

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

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



28 NOVEMBER 2023

Flying Operations

**DIRECT SUPPORT OPERATOR
AIRCREW TRAINING**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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

RELEASABILITY: There are no releasability restrictions on this publication.

OPR: AFSOC/A3T

Certified by: AFSOC/A3T
(Col Michael L. Janssen)

Supersedes: AFSOCMAN 11-2DSOV1, 16 August 2019

Pages: 28

This manual implements AFPD 11-2, *Aircrew Operations*, AFPD 11-4, *Aviation Service*, and AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*. It establishes standards for qualification, mission qualification, continuation, and upgrade training for Direct Support Operators (DSOs). It is used in conjunction with AFMAN 11-202V1, *Aircrew Training* and AFSOC supplements. This manual applies to AFSOC including AFSOC gained Air Force Reserve members. This manual does not apply to Air National Guard units or the United States Space Force. Ensure all records generated as a result of processes prescribed in this publication adhere to AFI 33-322, *Records Management and Information Governance Program*, and are disposed in accordance with the Air Force Records Disposition Schedule, which is located in the Air Force Records Information Management System. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following a compliance statement. See DAFMAN 90-161, *Publishing Processes and Procedures*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to AFSOC/A3T for non-tiered compliance items in accordance with [paragraph 1.6](#). This publication may be supplemented at any level, but all Supplements must be routed to the OPR of this publication for coordination prior to certification and approval. Refer recommended changes and questions about this publication in accordance with [paragraph 1.7.1](#). This publication requires the collection and/or maintenance of information protected by the Privacy Act of 1974 authorized by Title 10 U.S.C., Sec 9013, Secretary of the Air Force. *Incentive Pay: aviation career*; Public Law 92-204, *Appropriations Act for 1973*; Public Law 93-570, Section 715,

Appropriations Act for 1974; Incentive Pays and Continuation Bonus Program; and Executive Order (E.O.) 9397 (SSN), as amended by E.O. 13478, Amendments to Executive Order 937 Relating to Federal Agency Use of Social Security Numbers. The applicable System of Records Notice (SORN) F011 AF XO A, Aviation Resource Management Systems (ARMS) is available at: <https://dpcl.d.defense.gov/Privacy/SORNsIndex/DOD-Component-Notices/Air-Force-Article-List/>.

SUMMARY OF CHANGES

This document has been substantially revised and needs to be completely reviewed. **Chapter 2** has been deleted and subsequent chapters have been renumbered. Major changes to the new **Chapter 2** include the requirement of full difference training for the C-146. Major changes to the new **Chapter 3** include fixing Flying Training Level (FTL) “C” hours and adding clarification to loss of currency scenarios. Major changes to the new **Chapter 4** include giving squadron commanders the ability to waive up to 20 percent of hours requirements for upgrades.

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Chapter 1

GENERAL GUIDANCE

1.1. General. This manual provides for training management of DSO aircrew members. Training policy, guidance, and requirements are set forth for each phase of aircrew training. Training is designed to progressively develop the combat readiness of each aircrew member while maintaining previously acquired proficiency.

1.1.1. Initial Mission Qualification Training (**Chapter 2**) qualifies DSOs for aircrew duties and to perform their command and unit's mission.

1.1.2. Continuation Training (**Chapter 3**) provides the capability for aircrew members to reinforce and build upon previous training and conduct Air Force Task List, United States Special Operations Command (USSOCOM) Joint Mission Essential Task List, and MAJCOM Mission Essential Task List (METL) based combat-oriented aircrew training.

1.1.3. Upgrade/Specialized Training (**Chapter 4**) identifies general prerequisites and training requirements for upgrades, including special mission qualifications and certifications.

1.2. Training Objective. The overall objective of the aircrew training program is to develop and maintain a high state of mission readiness, facilitating immediate and effective employment in exercises, contingencies, limited war, and general war operations. The training program must train aircrew in the Knowledge, Skills, and Abilities (KSA) required in accomplishing assigned missions. The training program is designed to ensure aircrew members have the appropriate KSA to accomplish assigned missions. The program leverages an extensive base of authoritative sources including Air Force official guidance, DoD regulations and guidance, federal air regulations, international standards and practices, and others.

1.3. Roles and Responsibilities. The AFSOC Commander is responsible for overall management of Air Force flying training programs supporting Air Force Special Operations Forces (AFSOF) and USSOCOM. AFSOC is designated lead command for DSO training.

1.3.1. AFSOC Operations (AFSOC/A3) is the focal point for all formal aircrew training management and is responsible for formal school training matters such as curriculum, standardization of training programs, and flying hour management. AFSOC/A3 may issue updated mission continuation training guidance via Ready Aircrew Program Tasking Memorandum (RTM) as necessary to Group or Wing Commanders (OG/CCs or SOW/CCs) for implementation.

1.3.2. AFSOC Training (AFSOC/A3T) is responsible for the oversight of DSO formal school training programs. The 492 SOW in conjunction with the 361 ISRG is responsible for syllabus development, conducting initial/mission qualification, and instructor upgrade for DSO aircrew per this manual, and Department of the Air Force Formal Schools Education & Training Course Announcements (ETCA).

1.3.3. AFSOC/A3T Responsibilities.

1.3.3.1. Oversee DSO formal flying training and mission ready (MR) ground training events.

1.3.3.2. Monitor quality of training.

- 1.3.3.3. Coordinate prerequisite waiver requests for aircrew training courses.
- 1.3.3.4. Determine student training quotas required to maintain adequate crew force levels.
- 1.3.3.5. Allocate and monitor student quotas for aircrew training courses.
- 1.3.3.6. Ensure Standardization/Evaluation (Stan/Eval) trend analysis data is incorporated into formal aircrew training course reviews and RTM development.
 - 1.3.3.6.1. Review and approve syllabi formal aircrew training courses. Conduct syllabus reviews every 2 years.
 - 1.3.3.6.2. Review trend data on an annual basis for formal course review (FCR) and RTM development.
- 1.3.3.7. Review and recommend changes to ETCA for formal aircrew training courses.
- 1.3.3.8. Attend annual Program Flying Training (PFT) conferences, coordinate PFT issues, and monitor publication of PFT documents and subsequent revisions.
- 1.3.3.9. Validate Flying Hours Program.
- 1.3.3.10. Monitor resources required to meet aircrew training requirements and identify deficiencies in manpower, personnel, facilities, or training equipment.
- 1.3.3.11. Monitor graduate field evaluation programs per AFSOCI 36-2602, *Formal Aircrew Training Management*.
- 1.3.3.12. Review and approve syllabi and training plans for unit developed aircrew training courses.
- 1.3.3.13. Manage the contractor support for aircrew training devices and courseware.
- 1.3.3.14. Manage DSO simulator certification as applicable.
 - 1.3.3.14.1. Produce a simulator event certification letter to delineate training that may be accomplished in specific Aircrew Training Devices (ATD).
 - 1.3.3.14.2. Validate ATD suitability to credit simulator time for upgrade and experience levels.
 - 1.3.3.14.3. Manage the acquisition and modification of aircrew training devices.
 - 1.3.3.14.4. Program sufficient funding to maintain concurrency between aircraft and aircrew training system (courseware and devices).

1.3.4. **AFSOC/A2 and A5/8 Responsibilities.**

- 1.3.4.1. Manage the acquisition and modification of DSO training devices.
- 1.3.4.2. Program sufficient funding to satisfy identified deficiencies in DSO aircrew training deficiencies related to special operations forces (SOF)-specific equipment/devices.

1.3.5. **Special Operations Wing/Group Responsibilities.**

- 1.3.5.1. Assign, by letter of appointment, a minimum of one DSO to work in the operations group/wing (preferred), operations support squadron training office, or the operational unit to act as the operations group/wing training Subject Matter Expert (SME). This individual will be instructor qualified.

1.3.5.2. Develop programs to meet training objectives. Provide necessary staff support and assist subordinate units in management of training programs that meet unit needs.

1.3.5.3. Attach each wing/group/Special Operations Support Squadron Aircrew Position Indicator-6 flyer to a flying squadron.

1.3.5.4. Determine annual formal aircrew training quota requirements, submit quota requests to AFSOC/A3T, and manage quotas allocated.

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

1.3.5.6. Ensure RTM guidance implementation to include aviation resource management system training profile updates and squadron dissemination.

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

1.3.5.8. Ensure squadron Stan/Eval trend data and instructor feedback are reviewed at a group/wing-wide level on a semiannual basis. Pertinent information from review will be disseminated to the individual squadrons for incorporation into squadron training plan.

1.3.6. Wing commanders (delegable no lower than the first rated O-6 in the chain of command) or Commander Air Force Special Operations Forces (COMAFSOF) are the waiver authority for individual, case-by-case ground and flying training requirements as outlined below.

1.3.6.1. Extend ground training requirement due dates up to 2 months for the designated items in the MAJCOM-specific RTM ground training table. Items required by other AFMANs will not be waived by the Special Operations Wing (SOW) unless specifically authorized to do so in the source regulation.

1.3.6.2. These events may count towards the next periodic requirements (units will note on waiver when events were accomplished and the ARMS due date will be updated).

1.3.6.3. See the current AFSOC SILENT SHIELD RTM for further guidance.

1.3.6.4. May extend due dates for the duration of an exercise, contingency, or operational mission for events, in accordance with (IAW) the AFSOC SILENT SHIELD RTM, on an individual basis only if the following conditions apply:

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

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

1.3.6.4.3. Only applies to AFSOC-specified events. Items levied by other regulations may not be waived by the SOW unless specifically authorized to do so in the source regulation.

1.3.6.4.4. May waive flying training requirements (the DSO-specific tables of the AFSOC SILENT SHIELD RTM except as otherwise noted) on an individual basis only. Wings/groups must keep an accurate record of waivers granted.

1.3.6.4.5. Will notify AFSOC/A3T of any SOW extensions.

1.3.7. **361 ISR Group Responsibilities.**

1.3.7.1. Prepare, review, and forward non-qualification/certification Syllabus of Instructions (SOI) through the 492 Special Operations Training Group (SOTRG) for final AFSOC/A3T approval.

1.3.7.2. Work with formal training units (FTUs) and operational units during FCRs to review courseware, syllabi, training requirements, PFT quantity, etc. The annual training review, syllabus review, and PFT conferences are the primary conduits for significant changes.

1.3.7.3. Recommend changes to ETCA through appropriate channels to AFSOC/A3T.

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

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

1.3.7.6. Identify then notify AFSOC/A2 and 16AF of funding requirements to satisfy deficiencies of aircrew training and ensure realistic training on both aircraft and aircrew training devices.

1.3.7.7. Program force level forecasts for the next Presidential Budget submission plus the next Program Objective Memorandum cycle. HQ ACC, in coordination with HQ AFPC, will provide the projected number of assigned aircrew members for each time period, with corresponding authorizations and force turnover rates.

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

1.3.8. Formal Training Unit Responsibilities.

1.3.8.1. 306 IS Responsibilities.

1.3.8.1.1. Conduct and monitor DSO formal training to meet all course objectives and standards. This includes monitoring and adjusting SOI content and quality as well as PFT quantity to produce crew members qualified to perform the mission. The periodic Training Review, FCR, and PFT Conferences are the primary conduits for significant changes.

1.3.8.1.2. Prepare, review, and forward all qualification SOI through the 492 SOTRG to AFSOC/A3T for coordination. Syllabi will contain a brief summary of revised, deleted, or added material and a resource impact statement (flying hours, manpower, facilities, etc.).

1.3.8.1.3. Recommend required changes to ETCA course catalogue through appropriate channels to AFSOC/A3T.

1.3.8.1.4. Conduct an FCR every 2 years in conjunction with AFSOC/A3T.

1.3.8.1.5. Forward current copies of courseware materials to units semiannually.

1.3.8.2. 19 SOS and 415 SOS Responsibilities.

1.3.8.2.1. Provide overall operation, logistics, and administration of DSO formal training courses.

1.3.8.2.2. Administer end-of-course critiques and graduate field evaluations. Forward a summary of all critiques and evaluations through the 306 IS to AFSOC/A3T for review. Coordinate with AFSOC/A3T to ensure formal school graduates meet unit requirements.

1.3.8.2.3. Maintain a class roster of student entries and graduates for each formal course. Award AF Form 1256, *Certificate of Training*, to graduates per the ETCA. Maintain a record of certificates issued, to include graduate's name, rank, course completed, course number, dates of course entry and completion, and automated personnel data system course code. Forward documents to individual's base education office, as applicable.

1.3.8.2.4. Notify AFSOC/A3T and gaining unit, in writing, when student graduation dates are extended 30 days past scheduled, or if students will graduate without completing all syllabus-training requirements.

1.3.9. Intelligence Squadron/Detachment Commander Responsibilities.

1.3.9.1. By letter of appointment, assign a minimum of one instructor DSO to the unit aircrew training office. The chief of the training section and/or the Noncommissioned Officer In Charge should be instructor qualified.

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

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

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

1.3.9.5. Review training records of newly assigned or attached crew members and those completing formal training to determine the necessary training required to complete/certify the individual as MR.

1.3.9.6. Assign FTLs, and levels of qualification (e.g. instructor) or certification (e.g., evaluator) to assigned crew members (see the AFSOC SILENT SHIELD RTM for description of training levels). Assign training levels based on experience and aircraft proficiency.

1.3.9.7. Establish annual squadron training plan. Any flying training that does not support DSO METLs, unit Mission Essential Tasks, or formal school training should be questioned and reviewed.

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

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

1.3.9.8. Ensure supervisors complete the formal school post-graduate surveys IAW AFMAN 11-202V1.

1.3.9.9. Squadrons and Detachments will maintain mission ready status on unit assigned aircrew members.

1.3.9.9.1. Squadrons will have six months from the time a new core mission event is added and MAJCOM guidance issued to train to qualify aircrew in the new event.

1.3.9.9.2. Commanders will not assign additional duties to first assignment “pipeline” DSOs for their first six months in the unit and not until after Combat Mission Ready (CMR) training is complete.

1.3.9.9.3. Squadron commanders may carry new crew members as MR for up to six months if an aircrew member arrives at the unit after a permanent change of station (PCS) or formal school and is not MR in all core mission events. If training is not complete in six months, the aircrew member becomes “non-mission ready” (NMR).

1.3.10. Unit Training Office Responsibilities.

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

1.3.10.2. Maintain a training continuity book detailing proper training office management. Maintain a copy of the unit training officer appointment letter in the continuity book.

1.3.10.3. Maintain and update unit training office self-inspection checklist. Conduct self-inspection IAW wing self-inspection program, but at least quarterly. A copy of the last two self-inspections and open discrepancy tracking sheets will be maintained through the use of the Management Internal Control Toolset (MICT) IAW DAFI 90-302, *The Inspection System of the Department of the Air Force*.

1.3.10.4. Submit waivers IAW [Para 1.6](#) and maintain a waiver tracking log. Notify unit operations officers and commanders on issues affecting readiness.

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

1.3.10.6. Initiate, track, review, and close out aircrew training folders and forms IAW AFMAN 11-202V1_AFSOCSUP, *Aircrew Training*.

1.3.10.7. Monitor and schedule training required by [Chapter 2](#) in conjunction with formal training courses.

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

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

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

1.3.10.11. Request off-station training through appropriate channels.

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

1.3.10.13. Submit all secondary method training requests to AFSOC/A3T for approval via applicable Special Operations Groups (SOG) in coordination with 361 ISRG/DO.

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

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

1.3.10.16. Ensure instructors complete training folder entries before departing post-mission whenever possible but no later than 24 hours after land time. Ensure training documentation contains enough detail to ensure effective instructor and training continuity and clearly communicates students' strengths, weaknesses, and training accomplished during the event.

1.3.10.17. Additional roles and responsibilities can be found in the AFMAN 11-202V1_AFSOCSUP.

1.4. Aircrew Training Guidance. The primary training method for DSO initial mission qualification or upgrade training to instructor is attendance at an ETCA catalogued formal school. United States Air Force (USAF) policy dictates the use of formal schools unless attendance is impractical. The secondary method of training (SMT) is in-unit training using applicable formal school courseware. SMT requires a waiver request be submitted through appropriate channels for approval by AFSOC/A3T (see [Table 1.1.](#)) Training accomplished in an operational unit designated by AFSOC/A3T to fulfill the role of an FTU is not considered SMT and does not require a waiver. Any aircrew member who was previously disenrolled from a formal ETCA course for substandard performance is ineligible for a secondary method training waiver. **(T-2)**

Table 1.1. Processing of SMT Waiver Requests.

SMT Waiver requested by:	SMT Waiver Authority	Forward request through:	Reply sent to:	Info copy sent to:
DSO Unit/Detachment	AFSOC/A3T	SOG/OGT to SOG/CC to AFSOC/A3T	SOG/OGT	Requesting Unit; 361 ISRG

1.4.1. AFSOC flying units and FTUs may utilize digital training folders. Electronic training forms and folders are a suitable substitute for the AF Form 4109, *SOF/CSAR Aircrew Training Record*, AF Form, 4110 *Comments - SOF/CSAR Training Record*, and AF Form 4111, *SOF/CSAR Training Record*.

1.4.2. When specific formal courseware is not published, use of locally developed training syllabi is authorized. Units will forward all locally developed syllabi for in-unit training to AFSOC/A3T for review and approval in coordination with the 361 ISRG/DOT. All locally approved in-unit syllabi are posted on the AFSOC/A3T web page at <https://usaf.dps.mil/teams/AFSOC-AircrewTrng/SitePages/Home.aspx>. **(T-2)**

1.5. Service Commitments. Formal training, either primary or secondary method, conducted per this manual may incur a service commitment IAW AFMAN 36-2100, *Military Utilization and Classification*. Reference the appropriate regulation for program specifics. Individuals will acknowledge the incurred ADSC by signing the appropriate Service Commitment Acknowledgement Statement, prior to entering training. The unit training officer will notify AFPC/DPSFO via the servicing military personnel flight once training is complete.

1.6. Waivers. Unless otherwise noted, AFSOC/A3 is the waiver authority for the contents of this manual.

1.6.1. When unable to comply with guidance or procedures in this manual, unit personnel/training staff may request a waiver. All personnel should familiarize themselves with the waiver approval authorities as defined and described in DAFMAN 90-161.

1.6.2. AFSOC/A3 may grant group waivers for AFMAN 11-2MDSV1, *MDS Aircrew Training*, and AFSOCMAN 11-2MDSV1, *MDS Aircrew Training*, and the associated RTM.

1.6.3. When a training item is directed by another instruction, refer to that instruction to determine the correct waiver authority (e.g. altitude chamber, combat survival training, etc.).

1.6.4. Waivers to the requirements of this manual will be submitted through the SOG training office (SOG/OGT) to the SOG/CC then to AFSOC/A3T for approval, unless otherwise specified. **(T-2)** SOG commanders are the delegated waiver authority for flying hour requirements and for ground and flying training requirements as outlined below in [para 1.6.7](#). SOGs will keep an accurate record of all waivers granted and notify AFSOC/A3T, as appropriate, by message when such waivers or extensions are issued. **(T-2)**

1.6.5. Units will maintain waiver logs for one year. As a minimum, track the following information: **(T-2)**

1.6.5.1. Waiver type.

1.6.5.2. Approval authority.

1.6.5.3. Approval date.

1.6.5.4. Waiver number.

1.6.5.5. Waiver expiration date.

1.6.5.6. Copy of the signed waiver.

1.6.6. General Waiver Format. Crewmember's name, grade, flying organization (assigned or attached), present crew position (including special mission qualifications), total flying time and primary aircraft assigned (PAA) time (including instructor, evaluator and applicable ATD time), and justification, crew qualification to which member is qualifying or upgrading, scheduled training start date, expected upgrade or qualification date, date last event accomplished, remarks, and requesting unit point of contact (include name, rank, telephone number, and office symbol) Waiver format templates are available on the AFSOC/A3T website, <https://usaf.dps.mil/teams/AFSOC-AircrewTrng/SitePages/Home.aspx>.

1.6.7. Units requesting waivers for SMT in-unit qualification, mission qualification, or upgrade of an aircrew member will send requests through appropriate channels to AFSOC/A3T. Formal schools will forward current copies of courseware materials to units

semiannually. Maintain copies of all waivers in the individual's training folder. If the training incurs an ADSC per [para 1.5](#), include the statement "Individual acknowledged receipt of ADSC by signing the AF Form 63, *Active Duty Service Commitment Acknowledgement Statement*, on <date AF Form 63 signed>." (T-2)

1.6.8. OG/CC or equivalent (e.g. COMAFSOF) may:

1.6.8.1. Extend ground training requirement due dates up to 2 months for the designated items in the MAJCOM-specific RTM ground training table on an individual basis only (**Exception:** Items referenced in [para 1.6](#), levied by other regulations may not be waived by the OG/CC unless specifically authorized to do so in the source regulation). These events may count towards the next periodic requirements (units should note on waiver when events were accomplished and the ARMS due date should be updated).

1.6.8.2. Extend due dates for the duration of an exercise, contingency or operational mission for RTM, ground training table events on an individual basis only if a crew member goes overdue while away from home station and the training is not available at the deployed location (**Exception:** Items referenced in [para 1.6](#), levied by other regulations may not be waived by the OG/CC unless specifically authorized to do so in the source regulation.)

1.6.8.3. Waive all flying training requirements in the RTM flying requirements table on an individual basis only. Wings/groups must keep an accurate record of waivers granted. Notify AFSOC/A3T when waivers are issued. (T-2)

1.6.9. Unit commanders may:

1.6.9.1. Carry new crew members as MR for up to six months if an aircrew member arrives at the unit after a PCS or formal school and is not MR in all core mission events. Units must notify AFSOC/A3T of any unit extensions. (T-2) Under no circumstance will aircrew perform events in which they are not qualified unless under the direct supervision of an instructor. If training is not complete in six months, the aircrew member becomes NMR. Squadrons will have six months from the time a new core mission event is added and AFSOC guidance issued to train and qualify aircrew in the new event. (T-2)

1.6.9.2. Waive up to 20 percent of the total and PAA hours required for upgrade in all crew positions, on an individual basis only, once the crewmember has completed the Advanced Tactical Readiness (ATR) phase of Air Commando Development. File a copy of the waiver in the individual's training record and notify AFSOC/A3T when waivers are issued. Students attending formal school will bring a waiver letter to the formal school for insertion into their training record. (T-2)

1.7. Career Enlisted Aviator (CEA). CEA qualifications are not tied to AFMAN 36-2100, skill-level upgrade. All enlisted aircrew qualifications are separate and distinct from skill level qualification. When an AF Form 8/8a, *Certificate of Aircrew Qualification*, is completed for the applicable flight evaluation, then that crew member is qualified to perform all duties assigned to that crew qualification regardless of skill level. Aircrew instructor qualifications and flight examiner certifications are also separate and distinct from on-the-job training or certifier designation and are reflected in Air Force Specialty Code (AFSC) by use of "K" prefix (aircrew instructor), "T" prefix (FTU instructor), and "Q" prefix (aircrew flight examiner).

1.7.1. Changes. Recommendations for improvement to this manual are encouraged. Send recommendations to AFSOC/A3T through command channels on a DAF Form 847, *Recommendation for Change of Publication*. AETC units will forward DAF Form 847s through Stan/Eval channels to AFSOC/A3V. AFSOC/A3 is the approval authority for changes or revisions to this instruction. These training requirements and currency adjustments may be made via RTM. AFSOC/A3 will be an info addressee on all changes.

1.7.2. Deviations. This instruction does not authorize deviations from the flight manual or any other Air Force Instruction or Manual. Flight safety should take precedence over the requirements and guidance of this instruction.

1.8. Command Relationships.

1.8.1. AFSOC and ACC. The AFSOC/ACC Memorandum of Agreement (MOA) outlines the inter-command relationships and responsibilities regarding AFSOC and the units of the 361 ISRG. The MOA outlines the administrative, cryptologic, logistical, resource, and operational responsibilities of AFSOC and ACC pertaining to the direct support relationship between AFSOC and the 361 ISRG.

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

1.8.3. AFSOC, ACC, and the United States Air Force Warfare Center (USAFWC). The AFSOC/ACC/USAFWC MOA outlines the inter-command relationships and responsibilities regarding operations at the 14th Weapons School.

1.9. Intra-command and Inter-command Transfer of Aircrews. For intra-command transfer of aircrew members, the gaining organization will honor validated training completed by newly assigned crew members prior to the transfer. **(T-3)** For inter-command transfer, certifications and qualifications should be accepted to the maximum extent practical, as long as training and evaluation standards are equivalent. The operations officer at the gaining unit should review the individual's career training folder and flight evaluation folder to determine which certifications and qualifications will be honored.

1.9.1. PCS Screening. Losing units will screen individual flight and ground training records during unit out-processing. **(T-2)** Accomplish this screening in sufficient time to correct discrepancies prior to PCS. Losing unit will provide a printed copy of current ground and flying training summaries to individuals prior to PCS. See DAFMAN 11-401, *Aviation Management* for additional guidance. **(T-3)**

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

1.9.3. Aircrew members qualified in the same MDS are considered qualified in that equipment throughout the force when used for the same mission. **(T-2)**

1.10. Initial Cadre for Change of Equipment or Capability. Authorization to form initial cadre crews will be contained in the conversion program action directive. **(T-2)** Unless otherwise stated

in the program action directive, the following conditions will apply to management of initial cadre aircrew qualification for aircraft conversion: **(T-2)**

1.10.1. A nucleus of instructor and flight examiner personnel (initial cadre) will be formed to begin aircrew training. Initial cadre will not be designated in a crew position higher than currently held. For example, an instructor DSO may not be designated as a flight examiner. **(T-2)**

1.10.2. Units send proposed initial cadre list by name, rank, current crew position and aircraft, total flying time, and requested crew qualification level through channels to AFSOC/A3 for approval. **(T-2)**

1.10.2.1. Following final approval, publish a squadron letter to identify initial cadre instructors and flight examiners by aircraft and crew qualification and file in each cadre individual's flight evaluation folder at Tab 2. **(T-2)**

1.10.2.2. If an evaluation was accomplished, enter appropriate comments in the remarks section of AF Form 8/8a explaining the individual's status as initial cadre instructor or flight examiner. **(T-2)**

1.10.3. Initial cadre is not required for minor aircraft modifications when any required training for that modification is provided by the contractor and/or can easily be accomplished in-unit. Conduct differences training for the new equipment and log training on a letter of Xs or Memo for Record. Crew members will not fly with new equipment until trained. **(T-2)**

1.11. Mission Essential Task List. Squadrons will maintain mission ready status on all primary aircrew members up to unit authorizations. **(T-2)** Commanders will train aircrews to meet capabilities specified in unit METL found in the Air Force Universal Task List. **(T-3)**. Supervisory aircrew and staff members assigned above squadron level, which are in excess of the unit's mission requirements, will maintain mission ready, basic mission capable or basic aircraft qualification status, as required. **(T-3)**

1.11.1. Commanders will not assign additional duties to first assignment "pipeline" (directly out of formal MDS training) crew members for their first 6 months in the unit. This policy allows pipeline students to complete CMR workbook and learn the weapon system without distraction of an additional duty; however, first assignment senior personnel may be assigned additional duties.

1.11.2. Aircrew members will not perform long term duties that detract from the primary duties of training for, or performing the unit flying mission. **(T-3)**

1.11.3. Currency Requirements. Unit commanders may direct specific individuals to maintain only partial Basic Mission Capable qualifications. In such cases, the crew member will require only those currency items associated with this tailored qualification. The individual's AF Form 8/8a will indicate applicable restrictions based on assignments of less than full mission qualification. **Chapter 3** and the current RTM outline exceptions to continuation currency training requirements for these personnel. The individual must comply with MR training requirements or pursue applicable waivers through AFSOC/A3.

Chapter 2

MISSION QUALIFICATION TRAINING (MQT)

2.1. Overview. This chapter establishes the minimum training requirements for completing mission qualification and requalification. Aircrew members completing mission qualification or requalification will meet the requirements of this chapter. **(T-2)**

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

2.2.1. If required, conduct requalification using the initial mission qualification course as a guide.

2.2.2. When attendance is not practical or quotas are not available, unit or detachments may request waivers to conduct SMT, IAW AFMAN 11-202V1_AFSOCSUP, using formal school courseware.

2.2.2.1. Do not issue aircrew members who have previously failed to complete an ETCA formal course for substandard performance an SMT waiver for the same training.

2.2.2.2. The secondary method requires use of formal school courseware and a waiver from the appropriate waiver authority. This courseware establishes the minimum training requirements to meet standards specified in AFMAN 11-2MDSV2 *MDS Aircrew Evaluation Criteria*. Unit or detachments may supplement courseware to meet local requirements. Submit all courseware change requests to HQ AFSOC/A3T prior to implementation.

2.3. Training Prerequisites. Course prerequisites are IAW the appropriate formal course syllabus, the ETCA, AFMAN 11-202V1 and applicable supplements, and this instruction. The formal school syllabus designates the course prerequisite approval authority. If there is not a separate mission requalification course, aircrew members requalifying in the unit or detachment's mission will comply with the initial mission qualification course prerequisites. **(T-2)**

2.4. Ground Training Requirements. Complete all ground training in accordance with the AFSOC-specific RTM, as part of mission qualification training or prior to certifying individuals as mission ready. Completion of training establishes due dates for recurring ground training required in **Chapter 3**. Credit any training accomplished at a formal school. Qualified mission ready crewmembers transferred from other unit or detachments require only unit or detachment specific mission ready training events and events which are due/overdue.

2.4.1. Academic Training. Complete all academic and ground training delineated in applicable courseware. If not included in the course syllabus, accomplish the minimum requirements listed in AFMAN 11-202V1 separately.

2.4.2. Written Examination. Crewmembers should complete a written examination before the end of mission qualification flying training. Formal school End of Course examinations, Group/Wing Stan/Eval or equivalent examinations for SMT satisfy this requirement. The formal school will not forward their examinations as part of the courseware for in-unit or detachment qualifications. **(T-2)**

2.5. Flying Training Requirements. Mission sequence and prerequisites will be IAW the appropriate formal course syllabus. Deviations may be approved on a case-by-case basis by the 492 SOTRG/CC. **(T-2)**

2.5.1. Formal course syllabus mission objectives and tasks are minimum requirements for I/MQT. Additional training events, based on student proficiency and background, may be incorporated into the I/MQT program with authorization of the unit or detachment commander.

2.5.2. Additional training due to student non-progression is also available within the constraints of the formal course syllabus and may be added at the discretion of the unit or detachment commander.

2.6. Flying Training Requirements. Satisfactorily completing the appropriate ETCA catalogued formal course satisfies the requirements of this section. Approved in-unit qualification training must be accomplished IAW applicable formal school courseware. Flying training lessons should be completed sequentially. If mission scheduling or student progress dictates otherwise, in-unit training sequences may be changed by the unit operations officer. **(T-2)**

2.7. Difference Training Requirements. DSOs may accomplish differences training to obtain additional certification on any AFSOC aircraft using AF Form 4348, *USAF Aircrew Certifications* as required. Additional certification is required for MC-130, C-130, AC-130, rotary/tilt-rotor, and the C-146. Differences training does not require a SMT waiver. It is an instructor certified event accomplished within the unit or detachment. DSO difference and conversion training is IAW HQ AFSOC/A3T approved syllabus of instruction, though there is no formal DSO conversion/difference training courseware. **(T-2)**

2.7.1. Instructors will adhere strictly to the syllabus for ground and in-flight training. Upon satisfactory completion of the applicable written closed book examinations and flight training requirements, the instructor will notify the unit training office, unit Stan/Eval, and SARM of the member's completion of difference training. **(T-2)**

2.7.1.1. On occasion, mission other than standard direct threat warning dictate the requirement for DSOs to operate on Non-Standard Aviation (NSAV) aircraft. DSOs may gain universal qualification IAW AFMAN 11-202V2_AFSOCSUP, *Aircrew Standardization/Evaluation Program*. Conversion or difference training on NSAV aircraft is not required with the exception of the C-146. DSOs must be certified on required DSO equipment for the aircraft. Egress training and aircraft familiarization will be accomplished with a qualified instructor of the specific aircraft NSAV aircraft prior to first flight. Document the egress and aircraft familiarization on an AF Form 1522, *ARMS Additional Training Accomplishment Report*. Authorized aircraft are listed in the AFSOC SILENT SHIELD RTM.

2.7.1.2. DSOs will not conduct flight evaluations on NSAV aircraft.

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

2.7.3. Crewmembers will complete all required ground training prior to being declared mission ready. **(T-2)**

2.7.4. DSOs qualified and current in special mission events may maintain that qualification, once they are mission qualified in their new aircraft.

Chapter 3

CONTINUATION TRAINING

3.1. General Requirements.

3.1.1. Requirements in this chapter satisfy the minimum flying and related ground training to maintain currency. Individual proficiency may require a greater number of events. The RTM contains all ground training and flying requirements tables and definitions.

3.1.2. Training requirements may be completed on any sortie if the accrediting criteria of this manual are met. Sorties and events that are compatible may be credited on the same flight.

3.1.3. Aircrew members cannot log continuation training requirements in events in which they are unqualified.

3.1.4. Training events accomplished on an evaluation or an instructor certification (i.e. differences training completion) may be credited toward the individual's volume requirements.

3.1.5. Flying training events accomplished during formal training should use the course completion date (successful evaluation date) to establish the due dates for all subsequent currency and requirements. Use actual dates for ground training. Certification events trained to a 3C in the FTU should use the date of the check-ride as the initial accomplishment date.

3.1.6. Aircraft flying training requirements may be accomplished in an ATD as noted in the RTM MR flying requirements tables.

3.2. Flight Training Levels. The use of experience-based FTLs allows the squadron commander to prioritize training resources. Aircrew members should meet the minimum criteria established in [para 3.2.1](#), and [Table 3.1](#) below, before assignment to the respective training level. When these minimums are met, awarding a training level is at the sole discretion of the squadron commander. **Note:** The aircrew member's availability to fly should not be a factor in assigning an FTL.

3.2.1. FTLs are based on DSO flight time (total MDS time for DSOs) and total flight time per [Table 3.1](#). For mission qualification FTL, DSO flight time should include any type MDS time and any MDS WST time.

3.2.1.1. FTL "A"-Highly experienced MR aircrew members with 300 DSO-specific hours and 500 total flight hours onboard any operational aircraft.

3.2.1.2. FTL "B"-Experienced MR aircrew members with 100 DSO-specific hours and 300 total flight hours onboard any operational aircraft.

3.2.1.3. FTL "C"-Inexperienced MR aircrew members.

Table 3.1. Minimum FTL Hour Requirements.

FTL "A"	FTL "B"	FTL "C"
DSO Hours / Total Hours	DSO Hours/Total Hours	DSO Hours/Total Hours
300/500	100/300	Under 100/Under 300

3.2.2. Change of FTL. Squadron commanders may change an individual's FTL based on current RTM guidance. **(T-3)**

3.3. Proration of Training Requirements. See AFMAN 11-202V1, as supplemented.

3.4. Re-currency and Requalification Training. Training is required whenever an aircrew member does not meet a currency requirement in this manual and the AFSOC SILENT SHIELD RTM. An aircrew member will not perform events unsupervised until training is accomplished. **(T-2)**

3.4.1. Loss of Ground Training Currency. Failure to accomplish events listed in RTM ground training tables results in a loss of currency for that event. Crewmembers are non-current the day after event currency expires.

3.4.2. Loss of Flying Requirement Currency. In accordance with the RTM, DSOs qualified on more than one platform will divide the Combat Mission Profile (CMP) requirements equally among the platforms but not less than one event per platform. DSOs qualified on multiple MDSs that do not meet minimum flying currency requirements for an MDS in which they hold a qualification are considered to be noncurrent only on that/those MDSs in which the requirements were not met. The individual is considered to be current and qualified on all platforms where requirements are met. Individuals will complete at least one flight with an instructor to regain currency in each MDS in which currency was lost. **(T-3)** Discretionary disqualifications are documented on the member's AF Form 4348.

3.4.2.1. For example, an aircrew member is FTL B and is qualified on the AC-130J and MC-130J. During the training period the member logged enough CMPs on the MC-130J to meet their total CMP requirement but none on the AC-130J. Because the member did not log a CMP on the AC-130J, the member is considered non-current only on the AC-130J; the member is current on the MC-130J because the member met their total FTL B CMP requirements and logged at least one CMP on that MDS.

3.4.2.2. DSOs qualified on a single MDS that do not meet minimum flying currency requirements for their assigned FTL over the course of a training period are non-current. For example, an aircrew member is FTL C and only qualified on the AC-130J. During the previous training period the member logged 2 CMPs on the AC-130J, which is short of the required quantity for FTL C. Because the member did not meet the minimum flying currency requirements for FTL C, they are non-current. If FTL CMP non-currency extends for a second consecutive training period, the DSO becomes unqualified.

3.4.2.3. DSOs qualified on multiple MDSs who do not meet the minimum overall CMP volume requirements for their assigned FTL during a training period are non-current on all MDSs. If FTL CMP non-currency extends for a second consecutive training period, the DSO becomes unqualified on the effected MDS(es).

3.4.3. DSOs unqualified up to 39 months at the end of a non-flying assignment, or up to 51 months at the end of any active flying assignment. Fly under supervision of an instructor and complete additional training as directed by the squadron commander. DSOs will complete a requalification evaluation IAW AFMAN 11-202V1, applicable MAJCOM supplements, and this manual. **(T-2)**

3.4.4. DSOs unqualified 39 or more months at the end of a non-flying assignment, or 51 or more months at the end of any active flying assignment, up to 8 years. Complete the appropriate ETCA formal school flying training course (TX-2) and a flight evaluation IAW AFMAN 11-202V1 and AFMAN 11-2MDSV2 MDS. **Note:** DSOs who become unqualified

may be requalified directly to instructor status, provided their training and evaluations include a review of instructor duties, procedures, and techniques.

3.4.5. Regaining Currency. Members who exceed 6 months of noncurrency for an Aircrew Proficiency Sortie become unqualified and require a requalification evaluation. Noncurrency in other events require showing proficiency to an instructor in the aircraft or simulator to regain currency.

3.4.6. Requalification Training. Crewmembers requiring requalification will accomplish training IAW AFMAN 11-202V1, applicable MAJCOM supplements, and **Chapter 2**, and **Chapter 4** of this manual. Requalification training plans for aircrew unqualified for more than 6 months, but less than 39 months, will be tailored to the individual's skill and proficiency levels. The squadron commander will determine the minimum training events required.

3.5. Ground Training. Accomplish ground training IAW the RTM ground training table. Crew members should comply with the time periods listed for their FTL. Conduct training IAW the referenced publications, notes in RTM ground training table, and the guidance below. The governing directive or RTM takes precedence over **Chapter 3** requirements. If the AFMAN 11-2MDSV1 *MDS* is also listed as a governing directive, the most restrictive guidance should be followed.

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

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

3.5.1.2. Training status items. Crewmembers will not fly without instructor supervision. **(T-2)**

3.5.1.3. Mission items. Failure to accomplish mission events in the RTM ground training table results in non-mission ready status and the individual cannot deploy as a crewmember.

3.5.2. Block Training. The parent SOG training office should establish and administer a centralized aircrew block training session (Air Reserve Components may delegate block training to squadron level). Block training should include all recurring ground training required to maintain readiness.

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

3.6. [LGXXS] Cryptologic Skills Proficiency Test (CSPT). DSOs are required to maintain CSPT currency. Refer to the current 361 ISRG policy guidance memorandum for further details.

3.7. Flying Training.

3.7.1. DSOs must accomplish all applicable training requirements of RTM based on assigned FTL (A, B, or C). **(T-2)**

3.7.2. Instructors and flight examiners may not log events performed by other crewmembers during instruction or evaluations. Instructor DSOs may credit a CMP while flying with a student.

3.7.3. Flying Training Events. See AFSOC SILENT SHIELD RTM for Flying Training Event definitions and requirements.

Chapter 4

UPGRADE/SPECIALIZED TRAINING

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

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

4.2.1. Unit or detachment commanders will personally review each instructor candidate's qualifications and select instructors based on their background, experience, maturity, and ability to instruct. The following characteristics must be considered: **(T-3)**

4.2.1.1. Instructional Ability. An instructor is a teacher and must understand the principles of instruction. Instructors should exemplify a higher level of performance and present themselves a reliable and authoritative expert in their respective duty positions.

4.2.1.2. Judgment. Instructors must possess judgment necessary to meet unexpected or induced emergencies, and the ability to exercise sound judgment through mature realization of their own, their student's, and the aircraft's limitations.

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

4.2.1.4. Technical Knowledge. The instructor must be thoroughly familiar with respective aircraft systems and equipment, normal and emergency operating procedures, and the prohibited maneuvers and aircraft performance under all conditions of flight. Additionally, all instructors must be thoroughly familiar with aviation management, flying training, and flying operations publications.

4.2.1.5. Flying Experience. Instructors must possess reasonable flying experience to include desired standards of skill and proficiency in both the aircraft and assigned missions. Flying hours alone cannot be accepted as criteria for selection to instructor.

4.2.1.6. Tactical Experience. The instructor must be familiar with respective aircraft defensive systems and equipment. They must be familiar with how their MDS can be employed in threat areas. They must be familiar with Air Force Tactics, Techniques, and Procedures (AFTTP) applicable volumes.

4.2.2. Initial Candidates. All initial instructor upgrade candidates must be mission ready in their unit or detachment's mission for a minimum of 6 months, ATR complete, and meet the flying hour requirements identified in **Table 4.1. (T-2)**

4.2.2.1. Instructor prerequisite. The prerequisite flying time levels in **Table 4.1** are based on DSOs having gained the knowledge and judgment required to effectively accomplish the unit or detachment's mission. Candidates will meet all prerequisites listed in the ETCA and the formal school syllabus. Certification will be annotated on AF Form 4348. **(T-2)**

4.2.2.2. Unit commanders may waive up to 20 percent of the total and PAA hours required for upgrade in all crew positions, on an individual basis only, once the crewmember has

completed the ATR phase of Air Commando Development. File a copy of the waiver in the individual's training record and notify AFSOC/A3T when waivers are issued. Students attending formal school will bring a waiver letter to the formal school for insertion into their training record. (T-2)

Table 4.1. Minimum Hours Required for Upgrade to Instructor.

TOTAL HOURS	DSO HOURS
300	100

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

4.2.3.1. Qualify in the DSO formal school instructor course for their crew position IAW the ETCA. (T-2)

4.2.3.2. First-time instructors must complete ATR workbook. (T-2)

4.2.4. Instructors exhibiting substandard performance should be reviewed for suitability of continued instructor duty. Instructors will be decertified if:

4.2.4.1. Awarded a less than fully qualified grade in any area of a flight evaluation regardless of overall crew position qualification.

4.2.4.2. A qualification or emergency procedures evaluation is failed.

4.2.4.3. Unit or detachment commander deems instructor is substandard, ineffective, or providing incorrect procedures, technique or policy guidance.

4.2.4.4. Decertified instructors may regain instructor status by correcting applicable deficiency and completing training and/or evaluation as specified by SQ/CC or SQ/DO.

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

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

4.2.7. Crewmembers Previously Qualified as USAF Aircrew Instructors. See AFMAN 11-202V2, *Aircrew Standardization and Evaluation Program*, and applicable MAJCOM supplement. With OG/CC approval, these crewmembers may upgrade in-unit or detachment without a secondary method training waiver. OG/CCs should take into consideration the previously qualified instructors' experience with AFSOC roles, missions and C2. They should meet requirements of [para 4.2.3](#).

4.3. Flight Examiner Upgrade. Flight examiners are selected from the most qualified and competent instructors. Before being designated as a flight examiner, candidates will demonstrate satisfactory knowledge of command training and evaluation policies and procedures. In addition, they will demonstrate the ability to administer an evaluation IAW AFSOCMAN 11-2DSOV2,

Direct Support Operator Aircrew Evaluation Criteria . Conduct initial training IAW AFSOC approved AF Form 4111 or electronic equivalent. Certification will be annotated on AF Form 4348. (T-3)

4.4. Special Mission Qualifications and Certifications. The commander will select aircrew members qualified in the unit or detachment's mission to maintain additional special qualifications and certifications. A flight evaluation is required for Special Mission Qualifications, while Certifications are gained IAW [para 2.7.1.1](#). Special mission events are not considered core mission events and are not required for mission ready status. Instructors are authorized to teach any special qualifications in which they are qualified and current unless specifically restricted. (T-3)

4.5. Instructor Certified Events. Events that require instructor certification on the AF Form 4348 and the crew positions that require certification are listed below. These events may be taught at the formal school as part of mission qualification training. Formal school instructors will make AF Form 4348 entries for all training completed during mission qualification. Instructors are authorized to teach any event in which they are certified and current unless specifically restricted. Complete training IAW AFSOC approved AF Form 4111. Conversion/Differences training are the only DSO instructor certified events. Documentation is in accordance with [Chapter 2](#). (T-3)

MICHAEL E. CONLEY, Brig Gen, USAF
Director of Operations

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

AFI 33-322, *Records Management and Information Governance Program*, 23 Mar 2020

AFMAN 11-202V1, *Aircrew Training*, 27 Sep 2019

AFMAN 11-202V1_AFSOCSUP, *Aircrew Training*, 27 Sep 2019

AFMAN 11-202V2, *Aircrew Standardization/Evaluation Program*, 30 Aug 2021

AFMAN 11-202V2_AFSOCSUP, *Aircrew Standardization and Evaluation Program*, 30 Aug 2021

AFMAN 36-2100, *Military Utilization and Classification*, 7 Apr 2021

AFPD 11-2, *Aircrew Operations*, 31 Jan 2019

AFPD 11-4, *Aviation Service*, 12 Apr 2019

AFSOCI 36-2602, *Formal Aircrew Training Management*, 8 Jul 2020

AFSOCMAN 11-2DSOV2, *Direct Support Operator Aircrew Evaluation Criteria*, 28 Nov 2023

DAFI 90-302, *The Inspection System of the Department of the Air Force*, 15 Mar 2023

DAFMAN 11-401, *Aviation Management*, 27 Oct 2020

DAFMAN 90-161, *Publishing Processes and Procedures*, 18 Oct 2023

Prescribed Forms

None

Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 8a, *Certificate of Universal Aircrew Qualification*

AF Form 63, *Active Duty Service Commitment Acknowledgement Statement*

DAF Form 847, *Recommendation for Change of Publication*

AF Form 1256, *Certificate of Training*

AF Form 1381, *USAF Certification of Air Crew Training*

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

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

AF Form 4111, *SOF/CSAR Training Record*

AF Form 4348, *USAF Aircrew Certifications*

AF Form 1522, *ARMS Additional Training Accomplishment Report*

Abbreviations & Acronyms

ACC—Air Combat Command

ADSC—Active Duty Service Commitment

AETC—Air Education and Training Command

AFPC—Air Force Personnel Center

AFSC—Air Force Specialty Code

AFSOI—Air Force Special Operations Command Instruction

AFSOF—Air Force Special Operations Forces

AFTTP—Air Force Tactics, Techniques, and Procedures

ARMS—Aviation Resource Management System

ATD—Aircrew Training Device

ATR—Advanced Tactical Readiness

CC—Commander

CMP—Combat Mission Profile

CMR—Combat Mission Ready

CSPT—Cryptologic Skills Proficiency Test

DO—Director of Operations

DoD—Department of Defense

DOT—Director of Operations Training

DSO—Direct Support Operator

ETCA—Education and Training Course Announcements

FCR—Formal Course Review

FTL—Flying Training Level

FTU—Formal Training Unit

GT—Ground Training

IAW—In Accordance With

ISRG—Intelligence, Surveillance, and Reconnaissance Group

MAJCOM—Major Command

MDS—Mission Design Series

METL—Mission Essential Task List

MOA—Memorandum of Agreement

MQT—Mission Qualification Training

MR—Mission Ready
NMR—Non Mission Ready
NSAV—Non Standard Aviation
OG—Operations Group
OPR—Office of Primary Responsibility
PAA—Primary Aircraft Assigned
PCS—Permanent Change of Station
PFT—Programmed Flying Training
RTM—Ready Aircrew Program Tasking Memorandum
SMT—Secondary Method Training
SOF—Special Operation Force
SOG—Special Operations Group
SOI—Syllabus of Instruction
SOS—Special Operations Squadron
SOW—Special Operations Wing
USAF—United States Air Force
USSOCOM—United States Special Operations Command

Terms

Basic Aircraft Qualification Aircrew Member—An aircrew member who has satisfactorily completed qualification training in the basic aircrew position and maintains aircraft currency IAW this instruction.

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

Calendar Month—Requirements are due once per month and not necessarily associated with a 30/60 day requirement. For example, an aircrew member could accomplish the event on 1 February and then on 31 March the following month and still fulfill the requirement.

Core Mission Events—A crewmember should be qualified in all core mission events to be considered MR or Mission Capable (MC). To determine how non-currency in any core mission event affects overall mission currency refer to the aircraft's Mission Ready Flying Requirements Table (RTM MR table) Loss of qualification in any core mission event, results in loss of overall mission qualification. Consider a core mission event an instructor certified event when it is not required to be evaluated on the Initial Mission Evaluation. Squadrons will maintain at least 100

percent of their required manning as MR. AFSOC unit CC/DO should determine the status/qualification of crewmembers in excess of 100 percent manning requirement.

Difference Training—Training accomplished when changing between same design aircraft and the amount of training needed for qualification does not warrant attendance at a formal qualification course.

Direct Support Operator—An AFSOC aircrew position responsible for providing threat warning and enhanced situational awareness to SOF missions utilizing intelligence data and expertise in the area of operations.

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

Formal School Courseware—Training materials and programs developed for training aircrew members at formal schools. It includes all student study guides, workbooks, computer-based training lessons, instructor guides, and AF Form 4111, Individual Mission Grade Record, related to the specific course.

Instructor Certified Events—Training given to an aircrew member that requires an instructor to certify the student's attainment of the required proficiency and knowledge levels as specified in courseware and, if appropriate, AF Form 4111. Instructor certified events are documented in AF Form 4348 or AF Form 1381, *USAF Certification of Air Crew Training*.

Mission Design and Series (MDS) for Aircraft—The official designation for aerospace vehicles used to represent a specific category of aerospace vehicles for operations, support, and documentation purposes.

Mission Essential Task List (METL)—Combat-oriented training requirements. All AFSOC aircrew training requirements should be in support of unit METLs.

Mission Events—The squadron Doctrinal (DOC) Statement defines required crew capabilities. These capabilities/tactics/events can be categorized as either Core or Special Mission.

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

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

Special Mission Events—Some MR/MC crewmembers should carry additional qualifications in special mission events. Unit CC/DO determines which crewmembers to qualify in special mission events. Unit CC/DO will determine if special mission events have affected C- rating and report variations through Status Of Resources and Training Systems (SORTS) Special mission requirements are also shown in the RTM MR table.

Syllabus Deviation—A syllabus deviation is any unplanned variation from syllabus or equivalent directed requirement such as prerequisite flow, turn times, landing currency, minimum number of events, etc.

Syllabus Waivers—A planned one-time exception to the syllabus used to enhance or accommodate student training in special or unusual circumstances.

Total Flying Time—Total time for all aircraft flown in military service to include student time. Ensure time accumulated is in the aircrew member's current rating (i.e., pilot, navigator, etc.)

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

Training Period—As defined in the AFSOC RTM.

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

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