

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

**AIR FORCE SPECIAL OPERATIONS
COMMAND MANUAL 11-219, VOLUME 1**

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Flying Operations

**COMBAT AVIATION ADVISOR
AIRCREW TRAINING**

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This manual implements Air Force Policy Directive (AFPD) 11-2, Aircrew Operations, AFPD 11-4, Aviation Service, and Air Force Instruction (AFI) 11-200, Aircrew Training, Standardization/Evaluation, and General Operations Structure. This AFSOCMAN complements, AFI 11-401, Aviation Management, and AFI 11-202, Vol 1, Aircrew Training. It establishes standards for qualification, mission qualification, continuation, and upgrade training for Air Force Special Operations Command (AFSOC) Combat Aviation Advisor (CAA) aircrew members, and CAA supporting aircrew, operating non-USAF inventory aircraft, whether those require a qualification or certification. This manual also applies to supervisor and instructor personnel who are operating non USAF inventory aircraft in support of CAA aircrew members. This manual does not apply to the Air National Guard (ANG). This manual does apply to Air Force Reserve Command (AFRC) units and members. Subordinate units may supplement this manual in accordance with (IAW) **Chapter 1**. This publication requires the collection and or maintenance of information protected by the Privacy Act of 1974 authorized by 37 USC 301a (Incentive Pay), Public Law 92-204, Section 715 (Appropriations Act for 1973), Public Laws 93-570 (Appropriations Act for 1974) and 93-294 (Aviation Career Incentive Act of 1974), DODD 7730.57 (Aviation Career Incentive Act of 1974 and Required Annual Report, February 5, 1976, with Changes 1 and 2), and Executive Order 9397 as amended by Executive Order 13478. The applicable SORN, F011 AF XO A, Aviation Resource Management Systems (ARMS), is available at: <https://dpclo.defense.gov/privacy/SORNS/SORNS.html>. Refer recommended changes and

questions about this publication to the Office of Primary Responsibility (OPR) using the Air Force (AF) Form 847, Recommendation for Change of Publication; route AF Form 847 from the field through the appropriate functional chain of command. Unless prescribed within this publication, requests for waivers must be submitted through chain of command to the OPR listed above for consideration and approval. Refer to [paragraph 1.7](#) for waiver instructions. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) AFI 33-322, *Records Management and Information Governance Program*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. Major changes include: Removal of Additional and Supplemental aircraft nomenclature and replacement with Non USAF Inventory Qualification Required (NIQ) and Non USAF Inventory Certification Required (NIC). Section 1.6, previously sole aircraft qualification was removed. Section 1.6 and 1.15, previously Multiple Aircraft Qualification and Supplements, were removed and are incorporated into AFSOCMAN 11-219 Vol 2. Section 4.5 and 4.6 Ground and Flying training requirements and [Table 4.1](#) were amended or removed due to redundancy; they are defined in the AFSOC RTM. Section 5.6, Safety Observer, was not needed and removed.

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Chapter 1

POLICY

1.1. Overview. This manual provides guidance for training management of CAA aircrew and those aircrew assigned to positions supporting CAA aircrew training and operations (support aircrew). This manual establishes a standardized training program to qualify crew members in non-USAF inventory aircraft (qualification required) and implements AFI 11-202, Vol 1. This manual also establishes criteria for training and certification in non-USAF inventory aircraft (certification required).

1.1.1. Addenda. Units will add guidance with aircraft specific addenda, when applicable. Addenda to 11-219 Vol. 1 will be approved by HQ AFSOC/A3T before incorporation. **(T-2).**

1.1.2. “This manual.” In this document, “this manual” and other variations references the AFSOCMAN 11-219 Vol. 1 and aircraft specific addendum unless otherwise stated.

1.1.3. Aircraft Types. USAF inventory (Mission Design Series [MDS]), non-USAF inventory (qualification required), and non-USAF inventory (certification required) aircraft are separate categories of aircraft operated by AFSOC CAAs in order to prepare for aviation special operations activities on tasked missions.

1.1.3.1. USAF inventory (Mission Design Series [MDS]) aircraft. MDS aircraft are owned and operated by AFSOC or another USAF MAJCOM. They are considered part of the enduring USAF inventory and are classified with an MDS according to AFI 16-401, Designating and Naming Defense Military Aerospace Vehicles. The training instructions for these aircraft are listed in the applicable AFI 11-2MDS Volume 1. Examples of MDS aircraft include C-130 (and variants), U-28A, etc. Qualification and certification in MDS aircraft will be accomplished IAW the governing regulations for that MDS and applicable MAJCOM guidance. **(T-2).**

1.1.3.2. Non-USAF inventory (qualification required) (NIQ) aircraft. NIQ aircraft are those which are not part of the enduring United States Air Force (USAF) inventory but flown for the purposes of CAA aircrew qualification and certification. These aircraft are typically referred to by their civilian designation. While similar aircraft may exist within the USAF inventory, configuration, operation and maintenance of NIQ aircraft are not governed by MDS-specific guidance. The training instructions for these aircraft are listed in this manual, tailored as required by applicable addenda. Aircrew members receive evaluations as prescribed in AFI 11-202, Vol 2, Aircrew Standardization/Evaluation Program and AFSOCMAN 11-219, Vol 2, Combat Aviation Advisor Aircrew Evaluation Criteria, leading to an AF Form 8, Certificate of Aircrew Qualification, or other Department of Defense (DOD) service equivalent. Aircrew must be approved for multiple aircraft qualifications to simultaneously hold qualifications in multiple MDS aircraft, multiple NIQ aircraft, or an MDS and a NIQ aircraft. **(T-2).** The training instructions for these aircraft are in **Chapters 2–6.**

1.1.3.3. Non-USAF inventory (certification required) (NIC) aircraft. NIC aircraft are those which are not typically owned or leased by the USAF and typically used for less than 6 months for the purpose of aviation irregular warfare, and are certifications for CAA aircrew. The training instructions for these aircraft are listed in this manual, **Chapter 7.**

1.1.4. Applicability. This manual applies to all CAA aircrew and support aircrew.

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

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

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

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

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

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

1.1.5.6. Training and certification guidance on NIC aircraft are contained in **Chapter 7**, to include aircraft certification, mission qualification, continuation training, and upgrade/specialized training.

1.2. Training Objective. The overall objective of the CAA aircrew training program is to develop and maintain a high state of aircrew readiness to facilitate effective employment of OADs for special operations activities by, with, and through foreign aviation forces.

1.3. Roles and Responsibilities.

1.3.1. Headquarters (HQ) AFSOC in coordination with HQ United States Special Operations Command (USSOCOM) will establish and supervise an aircrew training program consistent with the policies and requirements of this manual. **(T-2)**.

1.3.2. Commanders at each level will comply with the policies and intent of this manual, ensure that safety is not compromised, and monitor aircrew training to ensure these programs are both aggressively and realistically designed and executed. **(T-2)**.

1.3.3. Supervisors will identify areas where additional training is needed and direct squadron training accordingly. **(T-3)**. They will initiate action to obtain necessary training support from the appropriate office or headquarters as soon as the need for assistance becomes apparent. **(T-3)**. Supervisors will ensure mission objectives are pre-briefed, debriefed, and evaluated to ensure successful mission accomplishment. **(T-3)**. They will also initiate waiver requests of training requirements through appropriate channels when facilities and support are not available. **(T-3)**.

1.4. Aircrew Training Policy.

1.4.1. CAA assigned or attached personnel will be qualified and current in NIQ aircraft in which they function as primary aircrew members. **(T-2)**. To obtain initial qualification in NIQ aircraft, aircrew members will attend qualification training courses according to the following protocol: **(T-2)**.

1.4.1.1. DOD Qualification Course. If a DOD qualification course is available, CAA aircrew will make every effort to attend the DOD course. **(T-2)**. Training will be accomplished in accordance with that agency's training syllabus. An AF Form 8, or service equivalent, evaluation will be required. **(T-2)**.

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

1.4.1.3. Other Government Agency or Vendor Training. A portion of the ground training and flight training may be facilitated by civilian agencies, including foreign sources. An AF Form 8 evaluation by a USAF flight examiner (or equivalent) qualified in the aircraft will be required for completion of qualification and/or mission training. **(T-3)**.

1.4.1.4. Foreign Government/Partner Nation (PN). Training materials approved by HQ AFSOC/A3 will be used when obtaining qualification training with foreign organizations. **(T-2)**. A flight examination by a flight examiner (or equivalent) qualified in the aircraft will be required for completion of qualification and/or mission training. **(T-2)**.

1.4.2. Initial Cadre. In the case of a new NIQ aircraft or new mission set, where there is no established cadre of unit instructors and flight examiners, the SQ/CC shall designate an initial cadre of aircrew. **(T-2)**. Refer to AFI 11-202, Vol 2 AFSOCSUP, Aircrew Standardization/Evaluation Program, and the AFSOCMAN 11-219 Vol. 2 [Table 1.1](#) for initial cadre guidance.

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

1.4.2.2. If the unit intends to operate the NIQ aircraft for a period exceeding 6 months, aircraft specific operational procedures will be written as an addendum or supplement to AFSOCMAN 11-219, Vol 3, Combat Aviation Advisor Flying Operations Procedures, when applicable. **(T-2)**. For periods of less than 6 months, an HQ AFSOC/A3 approved Guidance Memorandum may be used. **(T-2)**.

1.4.3. The unit operations officer is responsible for providing an adequate continuation training and currency plan for all crew members flying NIQ aircraft. See AFSOC Combined RTM for minimum required continuation training and currency events.

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

1.4.5. Proficiency advancement is acceptable IAW AFSOCI 36-2202, Formal Aircrew Training Management.

1.5. Training Records. The AF Form 4109, SOF/CSAR Aircrew Training Record, is the preferred method of training documentation. For NIC aircraft, AF Forms 4110 are preferred, but training records from an outside source should be included.

1.5.1. When an aircrew member receives aircraft training from sources outside the unit, the individual must provide documentation to the unit training office. This documentation should include copies of logbook entries, endorsements, other certificates of training, and/or airmen certificates. This documentation will be maintained in Tab 2 of an aircrew member's flight evaluation folder (FEF). Annotate civilian certifications and endorsements on AF Form 4348, USAF Aircrew Certifications, IAW AFI 11-202, Vol 2 AFSOCSUP. **(T-2)**.

1.5.2. All aircraft training documentation will be routed through the unit training office then to unit standardization/evaluation office. Unit training will also retain a copy of all documentation in the member's career training folder. **(T-3)**.

1.6. Multiple Aircraft Qualification. See AFSOCMAN 11-219 V2.

1.7. Waivers. Training will not be reduced or waived, unless specifically delegated by this manual. **(T-2)**. Submit waiver requests through training channels to AFSOC/A3T.

1.7.1. Provide the following information in waiver requests:

1.7.1.1. Identify waiver type (include Paragraph requiring waiver action).

1.7.1.2. Full name and grade of individual requiring waiver.

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

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

1.7.1.5. Total flying time/Primary Aircraft Authorization (PAA) time (for aircraft in which waiver is requested) including instructor/evaluator time (if applicable).

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

1.7.1.7. Scheduled training start date (if applicable).

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

1.7.1.9. Date event last accomplished (if applicable).

1.7.1.10. Explanation of reason for waiver.

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

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

1.7.2.1. The Operations Group Commander (OG/CC) or equivalent is the waiver authority for individual, case-by-case flying hour requirements and for ground and flying training requirements as outlined below. Hours required for upgrade, if applicable, are stated in the aircraft specific addenda to this manual. A copy of the waiver must be filed in the individual's training record. **(T-3)**.

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

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

1.7.3. Waiver Tiers. Tier requirements refer to waiver authority based on level of risk.

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

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

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

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

1.7.4. Approval Authority. IAW Air Force Guidance Memorandum to AFI 33-360, Publications and Forms Management, approvals and authorities will reside at the lowest appropriate level and commanders may waive non-tiered requirements, but must send a copy of the approved waiver to the OPR of the higher headquarter publication being waived within 30 days of approval. **(T-2)**. Sending an email to the waived publication OPR that includes a completed AF Form 679, or equivalent will suffice.

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

1.9. Senior Officer Flying/Supervisory Aircrew. Senior Officer Flying will be conducted IAW AFI 11-401, AFI 11-202, Vol 1, and aircraft specific addenda to this manual. **(T-2)**.

1.10. Unit Aircrew Capability. Commanders will ensure aircrews are trained to meet capabilities specified in unit Designed Operational Capability (DOC) statements. **(T-3)**. Supervisory aircrew and staff members assigned above squadron level which are in excess of the units mission requirements will maintain basic qualification or mission ready qualification status, as directed by their commander. **(T-3)**.

1.11. Active Duty Service Commitments (ADSC). IAW AFI 36-2107 CAAMQC gives a 4 year ADSC and states, Due to operational requirements, Combat Aviation Advisor aircrew members may be required to crossflow/retrain into aircraft or airframes for AFSOC/SOCOM-directed missions. Therefore, they will not incur any additional Advanced Flying Training ADSCs while

they are serving as Combat Aviation Advisors. AFSOC will notify AFPC/DP2LT of the effective date of the ADSC.

1.12. Key Definitions:

- 1.12.1. “Will” and “Shall” indicate a mandatory requirement.
- 1.12.2. “Should” indicates a recommended procedure that is required, if practical.
- 1.12.3. “May” indicates an acceptable or suggested means of accomplishment.
- 1.12.4. “**WARNING**” indicates operating procedures, techniques, etc., which may result in personal injury or loss of life if not carefully followed.
- 1.12.5. “**CAUTION**” indicates operating procedures, techniques, etc., which may result in damage to equipment if not carefully followed.
- 1.12.6. “**Note**” indicates operating procedures, techniques, etc., which are considered essential to emphasize.

1.13. Distribution. Distribute this manual to all CAA aircrew and support aircrew.

Chapter 2

QUALIFICATION TRAINING

2.1. Overview. This chapter establishes minimum requirements for NIQ aircraft qualification training for CAA aircrew and support aircrew. The unit operations officer will determine which crew members will obtain and maintain qualification and currency in specific NIQ aircraft. **(T-3).** Commanders will ensure aircrew members completing qualification training meet the requirements of this chapter. **(T-3).**

2.2. General Requirements. All crew members will comply with the physical, physiological, and administrative requirements for individuals performing flying duties specified in AFI 11-202 Vols 1 and 3 and AFI 11-401. **(T-0).**

2.3. Time Period for Qualification. Qualification training will be completed within 4 months of start of the first flying training event. **(T-3).** If these times are exceeded, the unit operations officer will make an entry in the individual's training record to document the circumstances necessary for an extension and an expected qualification date and forward this information to HQ AFSOC/A3T. **(T-3).**

2.4. Ground Training Requirements.

2.4.1. Academic Ground Training. Ground training requirements and prerequisites are listed in the appropriate aircraft-specific SOI.

2.4.2. Written Examinations. An open and closed book written examination must be completed before the end of qualification flying training. When completed by the student, the exam will be graded and corrected to 100%. The minimum passing score is 85%. For in-unit and FTU training, Group Standardization/Evaluation will administer qualification examinations. **(T-3).** A combined qualification/mission examination may be used in lieu of separate examinations when training is conducted concurrently. **(T-2).** **Note:** If using contract training and a vendor supplied end-of-course written exam is available, it may be used in lieu of standard open and closed written examinations.

2.4.3. Ground Egress and Aircrew Flight Equipment (AFE). Aircrews will complete initial ground egress training during initial qualification training. **(T-2).** All crew members will receive training prior to their first flight. **(T-2).** Actual hands-on training will be accomplished in the aircraft and will include opening applicable exits, unless prohibited by Aircraft Flight Manual (or equivalent). **(T-2).**

2.5. Flying Training Requirements. The requirements for each crew position are outlined in the applicable SOI, and the aircraft specific addendum (if applicable) to this manual. Prior to first flight, crew members must accomplish any grounding events in **Chapter 4.** **(T-2).**

2.5.1. In specific cases where CAA instructor aircrew members operate similar systems and or equipment in aircraft on which they already maintain qualification, AFSOC/A3T with concurrence of AFSOC/A3V may waive requirements for aircraft qualification training and authorize familiarization and egress training in lieu of qualification in the NIQ aircraft. This training will be documented in the members training folder and AF Form 4348. **(T-2).**

2.5.2. Periodic flight evaluations are completed IAW AFSOCMAN 11-219 Vol 2, AFI 11-202 Vol 2, and applicable supplements. For pilots, all initial qualifications will include an

instrument evaluation if the aircraft is capable and approved for Instrument Flight Rules (IFR) operations. **(T-2)**.

2.6. Documentation.

2.6.1. Training documentation will be IAW AFI 11-202 Vol 1 AFSOCSUP and AFSOCI 36-2202, Formal Aircrew Training Management. **(T-2)**.

2.6.2. Operations review will be accomplished IAW AFI 11-202 Vol 1 AFSOCSUP and AFSOCI 36-2202. **(T-2)**.

2.6.3. The AF Form 4109, all attachments, and any contractor produced training records will be added to the member's career training record. **(T-2)**.

Chapter 3

MISSION QUALIFICATION TRAINING

3.1. Overview. This chapter establishes minimum ground and flying training requirements for mission qualification in NIQ aircraft. In planning and scheduling training missions, instructors will develop realistic scenarios to maximize training benefits on each mission. **(T-3)**. Commanders will ensure aircrew members completing mission qualification training meet the requirements of this chapter. **(T-3)**.

3.2. General Requirements.

3.2.1. All crew members will comply with the physical, physiological, and administrative requirements for individuals performing flying duties specified in AFI 11-202 Vols 1 and 3 and AFI 11-401. **(T-0)**.

3.2.2. The unit operations officer will determine which aircrew members will accomplish which mission qualification training. Mission qualification may be conducted in-unit. **(T-3)**.

3.3. Time Period for Qualification. Mission qualification training will be completed within 4 months of start of the first flying training event. **(T-3)**. If these times are exceeded, the unit operations officer will make an entry in the individual's training record to document the circumstances necessary for an extension and an expected qualification date and forward this information to AFSOC/A3T. **(T-3)**.

3.4. Ground Training Requirements. IAW [Paragraph 2.4](#).

3.5. Flying Training Requirements. All aircrew members will complete the requirements outlined in the applicable mission SOI. **(T-3)**.

3.5.1. Proficiency advancement will be IAW the applicable mission SOI and AFSOCI 36-2202. **(T-3)**.

3.5.2. Initial mission training is complete upon successful completion of mission open and closed book examination and accomplishment of a mission flight examination. Conduct mission examinations IAW AFI 11-202 Vol 2 AFSOCSUP and AFSOCMAN 11-219 Vol 2.

Chapter 4

CONTINUATION TRAINING

4.1. Overview. This chapter outlines the continuation training program, providing aircrew members with the volume, frequency, and mix of training to maintain proficiency in the unit's mission. Requirements in this chapter supplement the combined AFSOC Ready Aircrew Program (RAP) Tasking Message (RTM). Individual proficiency may require a greater number of events. Commanders will ensure aircrew members receive sufficient continuation training to maintain individual proficiency. **(T-3)**. All flying training events are derived from AFSOC mission requirements that correspond to associated items on the AFSOC Mission Essential Task List (METL) and unit METL. **(T-3)**.

4.1.1. In planning and scheduling training missions, aircrew will develop realistic scenarios to maximize training benefits on each mission. **(T-3)**.

4.1.2. Aircrew members will not log continuation training requirements in events in which they are unqualified. **(T-3)**.

4.1.3. Training events accomplished on a satisfactory qualification, mission qualification, special mission, or requalification evaluation may be credited toward the individual's RTM requirements.

4.1.4. For instructor-certified events, the event resulting in certification and each event thereafter may be credited towards continuation training requirements.

4.1.5. CAA aircrew will be responsible for AFSOC RTM tables of each MDS and NIQ aircraft in which they maintain qualification, as well as aircraft-adaptive mission tables as assigned by the unit operations officer. **(T-3)**.

4.2. Aircrew Status. Aircrew members assigned or attached to the unit are assigned to Combat Mission Ready (CMR) and Basic Aircraft Qualification (BAQ) status IAW AFI 11-202 Vol 1 AFSOCSUP.

4.3. Training Level. The unique force composition of the CAA enterprise precludes the need for Ground Training Levels (GTL) and Flying Training Levels (FTL) in NIQ aircraft. For commonality with other MDS guidance, CAA aircrew qualified in NIQ aircraft will be considered GTL "1" and FTL "A" in that NIQ aircraft. **(T-2)**. If aircrew are qualified in MDS aircraft, they will follow applicable AFI 11-2MDS Vol 1 guidance to determine training levels.

4.4. Proration of Training Requirements. In addition to AFI 11-202 Vol 1 AFSOCSUP guidance, prorate for flying TDYs or deployments where member is not operating that specific NIQ aircraft (e.g. a member qualified on C-145 and C-208 is deployed on a C-145 mission; prorate C-208 flying requirements).

4.5. Ground Training Requirements. AFI 11-202 Vol 1 and the AFSOC RTM designate ground training requirements for all crewmembers. Crewmembers will complete aircrew ground training within the time periods listed IAW the referenced publications and event descriptions in the RTM. **(T-2)**.

4.5.1. Failure to Complete Ground Training Events. Accomplish make-up training at the earliest opportunity. The following apply when crewmembers exceed due dates for applicable RTM events:

4.5.1.1. Grounding Items. Crewmembers will not perform flight duties until the grounding item is satisfied. **(T-2)**.

4.5.1.2. Training Status Items. Crewmembers will not fly without instructor supervision on that aircraft. **(T-2)**.

4.5.1.3. CMR Items. Failure to accomplish CMR events in applicable RTM results in non-CMR status. The individual will not deploy as a crewmember on that aircraft. **(T-2)**.

4.6. Flying Training Requirements. For aircraft and mission continuation training requirements and event descriptions reference AFI 11-202 Vol 1, AFSOC RTM, and aircraft specific addenda to this manual.

4.6.1. Aircrew who are multiple aircraft qualified may reduce their required continuation training volume by 50% for each NIQ aircraft, except where prohibited by the AFSOC RTM (e.g. one cannot reduce required tailwheel landings by 50% if the NIQ aircraft is the only tailwheel aircraft in which the member is qualified). AFI 11-2MDS Vol 1, training requirements always apply to aircrew qualified on MDS aircraft.

4.6.2. BAQ only aircrew (to include aircrew pursuing mission upgrade) are not required to accomplish mission events.

4.7. 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.

4.7.1. Loss of Currency. Failure to accomplish events as outlined in the RTM results in a loss of currency in that event. Crewmembers are noncurrent the day after the event currency expires.

4.7.1.1. Loss of currency in any event as noted in the RTM results in supervised status until recurrent.

4.7.1.2. Loss of currency Exceeding Six Months. Non-currency in designated BAQ events in excess of six months results in loss of BAQ. Non-currency in designated mission events in accordance with the RTM in excess of six months results in loss of mission qualification status.

4.7.2. Regaining Currency.

4.7.2.1. Only Note 1 designated events in the RTM, “semiannual flying currency requirements by FTL” table require an evaluation if loss of currency exceeds six months IAW AFI 11-202 Vol 1. Other events require showing proficiency to an instructor in the aircraft or simulator (if applicable) IAW AFI 11-202 Vol 1 to regain currency. If loss of currency exceeds 24 months in non-Note 1 events, a training folder will be opened and additional ground and flight training, as directed by the SQ/CC, will be completed. **(T-2)**.

4.7.2.2. Aircrew noncurrent in special mission events, which only require an instructor certification may regain currency by showing proficiency in that event to an instructor.

4.7.3. Requalification training. Crewmembers requiring requalification training will accomplish training in accordance with AFI 11-202 Vol 1 AFSOCSUP, this manual, the RTM, and the applicable SOI.

4.8. Use of the Aviation Resource Management System. All units will use ARMS and develop local procedures to ensure aircrew ground and flying training is properly documented and updated. **(T-3).** Each unit will provide a printed copy of current ground and flying training summaries to each individual prior to PCS. **(T-3).**

4.9. Instructor/Flight Examiner Training Requirements. Instructors and flight examiners will comply with the AFSOC RTM Table 4.1 for semiannual flying requirements. **(T-2).** Instructor pilots may credit events accomplished in either seat. Instructors may credit up to 50% of their semiannual training requirements from events conducted by students under their direct supervision. Flight examiners are not authorized to log events flown by their examinees during the flight evaluation.

Chapter 5

UPGRADE/SPECIALIZED TRAINING

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

5.2. Time Period to Qualification. Upgrade and specialized training will be completed within 4 months of start of the first flying training event. If these times are exceeded, the unit operations officer will make an entry in the individual's training record to document the circumstances necessary for an extension and an expected qualification date and forward this information to AFSOC/A3T. **(T-3).**

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

5.4. Aircrew Instructor Program. A sound and practical aircrew instructor program is a prerequisite for effective training, standardization, and aircraft accident prevention. All CAA aircrew are assessed and screened as previously qualified instructors. Prior to certification as instructor aircrew on NIQ aircraft, the following minimum requirements will be met:

5.4.1. Flying Proficiency. Individuals selected must be qualified and current in the NIQ aircraft. **(T-3).**

5.4.2. Flying Experience. Instructors must possess a sufficient background of flying experience to have developed desired standards of knowledge, judgment, and proficiency in both the aircraft and mission. **(T-3).**

5.4.2.1. Instructor Upgrade. Instructor candidates in NIQ aircraft must be previously instructor qualified in a USAF MDS (may be waived by AFSOC/A3T). Qualification to instructor status will be IAW AFSOC/A3T approved AF Form 4111 and an AF Form 8 evaluation.

5.4.2.2. No aircrew member will be certified as an NIQ aircraft instructor until they have a minimum of 1,000 hours total time and meet one of the following requirements: 100 total hours in the NIQ aircraft or at least 100 hours as an instructor/evaluator in a USAF MDS or equivalent with 50 hours of total time in the NIQ aircraft. **(T-2).**

5.4.3. Instructor responsibilities are IAW AFI 11-202 Vol 1, AFSOCSUP.

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

Chapter 6

AIRCREW TRAINING RECORD

6.1. Overview. The primary purpose for maintaining training records is to accurately track and control squadron members' training, whether it is training in a NIQ aircraft or an adaptive mission set. Accurate documentation will ensure the member completes scheduled training in a timely and efficient manner. The AF Form 4109, will be used to track training in NIQ aircraft except where other documentation is directed.

6.2. Aircrew Training Records. Aircrew training records are established and maintained IAW AFI 11-401, AFI 11-202 Vol 1, AFSOCSUP, AFSOCI 36-2202, and this manual. Aircrew training will be documented IAW AFI 11-202 Vol 1, AFSOCSUP, Aircrew Training, AFSOCI 36-2202, and this manual.

Chapter 7

NON-INVENTORY (CERTIFICATION REQUIRED) (NIC) AIRCRAFT TRAINING AND CERTIFICATION

7.1. General Information.

7.1.1. Overview. The purpose of this chapter is to outline the requirements for obtaining and maintaining certification on NIC aircraft. These certifications are not equivalent to AFI 11-202, Vol 2, aircraft qualifications and associated AF Forms 8. For aircraft that require an AF Form 8, refer to either AFI 11-2MDS, Vol 1 (for USAF inventory MDS aircraft) or **Chapters 2-6** of this manual (for NIQ aircraft). This chapter also outlines the continuation training requirements on NIC aircraft.

7.1.1.1. CAA aircrew are required to assess, train, advise, and assist/accompany partner aviation forces in the employment and operation of a variety of aircraft, in a tactical environment, often on aircraft that are not in the USAF inventory. The CAA NIC aircraft training program is designed to prepare experienced instructor aircrew to achieve and maintain the required level and type of expertise to operate successfully and safely during OAD engagements.

7.1.1.2. NIC aircraft are defined in **Chapter 1** of this manual.

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

7.1.1.2.2. For operations that require CAAs to exercise PIC duties on NIC aircraft (i.e., Security Assistance funded Military Training Team (MTT), Continental United States (CONUS) based foreign force training, etc.), a suitable alternate certification (e.g., other DOD certificate of qualification, FAA type rating) may be used in lieu of an AF Form 8. **(T-2)**.

7.1.1.3. In all cases, the overall intent of this chapter is to allow SQ/CC (or designated representative) to deploy highly qualified CAA aircrew to operate NIC aircraft alongside foreign forces. In areas not specifically discussed in this chapter, the SQ/CC will make the final decision, balancing mission execution and flight safety.

7.1.2. Purpose. AFSOC CAAs may require certification and training on NIC aircraft in order to safely perform advisory duties with Partner Forces that operate aircraft different than the USAF owned or leased inventory. Certification on a NIC aircraft enables AFSOC CAAs to perform in-flight duties on a non-USAF aircraft.

7.1.3. Certification. Training policy, guidance, and requirements are set forth in this chapter. This chapter specifically provides guidance for initial certification in NIC aircraft, mission certification, upgrade/specialized training, and continuation training requirements.

7.1.3.1. Certification on a NIC aircraft does not qualify aircrew members to operate similar MDS owned or leased by the USAF. For example, a CAA pilot obtains an FAA type rating

on a civilian CASA 212 in preparation for deployment. He is not qualified to operate a USAF owned or leased CASA 212 without an AF Form 8.

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

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

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

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

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

7.2. Initial Certification.

7.2.1. Overview. This section establishes minimum requirements for initial certification training in NIC aircraft. The unit operations officer will determine which aircrew members will obtain training in specific NIC aircraft. The SQ/CC will ensure aircrew members completing this training meet the certification training requirements.

7.2.2. General Requirements. All crew members will comply with the physical, physiological, and administrative requirements for individuals performing flying duties specified in AFI 11-202 Vols 1 and 3 and AFI 11-401.

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

7.2.3.1. USAF Qualification Course (if available and practical).

7.2.3.1.1. Units should make every effort to send aircrew to attend and obtain an AF Form 8, via the applicable AFI 11-2MDS, Vol 1 process.

7.2.3.1.2. If the USAF course does not provide the appropriate skill set or capability required for the advisory mission, the SQ/CC should consider at least using the USAF course for basic qualification, with mission certification according to [Paragraph 7.3](#).

7.2.3.2. Other DOD or USG (i.e., non-USAF) Qualification or Certification Course.

7.2.3.2.1. If a suitable USAF course is unavailable or impractical, units should make every effort to send aircrew to attend the DOD course. Training will be accomplished in accordance with that agency's training syllabus.

7.2.3.2.2. These courses should result in the award of a service or agency specific certificate of qualification, certification, training completion, or a similar version of documentation.

7.2.3.2.3. It will be the final judgment of the SQ/CC of the acceptability of the furnished completion documents.

7.2.3.3. Accredited Flight School.

7.2.3.3.1. If no DOD or USG course is available or practical, aircrew members will gain qualification from an accredited flight school, in accordance with Title 14, Code of Federal Regulations (CFR), otherwise known as the Federal Aviation Regulation (FAR).

7.2.3.3.2. Contracted flight training for pilots will be accomplished in accordance with FAR Part 141 (Pilot Schools) if available, or Part 61 (Certification: Pilots, Flight Instructors, and Ground Instructors). This training may result in a type rating, certificate of completion, specific log book endorsement, a letter of authorization, or as prescribed by FAR Part 141 or 61.

7.2.3.3.3. It will be the final judgment of the SQ/CC of the acceptability of the furnished completion documents.

7.2.3.4. Alternative Methods.

7.2.3.4.1. General Guidance. If DOD or FAR Part 141 or 61 formal training exists, but is unavailable or inadequate to meet the requirements of the advisory mission, an alternate method, such as in-house training, may be used. Training will be conducted by an instructor aircrew member, current and certified in the designated aircraft. The instructor must have over 100 hours in the type of aircraft and be either a qualified USAF instructor, FAA Certificated Flight Instructor (CFI) (or Multi-Engine Instructor (MEI), if required), or foreign equivalent (as excepted below). The approval authority for alternate training methods remains with AFSOC/A3T. Emphasis will be on providing aircrew members with a sound, credible training program that prepares the aircrew for the CAA mission. As a minimum, the training will include: **(T-2)**.

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

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

7.2.3.4.1.3. Training standards, based on FAR Part 61, should be used when obtaining qualification or recurrency training with foreign organizations. If the aircraft does not have an FAA-type designation, refer to [Paragraph 7.2.3.4.1.4.](#), Inadequate DOD or FAA Guidance.

7.2.3.4.1.4. Inadequate DOD or FAA Guidance. For aircrew member certifications where no adequate DOD or FAA guidance is provided, SQ/CC is responsible for determining the suitability of an already-available training program, which may include foreign training standards. AFSOC/A3T is the approval authority for this training program.

7.2.3.4.2. Forward Deployed Certification.

7.2.3.4.2.1. There may be certain missions where CAA aircrew require training and certification on a foreign aircraft after arrival to a forward deployed location. When, in the opinion of the mission commander, this mission necessity exists, the Theater Special Operation Command (TSOC) (or Joint Special Operations Task Force (JSOTF), if applicable) J3, with AFSOC/A3 concurrence, may authorize local training and certification.

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

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

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

7.2.3.4.2.5. Required approval and concurrence may be initially obtained verbally, if necessary for mission expedition, with memorandum for record (MFR) documentation to follow. **(T-2)**.

7.2.3.4.3. Non-Pilot Aircrew Training/Certification.

7.2.3.4.3.1. Units will attempt to train and certify non-pilot aircrew IAW the priority of acceptable training courses, above. However, if training for non-pilot crew positions is not available or not addressed by the FAR for the designated aircraft, these members may be trained and certified by a squadron instructor who is certified in that aircraft, with over 50 hours in type.

7.2.3.4.3.2. If a squadron instructor is not available, then the DOD or civilian agency providing the pilots' training may certify non-pilot aircrew members. Training should include, at a minimum, the items addressed in **Paragraphs 7.2.4.1** and **7.2.4.2**. The training agency must provide a detailed description of the instruction provided. **(T-3)**.

7.2.3.4.3.3. It will be the final judgment of the SQ/CC to award specific aircraft and mission event certification, based on the acceptability of the furnished completion report.

7.2.3.4.4. Differences and Egress Training Only.

7.2.3.4.4.1. In specific cases (such as loadmasters), where instructor aircrew members are operating similar systems/equipment in their MDS, NIQ aircraft, or

another NIC aircraft, AFSOC/A3T may authorize differences and egress training in lieu of full initial certification training.

7.2.3.4.4.2. In all cases, these aircrew members will be afforded the opportunity to familiarize themselves with nonstandard but similar equipment. **(T-2)**.

7.2.4. Ground Training Requirements

7.2.4.1. Academic Ground Training. Ground training requirements will be established by the agency that provides the training. **(T-3)**. Academics should include a thorough review of the Aircraft Flight Manual (AFM) or POH. At a minimum, the academic program should review all critical aircraft systems (including operating limits), calculation of weight and balance and aircraft performance data, and all normal and emergency checklists. Particular attention should be paid to emergency procedures, and all BOLDFACE, CAPS, or civilian equivalent checklist steps must be committed to memory.

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

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

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

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

7.2.5. Flying Training Requirements.

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

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

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

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

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

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

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

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

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

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

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

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

7.3. Tactical/Mission Event Training

7.3.1. Overview. Most civilian NIC aircraft training programs do not have an equivalent to military tactical/mission training, and therefore it should be handled separately from initial aircraft training. This section establishes minimum requirements for tactical/mission training in NIC aircraft. The SQ/CC will ensure aircrew members completing this training meet the training requirements for the mission set to be employed in the NIC aircraft.

7.3.2. General Requirements. For each specific tactical/mission event to be employed, the aircrew will be qualified (as documented by AF Form 8, or AF Form 4348) in that event/mission on either an MDS or NIQ aircraft.

7.3.2.1. For pilots that were previously qualified in that event/mission AFSOC/A3 may waive this requirement on a case-by-case basis as long as the waiver requirement for AFSOCI 16-101 Vol 3 section 3.6 for pilots flying with PN aviation units are met. Prior to commencing tactical mission training, crew members should already meet the initial certification requirements, documented as described by **Paragraph 7.2.2**. Concurrent initial aircraft and mission event training may be authorized by the SQ/CC.

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

7.3.3.1. USAF Mission Qualification Training. If there is a USAF qualification course in the specific aircraft, systems and mission to be employed, units should make every effort to send aircrew to attend and obtain an AF Form 8, via the applicable AFI 11-2MDS, Vol 1 process.

7.3.3.2. CAA Adaptive Aircrew Mission Qualification Training. Aircrew will gain qualification in the applicable mission set through the applicable CAA Adaptive SOI IAW this manual and utilize one of the following for system differences:

7.3.3.2.1. Other DOD or USG (i.e., non-USAF) Qualification/Certification Course. IAW **Paragraph 7.2.3.2**

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

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

7.3.3.2.2.2. Inadequate DOD or FAA Guidance. For aircrew member mission/event certifications where no adequate DOD or FAA guidance is provided, SQ/CC is responsible for determining the suitability of an already-available training program, which may include foreign training standards. AFSOC/A3T is the approval authority for this training program.

7.3.3.2.3. Non-pilot aircrew will comply with **Paragraph 7.3.3** to the maximum extent practical. If these programs are inadequate, comply with guidance from **Paragraphs 7.2.3.4.3**, Non-Pilot Aircrew Training/Certification and **7.2.3.4.4**, Differences and Egress Training Only.

7.3.3.2.4. Forward Deployed Certification. Comply with guidance in **Paragraph 7.2.3.4.2**, tactical/mission training and certification may be authorized by the same process.

7.3.4. Mission Ground Training Requirements.

7.3.4.1. All mission/tactical event training must include, at a minimum, a review on the ground of all applicable normal procedures, operational limitations, and emergency procedures. **(T-3)**.

7.3.4.2. Variations in the tactics and techniques for a given event should be discussed, clearly establishing what is procedure and what is technique.

7.3.4.3. Any applicable AFM/POH or FAA guidance should be reviewed, and must be adhered to, if published. **(T-3)**.

7.3.4.4. If the agency providing the tactical/mission training requires academic testing, CAAs must pass any administered exam to the standard of the testing agency. **(T-3)**.

7.3.5. Mission Flight Training Requirements

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

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

7.3.5.2.1. Normal procedures, to include all tactical checklists. Checklists involving time advisories will make every effort not to compress the times for training convenience. Low-level navigation training routes will be no less than 25 minutes in the low-level environment. **(T-3)**.

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

7.3.5.2.3. Aircrew must be NVG qualified on an MDS or NIQ aircraft in order to conduct NVG training on a NIC aircraft. Tactical/mission events must be flown at least once during a day sortie prior to training that event on NVGs. **(T-3)**.

7.4. Currency and Continuation Training Requirements.

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

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

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

7.4.2.2. Aircrew must be BAQ on at least one MDS or NIQ aircraft. If a member normally maintains CMR status on a standard or NIQ aircraft, and is non-mission ready (NMR) due to failure to complete the requisite amount of continuation training events in the previous semiannual training period, or the aircrew member becomes unqualified (UQ), the following guidance applies: **(T-3)**.

- 7.4.2.2.1. If an aircrew member is NMR for a basic aircraft qualification event (i.e., LPS, emergency procedures sortie), or is UQ, that member is not authorized to fly as a primary aircrew member on a PN NIC aircraft without group commander approval prior to departure. **(T-3)**.
- 7.4.2.2.2. If an aircrew member is NMR for a specific tactical/mission event, that member will not fly that event or similar type events on the PN NIC aircraft without group commander approval prior to departure. **(T-3)**.
- 7.4.2.2.3. If the annual training period elapses while the aircrew member is deployed, and the member subsequently becomes NMR on an event on their home station aircraft, they may continue to fly that event on NIC aircraft with mission commander approval, provided they meet all of the currency requirements of this section.
- 7.4.2.3. All aircrew will conduct initial or refresher ground egress training on the same type of NIC aircraft within 60 days of departure, to include hands-on opening of all aircraft exits (except as prohibited by AFM).
- 7.4.2.4. Aircrew will accomplish a minimum of three refresher sorties within 60 days prior to departure. This may be done in conjunction with initial certification training, if applicable. These sorties will be, at a minimum; one local proficiency sortie, and two tactical/mission sorties (if applicable).
- 7.4.2.5. If the aircrew is certified on the NIC aircraft, but is not able to obtain the requisite pre-departure currency training, alternate methods may be considered. Refresher training with a PN instructor pilot may be used, with group commander approval. This must be accomplished prior to conducting any flying advisory operations with non-instructor PN aircrew. **(T-3)**.

7.5. Specialized Training.

- 7.5.1. Instructor Upgrade. Advisory missions typically require CAAs to perform instructor-like duties in the specific NIC aircraft to be employed. Additionally, certain countries require FAA CFI, MEI or Airline Transport Pilot (ATP) certifications in order to carry passengers while deployed.
- 7.5.1.1. NIC aircraft FAA/civilian instructor certification should be accomplished in accordance with FAR Part 61 and/or FAA Order 8900.1, Flight Standards Information Management System (FSIMS), as applicable.
- 7.5.1.2. The SQ/CC will make the determination to award instructor certification on NIC aircraft, considering type of training received, experience level, and FAA or civilian certifications awarded. Instructor status will be designated in an aircrew member's AF Form 4348 for that NIC aircraft, as per [Paragraph 7.3.2](#).
- 7.5.1.3. Awarding certification of instructor status on tactical/mission events will be determined and annotated separately. The SQ/CC will use common sense and best judgment on determining eligibility for instructor status in tactical/mission areas. There is no FAR guidance on instructor certification for military/tactical events.
- 7.5.2. Flight Examiner Upgrade. CAA aircrew will not normally be designated as flight examiners on NIC aircraft. The authority to administer flight examinations on NIC aircraft to PN aircrew must be specifically identified in the operational order (OPORD) and funded

appropriately. Doctrinally, CAAs should seek to avoid administering flight examinations or certifying flight examinations of PN aircrew. Limit any flight examinations to unofficial assessments provided to the PN chain of command. If a mission requires CAA aircrew to administer flight examinations, then the upgrade training must be handled on a case-by-case basis, using the overall guiding principles of this chapter. Approval authority is AFSOC/A3. (T-2).

7.6. Augmentee Training.

7.6.1. Flying augmentees are normally selected for mission support based upon their previous qualification in a specific NIC aircraft or tactical/mission area.

7.6.2. If an augmentee is required to fly as a primary aircrew member in PN NIC aircraft, training should be scheduled to ensure the augmentee is current and qualified as per this chapter prior to accomplishing advisory duties.

7.6.3. Flying augmentee requests require higher-level scrutiny. Approval for flying augmentees to operate NIC aircraft is AFSOC/A3.

BRENDA P. CARTIER, Brig Gen, USAF
Director of Operations

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

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FAR Part 61, *Certification: Pilots, Flight instructors, and Ground Instructors*, 16 March 2020

FAR Part 141, *Pilot Schools*, 16 March 2020

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

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

Adopted Forms

AF Form 8, *Certification of Aircrew Qualification*

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

AF Form 847, *Recommendation for Changes of Publication*

AF Form 4109, *SOF/CSAR Aircrew Training Record*

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

AF Form 4111, *SOF/CSAR Training Record*

AF Form 4348, *USAF Aircrew Certifications*

DD Form 2992, *Medical Recommendation for Flying or Special Operational Duty*

Abbreviations and Acronyms

ADSC—Active Duty Service Commitment

AF—Air Force

AFE—Aircrew Flight Equipment

AFI—Air Force Instruction

AFM—Aircraft Flight Manual

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

AFRC—Air Force Reserve Command

AFRIMS—Air Force Records Information Management System

AFSC—Air Force Specialty Code

AFSOC—Air Force Special Operations Command

AFSO CI—Air Force Special Operations Command Instruction

AFSOCMAN—Air Force Special Operations Command Manual

ANG—Air National Guard

ARMS—Aviation Resource Management System

ATP—Airline Transport Pilot

BAQ—Basic Aircraft Qualified

CAA—Combat Aviation Advisor

CARP—Computed Air Release Point

CDS—Container Delivery System

CFI—Certificated Flight Instructor

CFR—Code of Federal Regulations

CONOP—Concept of Operation

CONUS—Continental United States

DNIF—Duties Not Including Flying

DOC—Designed Operational Capability

DOD—Department of Defense

DZ—Drop Zone

ETCA—Education and Training Course Announcement

FAA—Federal Aviation Administration
FAR—Federal Aviation Regulation
FARP—Forward Area Refueling Point
FEF—Flight Evaluation Folder
FTL—Flight Training Level
GTL—Ground Training Level
HQ—Headquarters
HALO—High-Altitude Low-Opening
HARP—High-Altitude Release Point
IAW—In Accordance With
IFR—Instrument Flight Rules
IRC—Instrument Refresher Course
JSOAC—Joint Special Operations Air Component
JSOTF—Joint Special Operations Task Force
LPS—Local Proficiency Sortie
LZ—Landing Zone
MC—Mission Capable
MDS—Mission Design Series
METL—Mission Essential Task List
MEI—Multi-Engine Instructor
MFR—Memorandum for Record
MilPDS—Military Personnel Data System
MPF—Military Personnel Flight
MR—Mission Ready
MTT—Military Training Team
NDB—Nondirectional Beacon
NIC—Non-inventory (certification required) aircraft
NIQ—Non-inventory (qualification required) aircraft
NMR—Non-Mission Ready
NVG—Night Vision Goggle
OG/CC—Operations Group Commander
OPORD—Operational Order

OPR—Office of Primary Responsibility
PAA—Primary Aircraft Authorization
PCS—Permanent Change of Station
PIC—Pilot In Command
PN—Partner Nation
POH—Pilot’s Operating Handbook
RDS—Records Disposition Schedule
SATB—Standard Airdrop Training Bundle
SO—Safety Observer
SOI—Syllabus of Instruction
STOL—Short Takeoff and Landing
TDY—Temporary Duty
TSOC—Theater Special Operations Command
UQ—Unqualified
USAF—United States Air Force
USSOCOM—United States Special Operations Command
VFR—Visual Flight Rules

Terms

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

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

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

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

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

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

Non—USAF inventory (certification required) (NIC) aircraft. NIC aircraft are those which are not typically owned or leased by the USAF and typically used for less than 6 months for the purpose of aviation irregular warfare, and are certifications for CAA aircrew.

Non—USAF inventory (qualification required) (NIQ) aircraft. NIQ aircraft are those which are not part of the enduring United States Air Force (USAF) inventory but flown for the purposes of CAA aircrew qualification and certification. These aircraft are typically referred to by their civilian designation. While similar aircraft may exist within the USAF inventory, configuration, operation and maintenance of NIQ aircraft are not governed by MDS-specific guidance.

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

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