X
Multi-purpose Sweeper					X			
Sweeper, Front Mounted, Rotary					X			
Backhoe		X			X		X	
Trencher with Trailer		X			X			
All-Terrain Vehicle (Note 2)	X	X	X	X	X	X	X	X
Crane, 15 ton or larger	(Note 3)							

Note 1: Vehicles marked with an "X" requires qualification. Vehicles marked with an "O" are optional, but highly recommended qualifications.

Note 2: All-terrain vehicle qualification will be in accordance with an Air Force recognized ATV training course. Contact base security forces or ground safety for recognized training courses and availability of local instructors.

Note 3: At least one person assigned to each 4FPJ1 UTC will be licensed and certified. Use T.O. 36C-1-5, AFOSHSTD 91-4, *Materials Handling and Storage Equipment*, and the applicable AFQTP to determine operator qualification requirements. Crane certification/recertification is offered at the Expeditionary Combat Support-Training and Certification Center at Dobbins ARB, GA; Regional Equipment Operator Training Site at Fort Indiantown Gap, PA; or by a qualified commercial crane course.

3.4. J-Team Pro-Gear.

3.4.1. Each individual officially assigned to the J-Team must maintain and store a "ready-bag" in the ARRK warehouse provided storage lockers to meet deployment requirement timelines. The items will not be worn in CONUS for day-to-day operations unless specifically supporting a J-Team tasking. Any replacement items required for the team member bags must be processed to the MAJCOM ARRK Program Manager for approval. Each individual will sign Attachment 3 acknowledging receipt of the Pro-Gear items with final signature being MAJCOM ARRK Program Manager. The Pilot Unit ARRK Program Manager will coordinate any requested or recommended changes to the Pro-Gear list. All changes must be approved by Squadron Leadership (CC, CEM, or CEO/CC) before being presented to AFSOC/A4IC for final concurrence. See Attachment 3 for a full list of issued Pro-Gear which must be signed for by each member at issue.

Chapter 4

ROLES AND RESPONSIBILITIES

4.1. General. The purpose of this section is to identify all stakeholders in the ARRK Program and ensure roles and responsibilities for each level are understood and followed.

4.2. MAJCOM.

4.2.1. AFSOC/A4I Division Chief. The AFSOC/A4I Director is final word/authority for all actions pertaining to the ARRK Program.

4.2.1.1. Approves annual budget for ARRK Program to include but not limited to UTC replacement parts, J-Team pro-gear, TDY's, and UTC maintenance requirements (i.e. generator oil change).

4.2.1.2. Approves team member additions and modifications.

4.2.1.3. Approves unfunded requests for entire program (i.e. equipment upgrades, modernize and sustain the force etc.).

4.2.2. AFSOC ARRK Program Manager. The AFSOC ARRK Program Manager maintains overall control of all J-Team and ARRK assets assigned to the MAJCOM.

4.2.2.1. Conducts monthly inspection of reporting system to ensure deficiencies or mark downs are addressed and a course of action is developed.

4.2.2.2. Conducts inspection of each program locations, one per Fiscal year quarter i.e. (Q1: 1 SOCES, Q2: 352 SOW, Q3: 27 SOCES, and Q4: 353 SOG)

4.2.2.3. Manages budget plan for ARRK sustainment funds and submits unfunded list.

4.2.2.4. Reviews and approves funds requested by units for maintenance of ARRK assets.

4.2.2.5. Approves appointments of J-team members and changes of J-Team members.

4.3. CONUS.

4.3.1. Commander. Appoints members of J-Team to include overall J-Team OIC and ARRK Program Manager. SOF Unique UTC's are the priority fill positions and all spots must be filled to 100% before assigning members to AEF UTC's. Signs reporting system report on a monthly basis in accordance with established dates for ART, AF-IT, and DRRS.

4.3.2. Operations Flight Commander. Directly supervises the ARRK Program Manger to ensure the assets are maintained, organized, and accounted for in support of SOF requirements. Assigns members of flight and aligns them into J-Teams to create cohesive units able to be self-sufficient for a minimum of 30-days while tasked.

4.3.3. Unit ARRK Program Manager. Maintains inventory and accountability of ARRK assets and organizes assets in warehouse. Ensures all J-Team members are qualified and trained as directed in this instruction. Reports readiness of ARRK and J-Team in ART, AF-IT, and DRRS. The J-Teams will be loaded in the appropriate system by name. Any changes to the readiness status of a J-Team or ARRK will be channeled to MAJCOM ARRK Program Manger within 48-hours.

4.3.3.1. The Unit ARRK Program Manager for the designated Pilot Unit Squadron will assume the responsibilities outlined in AFI 10-401 to include but not limited to:

4.3.3.1.1. A pilot unit is responsible for developing and maintaining standard manpower and logistics detail for each UTC it has been assigned. The goal is a uniform package for all units that will use the UTC.

4.3.3.1.2. Submits and coordinates UTC changes through its MAJCOM.

4.3.3.1.3. Pilot Units must reflect the specific equipment/non-equipment requirements, to include NSN, Nomenclature, tasked quantities, Hazard/Special Handling Indicator codes, sensitive/controlled items, and ASCs, that all like units are required to deploy in order to meet the mission of the UTC MISCAP.

4.3.3.1.4. Conduct pilot unit conferences every two years, scheduling them to maximize non-pilot unit availability.

4.3.3.1.5. Coordinates research and development on items with approved vendors to improve functionality of system to meet requirements.

4.3.4. J-Team Members. Primary role is to maintain proficiency and qualifications on ARRK assets. J-Team members will conduct preventative maintenance inspections on all assets covered within their specific AFSC. For example: structures troops will inspect tent structure for wear and tear and power production personnel will run generators on frequency suggested by manufacturer and conduct required maintenance. J-Team members are subject matter experts (SMEs) on the ARRK assets covered within their specific AFSC.

4.4. OCONUS.

4.4.1. Command Staff and Director of Staff. Acts as the Squadron Commander and, as described above in Section 4.3.1.

4.4.2. Ranking CE Individual. Acts as the Operations Flight Commander and ARRK Program Manager, as described above in Section 4.3.2, and 4.3.3 respectively.

JOSEPH J. RUSHLAU, Colonel, USAF
Director of Logistics

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

JP 3-34, *Joint Engineer Operations,* 6 Jan 2016

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AFI 10-209, *RED HORSE Program,* 8 May 2012

AFI 10-210, *Prime Base Engineer Emergency Force (BEEF) Program,* 21 Jan 2015

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AFI 33-360, *Publications and Forms Management,* 1 Dec 2015

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

AFI 36-2201, *Air Force Training Program,* 7 Aug 2013

AFI 36-2226, *Combat Arms Program,* 24 Feb 2009

T.O. 36C-1-5, *Materials Handling and Storage Equipment,* 20 Dec 1973

AFI 91-203, *Air Force Consolidated Occupational Safety Instruction,* 15 June 2012
Incorporating Change 1, 26 October 2016

Prescribed Forms

There are no forms prescribed by this publication.

Adopted Forms

AF Form 171, *Request for Driver's Training and Addition to US Government Driver's License*

AF Form 847, *Recommendation for Change of Publication*

AF Form 1098, *Special Task Certification and Recurring Training*

Abbreviations and Acronyms

AALPS—Automated Air Load Planning System

ADP—Automated Data Processing

AEF—Air Expeditionary Force

AEFC—Air Expeditionary Force Center

AETF—Air Expeditionary Task Force

AEW/AEG—Air Expeditionary Wing/Air Expeditionary Group

AFI—Air Force Instruction

AF-IT—Air Force Inspection System

AFS—Air Force Specialty

AFSC—Air Force Specialty Code

AFSOC—Air Force Special Operations Command

AFSOF—Air Force Special Operations Forces

AOC—Air Operations Center

ARRK—Air Rapid Response Kits

ART—Air Expeditionary Forces Unit Type Code Reporting Tool

AT—Antiterrorism

BEAR—Basic Expeditionary Airfield Resources

BET—Basic Engineer Team

BOS—Base Operating Support

C2—Command and Control

CAFSC—Core Air Force Specialty Code

CCD—Camouflage, Concealment and Deception

CE—Civil Engineer

CFETP—Career Field Education and Training Plan

CMOS—Cargo Movement and Operations System

COMAFSOC—Commander, Air Force Special Operations Command

COMAFSOF—Commander, Air Force Special Operations Forces

COMPES—Contingency Operations Mobility Planning and Execution System

CONOP—Concept of Operations

CONPLAN—Concept Plan

CONUS—Continental United States

DAFSC—Duty Air Force Specialty Code

DAV—Duty Availability

DCAPES—Deliberate and Crisis Action Planning and Execution Segments

D-Cell—Deployment Cell

DIT/ROC—Dynamics of International Terrorism/Responsible Officer's Course

DOC—Designed Operational Capability

DRMO—Defense Reutilization and Marketing Office

ECAC—Evasion and Escape After Capture

ECS—Expeditionary Combat Support

EET—Essential Equipment Training

ESL—Equipment Supply List

FM—Force Module

FP—Force Provider, Force Protection

GCC—Geographic Combatant Commander

GWD—Get Well Date

HAZDEC—Declaration of Dangerous Goods

HAZMAT—Hazardous Material

HMMWV—High Mobility Multipurpose Wheeled Vehicle

HRC/HRI—High Risk of Capture/High Risk of Isolation

IAW—In Accordance With

JEPES—Joint Engineer Planning and Execution System

JOPES—Joint Operations Planning and Execution System

JOS—Joint Operational Stocks

JSOAC—Joint Special Operations Air Component

JSOAD—Joint Special Operations Air Detachment

JSOTF—Joint Special Operations Task Force

LOGDET—Logistics Detail

LOGFOR—Logistics Force Packaging System

LOGMOD—Logistics Module

MANFOR—Manpower Force Element

MHE—Material Handling Equipment

MISCAP—Mission Capability

NIPR—Non-classified Internet Protocol Router

OCONUS—Out of the Continental United States

OIL—Observations, Innovations and Lessons Learned

OPLAN—Operations Plan

PRIME BEEF—Prime Base Engineer Emergency Force

SERE—Survival, Evasion, Resistance and Escape

SFS—Security Forces

SIPR—Secure Internet Protocol Router

SOCE—Special Operations Civil Engineer

SOCES—Special Operations Civil Engineer Squadron

SOEBOS—Special Operations Expeditionary Base Operating Support

SOF—Special Operations Forces

SOFSA—Special Operations Forces Support Activity

SOG—Special Operations Group

SOTF—Special Operations Task Force

SOW—Special Operations Wing

TOC—Tactical Operations Center

TSOC—Theater Special Operations Command

UDM—Unit Deployment Manager

USSOCOM—U.S. Special Operations Command

UTA—Unit Type Code Tasking Availability

UTC—Unit Type Code

Attachment 2

ART MONITOR ASSESSMENT CHECKLISTS

A2.1. Art Monitor Checklists. All units will execute this checklist each month to assess ARRK and J-Team UTC personnel, training and equipment/supplies on hand and update in ART monthly. Equipment condition is not measured for current ARRK UTCs. Always consider the UTC's mission MISCAP statement when assessing.

A2.2. Instructions: Circle the appropriate subarea rating. The lowest rating in any subarea will drive the overall rating of the UTC. Any deficiencies (ratings of yellow or red) must have remarks and get well dates (GWD). Check each month for expiration of GWD. Refresh the report monthly or when significant changes to a UTC's readiness affect the UTC's ART rating.

A2.2.1. Green – there are absolutely no deficiencies

A2.2.2. Yellow – there are deficiencies, but the UTC can meet the MISCAP statement.

A2.2.3. Red – the UTC cannot meet its MISCAP due to substantial deficiencies.

Table A2.1. ART Monitor Assessment Checklist – Personnel

Rule	Question	Criteria	Subarea rating	Remarks required in ART
1a	Are all position numbers in the UTC filled by assigned personnel?	Yes.	Green	
1b		No.	Red	Identify shortfall and GWD.
2a	Does each member's CAFSC/DAFSC listed in each UTC position match or exceed the AFS and skill level requirement?	Yes.	Green	
2b		No, but substitution is allowed by MISCAP. (Note 1)	Yellow	Identify shortfall and GWD.
2c		No, and substitution exceeds MISCAP.	Red	Identify shortfall and GWD.
3a	Does each member's grade listed in each UTC position match the MANFOR requirement?	Yes.	Green	
3b		No, but substitution is allowed by MISCAP or AFI 10-403.	Yellow	Identify shortfall and GWD.
3c		No, and substitution exceeds MISCAP and 10-403 allowances.	Red	Identify shortfall and GWD.
4a	Are all members free of any non-waiverable deployment availability codes?	Yes.	Green	
4b		No, but can still meet MISCAP.	Yellow	Identify shortfall, DAV code and GWD.
4c		No, and cannot meet MISCAP.	Red	Identify shortfall, DAV code and GWD.
5a	Are all members free of any other	Yes.	Green	
5b		No, but can still meet	Yellow	Identify shortfall and

Rule	Question	Criteria	Subarea rating	Remarks required in ART
	condition that could affect the ability of the UTC to meet the MISCAP?	MISCAP.		GWD.
5c		No, and cannot meet MISCAP.	Red	Identify shortfall and GWD.
Note 1: The 4FPJ1 UTC is designed to be as small as possible for mission accomplishment. Having less than eight positions filled is not compatible with the UTC's MISCAP. **Note 2:** Substitution for a lower skill level is not authorized for the 4FPJ1 UTC. For officers, any AFSC educational suffix is allowed.				

Table A2.2. ART Monitor Assessment Checklist – Training

Rule	Question	Criteria	Subarea rating	Remarks required in ART
1a	Do all members have all Prime BEEF training as listed in AFI 10-210 complete?	Yes.	Green	
1b		No, but can still meet MISCAP.	Yellow	Identify shortfall and GWD.
1c		No, and cannot meet MISCAP.	Red	Identify shortfall and GWD.
2a	Are all members qualified on both the M4 and M9? (Note 1)	Yes.	Green	
2b		No.	Red	Identify shortfall and GWD.
3a	Have all members completed ARRK AFS specific training IAW Attachment X?	Yes.	Green	
3b		No, but can still meet MISCAP.	Yellow	Identify shortfall and GWD.
3c		No, and cannot meet MISCAP.	Red	Identify shortfall and GWD.
4a	Are all members current on ARRK essential equipment training IAW Attachment X?	Yes.	Green	
4b		No, but can still meet MISCAP.	Yellow	Identify shortfall and GWD.
4c		No, and cannot meet MISCAP.	Red	Identify shortfall and GWD.
5a	Are all members trained or qualified on vehicle training requirements IAW Attachment X?	Yes.	Green	
5b		No, but can still meet MISCAP.	Yellow	Identify shortfall and GWD.
5c		No, and cannot meet MISCAP.	Red	Identify shortfall and GWD.
6a	Do all members have a government driver's license and are qualified to operate a GP vehicle up to 14,000 lbs.?	Yes.	Green	
6b		No, but can still meet MISCAP.	Yellow	Identify shortfall and GWD.
6c		No, and cannot meet MISCAP.	Red	Identify shortfall and GWD.
Note 1: All personnel must be current and qualified on the M4 and M9 to meet the MISCAP requirements and DOC response time.				

Table A2.3. ART Monitor Assessment Checklist – Equipment and Supplies on Hand

Rule	Question	Criteria	Subarea rating	Remarks required in ART
1a	Are all UTC major end items as defined in Attachment X on hand? (Note 1)	Yes.	Green	
1b		No.	Red	Identify all major end item shortfalls. Coordinate with AFSOC/A7X to determine GWD.
2a	Are all major end items in operable condition or can be made operable in less than the unit's DOC response time?	Yes.	Green	
2b		No.	Red	Identify end items that are inoperable or in disrepair and GWD.
3a	Are all other items as listed on the UTC's ESL/LOGDET on hand and in serviceable condition?	Yes.	Green	
3b		No, but can still meet MISCAP.	Yellow	Identify shortfall and GWD.
3c		No, and cannot meet MISCAP.	Red	Identify shortfall and GWD.
Note 1: Each of the ARRK equipment UTCs is designed to provide a minimum capability with no redundancies in terms of equipment. A UTC with missing or unserviceable major end items is unable to meet the MISCAP.				

Attachment 3

J-TEAM INITIAL ISSUE SIGNATURE MFR

Figure A3.1. Progear Request F.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE SPECIAL OPERATIONS COMMAND

MEMORANDUM FOR _____

SUBJECT: J-Team Initial Issue Pro-Gear

1. The purpose of this memorandum is to document initial issue to members of J-Teams.

2. The following items will be issued to members of J-Teams as part of initial issue and will be stored in the Air Rapid Response Kit (ARRK) Warehouse for storage until needed for requirement approved by AFSOC/A4 or SOCES/CC. Replacement items and specialty items required for specific taskings will be handled on an as needed basis with approval required from AFSOC/A4.

Item	Brand or Style	Qty	Unit	Price	Total	What must be returned	Item #
Boots	Rocky (Safety Toe) Tan	1	Pair	$208.99	$208.99	N	6101 ST - S2V
Socks	Merinowool Boot Sock LTWT CT	5	Pair	$15.99	$79.95	N	
Bags	BDS Advanced Military Duffle Bag	2	EA	$110.00	$220.00	Y	
Sleeping Bag	Black Tactical 3	1	EA	$269.99	$269.99	Y	
Safety glasses	Smith(Aegis Echo II - Compact)	1	EA	$83.45	$83.45	N	
Gloves	Mechanix MW Tactical Glove	1	Pair	$54.90	$54.90	N	
Uniform	Massif Elements Parka	1	EA	$580.00	$580.00	N	Elements Jacket - USAF with Battleshield X Fabrix (FR)
	Parka Name Tape	1	EA	$15.00	$15.00	N	
	OCP - Ball Cap	1	EA	$8.75	$8.75	N	Patrol Cap MC
	OCP - Sunhat	1	EA	$11.85	$11.85	N	Full Brim Hat
	FR Multicam Coat Type 3	2	EA	$95.06	$190.12	N	
	FR Multicam Pant Type 3	2	EA	$104.70	$209.40	N	
	FR Combat Shirt	1	EA	$94.21	$94.21	N	
	DriFire Lt-Wt S/S Tee DS	5	EA	$28.49	$142.45	N	
	Name Tape - Velcro	3	EA	$3.35	$6.70	N	
	USAF - Velcro	1	EA	$2.70	$2.70	N	
	Rank - Velcro	1	EA	$4.65	$4.65	N	
	Sub. US Flag - Velcro	2	EA	$2.12	$4.24	N	
	Officer Rank (Hat)	1	Pair	$8.30	$8.30	N	

_____
J-Team Member

_____
MICHAEL A. ROBERTS Sr., AFSOC/A4IC
Air Rapid Response Kit Program Manager

AIR COMMANDOS - QUIET PROFESSIONALS