

**BY ORDER OF THE COMMANDER
EDWARDS AIR FORCE BASE**



**DEPARTMENT OF AIR FORCE
MANUAL 11-401**

**AIR FORCE MATERIEL COMMAND
Supplement**

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Supplement**

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Flying Operations

AVIATION MANAGEMENT

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This Department of the Air Force Manual (DAFMAN) implements Air Force Policy Directive (AFPD) 11-4, *Aviation Service*. It establishes procedures for managing flying resources and provides guidance that applies to administering aircrew flight management programs. This publication applies to civilian employees and uniformed members of the Regular Air Force, U.S. Space Force (USSF), Air Force Reserve (AFR) and the Air National Guard (ANG), as well as Air Force aircrew personnel assigned to active flying positions in the Civil Air Patrol. This Instruction requires the collection and or maintenance of information protected by the Privacy Act of 1974 authorized by Department of Defense Instruction (DoDI) 5400.11, *DoD Privacy Program and Civil Liberties Program*. The applicable SORN F011 AF XO A, *Aviation Resource Management System (ARMS)*, is available at <http://dpclo.defense.gov/Privacy/SORNs.aspx>. Ensure all records generated as a result of processes prescribed in this publication adhere to Air Force Instruction 33-322, *Records Management and Information Governance Program*, and are disposed of in accordance with (IAW) the Air Force Records Disposition Schedule which is located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the Office of Primary Responsibility using the AF Form 847, *Recommendation for Change of Publication*; route AF Form 847 from the field through the appropriate chain of command. Major commands (MAJCOMs), Field Operating Agencies (FOAs), Headquarters Air Force (HAF), Direct Reporting Units (DRUs), subordinate

organizations, and USSF equivalents may supplement this publication. MAJCOMs, FOAs, DRUs, and USSF will coordinate their supplements to this publication with the Aircrew Task Force (AF/ACTF) using AF.A3.ACTF.Workflow@us.af.mil before publishing; subordinate organizations will coordinate their supplements with parent organizations. The authorities to waive wing/Space Force equivalent/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T- 3”) number following the compliance statement. See Department of the Air Force Instruction (DAFI) 33-360, *Publications and Forms Management*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, as directed in paragraph 1.2 in this publication. Compliance with the attachments in this publication is mandatory.

SUMMARY OF CHANGES

This document has been revised and must be completely reviewed in its entirety as parent publication has changed to a DAFMAN.

1.1. (Edwards AFB) T-3 Waivers. 412 TW/CC delegates 412 OG/CC as the T-3 waiver authority for this manual.

3.2.6.2. **(Edwards AFB) MEP requests** approved at the Operations Group level will be documented on the 412 TW Flight Request SharePoint Page. Units can develop their own approval process. MEP flight authorization pre-requisites can be found at the A3V General Information SharePoint Page.

4.1. (Edwards AFB) Authorizing. Unit SARM offices will send the DD Form 2628 to the HARM office to create Aeronautical Orders for the contractor. Upon notification from the Contracting Requesting Official (CRO) that a contractor aircrew member is no longer authorized to participate in flying operations, the SARM will contact the GFR to ensure the member will not renew their contract. If the contract will not be renewed, the SARM will send an ARMS removal letter signed by the unit commander to the HARM and the contractor will be removed from the ARMS database. The EAFB Form 810 will no longer be used. Contractor flight requests requiring OG/CC approval can utilize the 412 TW Flight Request SharePoint Site.

4.1.17. **(Edwards AFB) . Flight Requests:** All flight requests for MESP, MEPs, Qualitative Evaluations, Qualified Crewmembers, and Orientation Flyers will be submitted on the 412 TW Flight Request SharePoint Site .

4.1.18. **(Edwards AFB) Flight Approval:** Programs under the conditions described below have FOA approval to fly on 412 TW-assigned aircraft:

4.1.18.1. **(Edwards AFB) Non-AFMC Guest Help Personnel:** Units will notify the FOA of the approval of non-AFMC guest help flyers approved under the provision of AFMAN 11-2FTV3 paragraph 1.5.2. Flying units will verify individual’s qualification/currency.

4.1.18.2. **(Edwards AFB) 412 TW Leadership:** The 412 TW/CC and CV and 412 OG/CC and CD are authorized to fly on any 412 TW operated aircraft to provide supervisory oversight. 412 TW flying unit commanders and operations officers are authorized to fly on any of their unit’s aircraft to observe or perform supervisory oversight. FOA approval is required for these members to occupy a mandatory pilot position if not qualified in the aircraft. The 412 TW/CCC and 412 OG/CCC, if a Career Enlisted Aviator (CEA) and current in an AFTC- assigned aircraft, are

authorized to fly on any 412 TW operated aircraft with CEA to observe or perform oversight. For these provisions, the requirements of DAFMAN 11-401 AFMC Supplement [paragraph A8.9](#) and AFMAN 11-202V3 AFMC Supplement [Table 4.5](#) must be met.

4.1.18.3. **(Edwards AFB) Safety and 412 OGV:** In accordance with DAFMAN 11-401 paragraph A8.9, rated officers, and CEAs from 412 OG/OGV, AFTC/SEF, and 412 TW/SEF are authorized to fly as crewmembers on any 412 TW aircraft on a noninterference basis. FOA approval is required to occupy a mandatory pilot position. The requirements of AFMAN 11-202V3 AFMC Supplement Table 4.5 must be met.

4.1.18.4. **(Edwards AFB) GFR:** The Edwards AFB GFR, if a rated officer and current in an AFTC-assigned aircraft, is authorized to fly as a crewmember on any 412 TW aircraft involving contractor flight operations. The requirements of DAFMAN 11-401 AFMC Supplement [paragraph A8.9](#) and AFMAN 11-202V3 AFMC Supplement [Table 4.5](#) must be met.

4.1.18.5. **(Edwards AFB) Aircrew on Inter-fly Agreements:** Non-412 TW aircrew flying under an approved inter-fly agreement may fly on training sorties and test missions, if it is specifically allowed under the provisions of the Test Safety Package.

4.1.18.6. **(Edwards AFB) F-16 High Angle-of-Attack (AoA):** Non-412 TW aircrew flying IAW the AFMC F- 16 High AoA Program are authorized to fly on F-16s with program POC approval.

4.1.18.7. **(Edwards AFB) 412 OG Rated Officer and CEA Orientation flight:** Rated officers and CEAs may fill open spots on incentive orientation flights in situations where the incentive orientation flight would otherwise go empty. Award winners assigned through the incentive orientation flight program will retain priority over any available incentive orientation flights. Spots will be assigned by the incentive orientation flight program manager.

5.2. (Edwards AFB) Orientation Flights. Information regarding local orientation flights can be found in the 412 TW Orientation Flight Program Policy MFR.

5.2.1.1.1. **(Edwards AFB) Spouse Taxi-Ride Program (Fighter, Bomber, and Two-Seat Trainer Aircraft).** Scheduling and approval of spouse taxi events will be IAW 412th Test Wing established scheduling policy. Aircraft and schedule requirements will be documented on the daily flight/ground schedule. Aircrew Flight Equipment will provide/fit helmets, masks, harnesses, and gloves for taxi events. Participants must wear an approved flight suit and closed-toe athletic shoes. Ejection seats will be pinned/safed. Normal maintenance support is required for taxi events. Brake energy and taxi distance limitations must be analyzed prior to each taxi. If brake energy charts do not exist, pyrometer readings must be taken after each taxi event to ensure tire and brake temperatures remain within limits. Egress training will be provided by qualified unit personnel. It is acceptable for aircrew to taxi with their spouse.

7.1.1. **(Edwards AFB)** FOA approval serves as line-of-duty determination.

8.1.1. **(Edwards AFB)** For USAF TPS curriculum missions, which have received safety board approval and are described in a TPS phase planning guide or test plan, an instructor pilot is not required when an individual not fully qualified occupies a pilot seat.

9.1.2.1.2. **(Edwards AFB)** AFTC/CC approval will be uploaded as an attachment to the flight request on 412 TW Flight Request SharePoint Site.

10.6.1. **(Edwards AFB)** The 412 TW Host-Tenant Flying Agreement can be found on the 412 OGV SharePoint site.

DOUGLAS. P. WICKERT, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

DAFMAN11-401, *Aviation Management*, 27 Oct 2020

AFPD 11-4, *Aviation Service*, 11 April 2019

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

DAFMAN90-161, *Publications and Forms Management*, 13 April 2022

Acronyms and Abbreviations

(EdwardsAFB) **CRO**—Contracting Requesting Official

Attachment 4

AUTHORIZED MISSION SYMBOLS

Table A4.1. (AFMC) Authorized Mission Symbols.

Authorized Mission Symbols. Only mission symbols listed in this table are valid. In the aviation resource management system, the mission symbol is a five-character field. The first two characters must be IAW this table. MAJCOMs may assign additional characters as required (see Notes 1 and 2 at the end of table).	
CA, CC, Air Rescue CF Coded Aircraft Missions, and TF Coded Aircraft Missions as applicable.	
A1	Scheduled Flights. Missions where the main goal is to move cargo or passengers on a scheduled frequency.
A2	Scheduled Air Evacuation Flights. Missions where the main goal is to move patients on a scheduled frequency.
A3	Nonscheduled Air Evacuation Flights. Missions where the main goal is to move patients who require immediate evacuation to the proper treatment facility.
A4	Nonscheduled Logistics. Missions where the main goal is to move cargo or passengers on other than scheduled flights.
A5	Positioning or Repositioning. The nonproductive part of a flight that is required to locate an aircraft at a station for onloading or returning an aircraft to home station.
A6	Tactical Training. Missions where the main goal is joint airlift that includes personnel and equipment or supply drops.
A7	Other. Classified or other special missions.
A8	Contingency Operations. Contingency missions directed by HQ USAF.
A9	United Nations (UN) Missions. Missions in support of UN operations, as directed by HQ USAF.
SUPPORT MISSIONS (CA and Z coded operational support aircraft only)	
S1	Administrative. Missions in which the main purpose is aerial transportation of personnel accomplishing executive and administrative functions. These include staff or command ordered flights. Also includes Air Reserve Officer Training Corps (ROTC) and Civil Air Patrol (CAP) flights and similar flights.
S2	Personnel. Missions in which the main purpose is to move personnel by air. This symbol includes courier flights. It does not include flights by AMC common user passenger or cargo transports completing single manager operations for airlift services.

S3	Material and Supplies. Missions in which the main purpose is to move material and supplies by air. Does not include flights by AMC common user passenger or cargo transports completing single manager operations for airlift services.
S4	Logistics. Missions in which the main purpose is to move personnel, material, and supplies by air. This symbol includes flights in direct support of combat and combat support unit operations. Does not include flights by AMC common user passenger or cargo transport.
S5	Special. Missions in which the main purpose is to complete specific special activities of the Air Force and other governmental agencies, such as: target missions for air defense purposes, tow missions for defense and tactical forces, local search and rescue, civil relief, mercy missions, and air demonstration flights.
S6	Navigational Aids Check. Missions in which the main purpose is to flight-check radar and navigational aids.
S7	Aircrew Qualification. Missions in which aircrew members who occupy aircrew or designated instructor crew positions complete standardization and instrument check flights as well as qualification and currency flights.
S8	Support Training. Missions in which the main purpose is to meet semiannual flight requirements (including instrument and qualification checks) as prescribed by this publication. This symbol is used by “behind-the-line” aircrews who are not assigned to designated aircrew positions.
TRAINING MISSIONS (Note: T mission symbols used by force structure aircraft in assignment codes CB, CC, CF, CA, and TF.)	
T1	Student Training. Missions where the main goal is to instruct and train pilots and air crew under the direction of Air Education and Training Command (AETC) or other USAF activities engaged in formal student instruction (include flying of instructors in the course of student training).
CA, Air Rescue CF Coded Aircraft Missions, and TF Coded Aircraft Missions as applicable	
T2	Formal Major Weapon System Training. Instruction and training of pilots and crews undergoing initial major weapon system crew training in designated Formal Training Units.
T3	Operational Training. Missions where the main goal is gunnery, bombing, reconnaissance, navigation, instrument, target missions for air defense purposes, towing targets, search and rescue, transportation of cargo or personnel (excludes flights of AMC common user passenger or cargo transports accomplishing single manager operations for airlift service), and continuation training.

T4	Special. Missions in which the main purpose is the direct support of nonmilitary activities such as civil relief, mercy missions, health, communications, public works, and others contributing to the economic and social well-being of the nation.
T5	Reserved for future use
T6	Low Level Missions (defined by MAJCOMs).
T7	Reserved for future use
T8	Tanker Task Force Support. Missions flown by temporary duty (TDY) (deployed) tanker aircrews in support of regional tanker task forces (excluding counter narcotics).
T9	Reserved for future use.
OPERATIONS MISSIONS	
O1/O2	As directed by HQ USAF.
O3	Aircraft Delivery. Aircraft delivery flights under the control of Air Combat Command (ACC), including inter-command transfers; Air Force, Navy, or other pilots attached to ACC for purposes of delivering aircraft delivery organizations as well as “borrowed” crews. Also includes aircraft deliveries other than under ACC control.
O4	Test. Missions where the main goal is engineering testing of aerospace vehicles (including the airframe, propulsion units, and components that are integral parts of the vehicle being tested).
O4DTA/DTB/DTC (AFMC)	Low/Medium/High Risk Test. Airworthy aircraft missions where the main goal is engineering testing of aerospace vehicles (including the airframe, propulsion units, and components that are integral parts of the vehicle being tested).
O5	Direct Test Support. Missions which are performed in direct support of research, development, test, or engineering program for data acquisition. Includes flights to and from test locations.
O6	Indirect Test Support. Missions in which the main goal is to accomplish simulated mission profiles in preparation for approved test programs. Included in this category are missions in E, D, and CB coded aircraft in which the main goal is proficiency flying training, initial checkout, requalification, annual instrument, and proficiency check, etc.
O7	Special (AFMC use only). Missions performed in E and CF coded aircraft that do not fall within the categories explained above and missions in B or D coded not airworthy aircraft to relocate a damaged aircraft to a repair facility. Includes missions such as search and rescue, demonstrations, record attempts, flight inspections, traffic control and landing system evaluations, and air traffic control operational evaluations.

O8	Maintenance Tests. Missions where the main goal is to perform functional check flights after completing inspections or maintenance to make sure that the aircraft is airworthy and capable of mission accomplishment. This symbol applies to aircraft in all assignment codes.
O8E (AFMC)	Non-Airworthy Test Missions (AFMC Use Only). Maintenance Test: Check flight (FCF/ACF) flown to ensure the aircraft is airworthy IAW TO 1-1-300, para 4.1. These flights are flown by FCF qualified aircrew. (Edwards AFB) Functional check-flights (FCF) will have FCF qualified aircrew or the non-mandatory crew position will be flown empty. A crewmember in FCF training may fill a crew position if supervised by a qualified instructor. <i>All requirements of AFMAN 11-2FTV1 paragraph 6.17.3 must be met.</i>
O8F (AFMC)	For all other Test Missions (AFMC Use Only). Maintenance Test: Used for all other check flight (OCF, ECF) and FCF/ACF flight after airworthiness has been documented. An FCF crew is not required for O8F flights.
CA and Air Rescue CF Coded Aircraft Missions	
O9	Operational Reconnaissance. Aerial activity or engagements conducted by committed units or aircraft that have as a main goal higher headquarters directed reconnaissance missions that do not fall in the other categories explained above. This symbol applies to peacetime air defense scrambles.
P1-P5	As directed by HQ USAF (See Note 1).
P6	Counter-Narcotics Support. Missions flown in support of Counter-Narcotics operations.
P7-P9	As directed by HQ USAF (See Note 1).
R1-R9	As directed by HQ USAF (See Note 1).
C1	AIRBORNE ALERT MISSIONS (defined by MAJCOMs).
C2-C9	As directed by HQ USAF (See Note 1).
A - Z	Mission symbol letters not listed are to be used as directed by HQ USAF. Units must receive permission from AF/ACTF prior to using mission symbols not specified in this table.

Operations Notes:

1. For the P, R, and C mission symbols, use the following third character suffixes to identify missions flown by specific MAJCOM:

AMC use A, B, C; ACC use D, E, F; USAFE-AFAFRICA use G, H, I, J; PACAF use K, L, M; AFSOC use N, O, P; ANG use Q, R, S; and AFRC use T, U, V; AETC use W, X, Y and AFMC use Z. Guard and Reserve units will coordinate with their gaining MAJCOM to determine if the Guard/Reserve or active-duty MAJCOM suffix should be used. MAJCOMs will provide AF/ACTF a copy of directives on the use of these mission symbols.

2. For all missions flown in designated combat areas, make the third character an A to differentiate those combat missions where aerial delivery/recovery of airborne forces/equipment, ordnance expended, or direct exposure to hostile fire occurred. The suffix B is used on designated combat missions established by HQ USAF that result in personnel tour curtailment or other personnel actions.

TRANSPORTATION WORKING CAPITAL FUND (TWCF) FUNDED AIRCRAFT

MISSION CLASSIFICATIONS (L, M, and N for force structure aircraft in assignment codes CA, CC, TF, and IF)

L1-L8	Contingency. Special transport missions that support contingency plans and test exercises. HQ AMC assigns symbol in the operation order (OPORD). If no OPOORD is written, AMC's TACC assigns symbol to be used.
M1	Cargo. Scheduled transport missions where the main goal is to move cargo.
M2	Passenger or Patients. Scheduled transport missions in which the main goal is to move passengers or patients. Suffix "L" is reserved for patient flights. Suffix "P" is reserved for passenger flights.
M3	Cargo or Passengers. Scheduled transport missions in which the main goal is to move mixed loads (cargo or passengers).
M4	Positioning for Channel. Locating an aircraft at a station for channel traffic onloads. This includes missions from the offload station of a special assignment airlift mission (SAAM) or contingency mission to the onload station of a channel traffic mission.
M5	Return from Positioning for Channel. Returning an aircraft to home station from channel traffic offload station and to return an aircraft to backup position from an off load or termination point of any mission where backup equipment has been used.
M6	Special Assignment. Transport missions in which the main goal is to complete special assignment airlift missions. These missions include hours logged from the time the aircraft departs home station or is diverted from channel traffic (scheduled mission) until the aircraft returns to channel traffic operations.
M7	Non-revenue. Nonscheduled missions operated in support of the airlift force other than exercises.

M8	Joint Airborne or Air Transportability Training. Transport missions where the main goal is joint airborne training.
N1	Training and Standardization. Training and standardization evaluation flights for personnel assigned or attached to a tactical or transport unit.
N2	Tactical Training. Unilateral tactical training other than joint airborne training. This includes airdrop, formation flying, and low-level navigation training missions.
N3	Search. Transportation Working Capital Fund (TWCF) funded aircraft diverted to perform search missions. Symbol is used starting with time of diversion until aircraft returns to normal mission.
CA and Air Rescue CF Coded Aircraft Missions	
N4-N8	Reserved for Future Use. These symbols are used to complement the contingency mission symbols as assigned by TACC.
SIMULATOR TRAINER CLASSIFICATIONS (see Notes 1 and 2 at the end of the Table)	
Q1	Student Training. Instruction and training of pilots and crews under the direction of AETC or other Air Force activities engaged in formal student instruction.
Q2	Mission Training. Synthetic trainer or simulator missions where the main goal is training tactical and support aircrews.
Q3	Maintenance Tests. Performance of functional check flights.
Q5	Simulator Test. Missions to acquire data or verify simulator performance, handling qualities, and systems.
Simulator Notes:	
<ol style="list-style-type: none"> 1. Suffix "E" is reserved for engineering tests (hardware, software design, or development). 2. Suffix "F" is reserved for human factors research missions. 	