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**Flying Operations**

**CV-22 AIRCREW TRAINING**



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This instruction and AFI 11-401, Flight Management, implement AFD 11-2, *Aircraft Rules and Procedures* and AFD 11-4, *Aviation Service*. Along with AFI 11-202, Vol 1, *Aircrew Training*, this volume establishes MDS specific standards for qualification, mission qualification, continuation, and upgrade training. It is applicable to all aircrew members operating US Air Force CV-22 aircraft. Submit suggested improvements to this instruction on AF Form 847, *Recommendation for Change of Publication*, through training channels, to HQ AFSOC/DOTA, 100 Bartley St, Ste 160W, Hurlburt Field, FL 32544. 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.

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This instruction contains references to the following field (subordinate level) publications and forms which, until converted to departmental level publications and forms, may be obtained from HQ AFSOC/SC:

Publications: AFSOCI 11-301, 11-235, PACAFI 11-201, and USAFEI 11-201

Forms: AF Forms 4109, 4110, and 4111

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## Chapter 1

### GENERAL

**1.1. General.** This instruction provides direction for CV-22 aircrew training. It establishes guidance for those areas that are not addressed in AFI 11-202, Volume 1. Areas that are covered in AFI 11-202, Volume 1, will not be duplicated in this instruction except in cases where the information is essential for clarity. Paragraph numbers will match between AFI 11-202, Volume 1 and AFI 11-2CV22, Volume 1, insofar as is practical. We recommend researching topics in AFI 11-202, Volume 1 first, then searching for supplemental information in this document. Formal training, per Education Training Course Announcement (ETCA), USAF Formal Schools, is conducted in accordance with this instruction and the requirements of AFI 11-202, Volume 1.

**1.2. Program Goals.** The unit Commander has the responsibility for effectively training assigned aircrew. This training must take maximum advantage of limited resources while providing quality combat oriented training that supports the unit mission essential task list (METL).

1.2.1. Initial Qualification Training. An aircrew member engaged in training needed to qualify for basic aircrew duties in an assigned position for a specific aircraft, without regard to the unit mission.

1.2.2. Mission Qualification Training. An aircrew member engaged in training needed to qualify in an assigned aircrew position for a specific aircraft, to perform the command or unit mission.

1.2.3. Continuation Training. An aircrew member engaged in training to maintain and develop qualification acquired in basic aircraft qualification or mission qualification training. An aircrew member in continuation training may be assigned mission ready/combat mission ready (MR/CMR), basic mission capable (BMC), or basic aircraft qualification (BAQ) status. Continuation training provides aircrew members the capability to reinforce and build upon previous training and conduct Air Force Task List (AFTL) and AFSOC Mission Essential Task List (METL) based, combat-oriented aircrew training.

1.2.4. Upgrade Training. An aircrew member engaged in training to upgrade to aircraft commander (pilot only), instructor, or flight examiner qualification in their respective crew position.

**1.3. Waiver Authority.** Unless otherwise specified in this instruction, MAJCOM/DOT (or equivalent) is the waiver authority for the contents of this instruction. AFSOC units submit waiver requests, in memorandum format, through appropriate training channels to HQ AFSOC/DOT, 100 Bartley St., Ste 160W, Hurlburt Field, FL 32544.

1.3.1. Currency. Unless specifically stated otherwise, wing/group commanders are delegated waiver authority for flying hour requirements and can grant extensions to all ground and flying training requirements listed in **Chapter 4**. Notify MAJCOM/DOT (or equivalent) in writing when waivers or extensions are issued. The following events cannot be waived or extended by wing/group commanders: Physiological Training, Flight Physical, Ground Egress, UET, HEED, Shipboard Operations Currency, and Instrument Refresher Course (IRC).

**1.4. Command Relationships.**

1.4.1. Headquarters Air Force Special Operations Command (AFSOC) and Headquarters Air Education and Training Command (AETC), in coordination with Headquarters United States Special Operations Command (USSOCOM), will establish and supervise an aircrew training program consistent with the policies and requirements of this instruction.

1.4.2. The AFSOC/AETC Memorandum of Agreement (MOA) outlines the inter-command relationships and responsibilities regarding CV-22 operations at the 58 SOW. Formal training organizations are authorized direct communication with HQ AFSOC concerning all formal training and evaluation matters. Informal discussion and coordination regarding formal training and evaluation matters between AFSOC and AETC training agencies is encouraged. Formal authorization for inter-command requests (i.e. - waivers, operations guidance, training quotas, or syllabus requirements) must be forwarded through both MAJCOMs for coordination.

## **1.5. Responsibilities.**

1.5.1. AFSOC/CC is responsible for management of Air Force flying training programs supporting special operations forces and US Special Operations Command (USSOCOM). HQ AFSOC/DO is the focal point for AFSOC aircrew training. HQ AETC/DOF/DORA is responsible for formal school training matters such as curriculum, standardization of training programs, formal aircrew training management and flying hour management in coordination with HQ AFSOC/DOT as AFSOC delegated authority to manage these items in support of command objectives. HQ AFSOC/DP/LG/XP/FM will coordinate their activities through HQ AFSOC/DO to HQ AETC/DO to ensure adequate resources are available to support formal aircrew training programs. Descriptions of duties are outlined below.

1.5.1.1. The AFSOC/AETC Memorandum of Agreement (MOA) outlines the inter-command relationships and responsibilities regarding CV-22 training conducted at the 58 SOW, Kirtland AFB, NM. The AETC/USMC Memorandum of Agreement (MOA) outlines the interservice relationships and responsibilities regarding MV-22 training conducted at Marine Corp Air Station (MCAS) New River, NC.

### **1.5.1.2. HQ AFSOC/DOT will:**

1.5.1.2.1. Coordinate all AFSOC formal flying training requirements through HQ AETC/DOF.

1.5.1.2.2. Monitor quality of training for AFSOC students through the graduate evaluation program.

1.5.1.2.3. Submit prerequisite waiver requests to HQ AETC/DOF for any waivers required for formal school students. Process any other waivers required for AFSOC aircrew training courses completed by secondary method or in-unit.

1.5.1.2.4. Coordinate student training quotas with HQ AETC/DORA required to ensure adequate AFSOF crew force levels.

1.5.1.2.5. Allocate and monitor those student quotas sub-allocated to AFSOC for aircrew training courses.

1.5.1.2.6. Review and coordinate Syllabus of Instruction (SOI) for all AFSOC formal aircrew training courses prior to approval by HQ AETC/DO.

- 1.5.1.2.7. Coordinate on changes to ETCA for formal aircrew training courses.
- 1.5.1.2.8. Attend the annual Program Flying Training (PFT) conference, coordinate with the PFT, and monitor publication of PFT documents and subsequent revisions.
- 1.5.1.2.9. Approve/disapprove requests for secondary method training.
- 1.5.1.2.10. Program flying hours required for all AFSOC aircrew training.
- 1.5.1.2.11. Provide resources identified by HQ AETC to meet formal aircrew training requirements.
- 1.5.1.2.12. Monitor graduate field evaluation programs and quality of formal school output.

**1.5.1.3. Wings/Groups will:**

- 1.5.1.3.1. Determine annual formal aircrew training quota requirements, submit these to HQ AFSOC/DOT, and manage allocated quotas.

**1.5.1.4. Squadron Commanders will:**

- 1.5.1.4.1. Develop and monitor a training program to implement the provisions of this instruction.
- 1.5.1.4.2. Review training/qualification records of gained personnel. Gaining Commanders may, at their discretion, honor/not honor aircrew qualifications awarded at previous units (final discretion remains with the appropriate certification board convening authority based on flying squadron commanders' recommendations). Squadron commanders will tailor training programs based on individual experience, capabilities, etc.
- 1.5.1.4.3. Provide the final guidance for assignment/continuation of additional duties for personnel in initial, mission, or upgrade qualification training.

**1.5.1.5. Unit Training Offices will:**

- 1.5.1.5.1. Monitor aircrew training programs to ensure compliance with this instruction and all applicable Air Force guidance on training of aircrew members.
- 1.5.1.5.2. Submit waivers and notifications through channels when required.
- 1.5.1.5.3. Conduct ADSC counseling IAW AFI 36-2107 and process ADSC changes through the Military Personnel Flight (MPF).
- 1.5.1.5.4. Track individual continuation training and notify individuals when currency is lost. Notify unit operations officers and commanders on issues affecting readiness.
- 1.5.1.5.5. Monitor status of unit training. Report deviations and document significant trends in training affecting unit or individual training status.
- 1.5.1.5.6. Schedule and conduct required or directed training to ensure all crewmembers receive applicable ground training during eligibility periods.
- 1.5.1.5.7. Request training quotas required for off-station training through proper channels.
- 1.5.1.5.8. Conduct a monthly review of all active training folders.

**1.5.1.6. Supervisors will:**

- 1.5.1.6.1. Identify areas where additional training is needed and direct training accordingly.

1.5.1.6.2. Initiate action to obtain necessary training support for deployed personnel from the appropriate office or headquarters as soon as the need for assistance becomes apparent.

1.5.1.6.3. Request training requirement waivers through appropriate channels when facilities, equipment, and/or support are not available.

1.5.1.6.4. Relieve distracting duties when they interfere with performance of aircrew duties and/or training. The squadron commander will be the approval authority for assignment/continuation of additional duties to personnel in initial, mission, or upgrade qualification training.

**1.5.1.7. Instructors will:**

1.5.1.7.1. Utilize a one-on-one student-instructor ratio for all flight training. The squadron CC/DO on a case-by-case basis must approve any deviations

1.5.1.7.2. (N/A 58 SOW) Review student training records prior to flight operations and make appropriate entries immediately following flight operations using guidance contained in chapter six. Grade folder documentation must be completed within the second day following administration of the training.

1.5.1.7.3. Ensure flight mission objectives are prebriefed, debriefed, and evaluated to determine successful accomplishment.

1.5.1.7.4. Instructors will be thoroughly familiar with all courseware and contents of applicable attachments to this instruction for qualification, upgrade and specialized training they are required to administer.

1.5.1.7.5. Instructor Pilots. Instructor pilots are responsible at all times for the conduct of the flight and safety of the crew and aircraft. If at any time during the flight the judgment or proficiency of the student at the controls raises a question in the instructor's mind as to the student's ability to safely complete a prescribed maneuver, the instructor will immediately take control of the aircraft. The instructor should then explain and demonstrate proper methods of conducting the maneuver prior to the student resuming control of the aircraft. All instructors will place special emphasis on the procedures for positive identification of hazardous or emergency conditions and proper corrective action.

1.5.1.7.6. Other Instructor Aircrew Members. Each instructor aircrew member is responsible for the safe execution of the duties respective to their crew position. If at any time during the flight the judgment or proficiency of the student raises a question in the instructor's mind as to the student's ability to safely complete his duties, the instructor will immediately take over those duties. The instructor will then explain and demonstrate the proper method of executing crew position duties prior to the student resuming those duties.

1.5.2. Not Used

**1.5.2.1. Unit/Theater Indoctrination Program .**

1.5.2.1.1. Prior to performing unsupervised aircrew duties, newly assigned or temporarily assigned (TDY) crewmembers will complete a unit/theater indoctrination program. Each flying squadron will publish a directive outlining specific ground and flight requirements. This training will familiarize aircrew with the local flying area and facilities/support agencies available, introduce any theater/mission-unique procedures, and review applicable instrument flight requirements. The instrument training portion will include, at a minimum, the-

ater-unique instrument procedures, the use of MAJCOM-approved non-DOD instrument approach procedures, required instrumentation for specific approaches, and general theater weather conditions. Document unit indoctrination training in AFORMS for all assigned and attached personnel. Document theater indoctrination training with a memorandum maintained at the deployed location.

1.5.2.1.2. The following personnel are exempt from unit/theater indoctrination requirements: MAJCOM headquarters standardization personnel administering evaluation flights and personnel returning to a previous duty assignment following a short tour assignment (no longer than 18 months).

**1.5.2.2. Recall Procedures.** When recalling an individual from a formal school, units must submit that recall direct to the FTU conducting the training. Students will not be recalled as an alternative to formal elimination from the course such as AEB, FEB, etc.

**1.5.2.3. Lead Command MAJCOM.** AFSOC is designated as lead command for the CV-22. Requirements for an MDS specific training conference will be conducted in conjunction with the annual AFSOC training conference.

**1.5.2.4. Training Command.** AETC will resource formal training requirements IAW the AFSOC/AETC Memorandum of Agreement (MOA). AETC will publish the Programmed Flying Training document based on GPGL requirements.

**1.5.2.4.1. In-Unit Training Programs.** Squadron commanders will approve modifications of formal school courseware to meet student needs. When formal courseware is unavailable for training, locally developed syllabi may be used. Submit all locally developed syllabi for approval to MAJCOM/DOT (or equivalent) for approval.

**1.6. In-Unit Training Time Limitations.** Training time limits for in-unit training syllabi is 4 months from commencement to completion. Commencement occurs when the first flying event occurs. Individuals unable to complete training within these limits may continue training; however, units will immediately notify the MAJCOM/DOT through channels, in writing, with a description of the difficulty and expected completion date. Units must ensure that newly assigned personnel start training within 45 days after reporting for duty.

**1.7.** Not Used

**1.8. Senior Officer Flying .**

1.8.1. Senior officers in authorized supervisory flying positions (RPI 6 or 8) may be qualified in unit aircraft, if they have completed a formal UPT/UHT course (orientation courses do not qualify). They must complete annual written examinations and flight evaluations, and have these events documented on their AF Form 8, **Certification of Aircrew Qualification**.

1.8.1.1. General officers in commander billets may fly without an IP, if current and mission qualified (MR/CMR or BMC). All other general officers maintaining BAQ, or less, must fly with an IP. General officers will complete the following semiannual currency requirements in each aircraft in which they are qualified:

Sorties	6
Takeoff/Approach/Landing	6

1.8.1.2. Colonels maintaining MR/CMR, BMC, or BAQ status must complete the appropriate ground and flying training requirements of this instruction. Additional requirements are located in AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, as supplemented.

1.8.1.3. Lieutenant colonels and below will maintain MR/CMR, BMC, or BAQ status as required and must complete the appropriate ground and flying requirements of this instruction. Flying squadron commanders and operations officers will maintain MR/CMR status. **(EXCEPTION:** The requirement to maintain MR/CMR or BMC status does not apply to AETC FTU instructors.

1.8.2. Supervisory Flying. Senior officers in authorized supervisory positions (RPI 6 or 8), who are qualified and maintain currency in one type aircraft, but have other types assigned to their unit, may fly in a primary crew position in unit aircraft in which they are not qualified, in observer status, only after completing a senior officer course. AETC units consult AFI 11-401/AETC Supplement 1 for further requirements. They must have a current flight physical, physiological training, and ground egress training prior to their first flight. They will log “O” (observer) time and will not occupy a pilot’s seat with passengers onboard.

1.8.3. Senior Officer Multiple Aircraft Qualifications. Senior officers in supervisory flying positions (RPI 6 or 8) maintaining multiple aircraft qualifications must have completed applicable formal UPT/UHT courses. Basic qualification requires qualification examinations in each aircraft and qualification flight evaluations in each MDS aircraft. Mission qualification requires mission qualification examinations and mission flight evaluations in each MDS aircraft. Comply with all continuation requirements for Multiple Aircraft Qualifications in [Chapter 4](#).

**1.9. Active Duty Service Commitments (ADSCs).** Formal training, either primary or secondary method, conducted per this instruction may incur an active duty service commitment per AFI 36-2107 *Active Duty Service Commitments (ADSC)* and AFI 36-2133 *Specified Period of Time Contracts (SPTC)*. Reference AFI 36-2107 and AFI 36-2133 for program specifics. Unit training officers will coordinate with the servicing Military Personnel Flight (MPF) to ensure the individual acknowledges the ADSC to be incurred by signing the AF Form 63, **Officer/Airman Active Duty Service Commitment (ADSC) Counseling Statement**. This action will occur prior to the individual entering training. Upon course completion, the unit training officer will notify the MPF the individual has completed training and the MPF will update the ADSC in the Personnel Data System (PDS).

## **1.10. Sequence of Training.**

1.10.1. Requisite ground training sessions will be completed prior to flight segments of the appropriate syllabus. Additionally, flying training lessons should be completed sequentially. Exceptions to this policy require approval from the squadron CC or DO and an “out of sequence training approved” entry must be placed in the training folder. FTU instructors will comply with syllabus instructions concerning training sequence.

1.10.2. There should be minimum time lapse between training missions, and every effort should be made to complete mission qualification training requirements within the prescribed time period per paragraph 1.6.

1.10.3. Mission qualification flying training may be accomplished concurrently with qualification training.

**1.11. Permanent Change of Station (PCS) Screening.** Units will develop procedures to ensure flight and ground training records are thoroughly screened during unit out-processing. This screening will be accomplished in sufficient time to ensure discrepancies are corrected prior to PCS. Additionally, all personnel departing to short tour areas will be scheduled by the losing organization for simulator, altitude chamber, and other training events as appropriate; to prevent unnecessary TDY away from assigned short tour areas. Each unit will provide a printed copy of current ground and flying training summaries to individuals prior to PCS.

**1.12. Unit Aircrew Capability.** All primary aircrew members up to unit crew authorizations will maintain mission ready status. Commanders will ensure aircrews are trained to meet unit capability requirements. Aircrew members attached to the flying squadron, or surplus to unit authorizations, will maintain CMR, BMC, or BAQ status, as directed by the flying squadron commander. Tables A-3 and A-3 list aircrew events for CMR, BMC, and BAQ qualifications

**NOTES:**

To change from BMC to CMR status, an aircrew member will begin maintaining full CMR flying currency.

FTU instructors will maintain BMC status in those events taught at the FTU. Should an FTU instructor be needed to augment an operational AFSOC tasking, then a training program will be completed to bring the individual to MR status prior to departure. These training programs will be individually tailored to meet varying circumstances and will be coordinated between HQ AFSOC/DOT and HQ AETC/DOF on a case-by-case basis.

**1.13. Intracombat and Intercombat Transfer of Aircrews.** Validated training completed prior to transfer is honored by the gaining organization and is used to determine the appropriate training phase where the newly assigned aircrew member is placed. Aircrew members qualified in the same MDS of one unit are considered qualified in that equipment throughout the force when used for the same mission.

**1.14. Initial Cadre for Change of Unit Aircraft, Equipment, or Capability .**

1.14.1. When possible, qualified personnel from units operating like equipment will provide the initial cadre. In some instances, it may be necessary for units converting from one design aircraft to another to form an initial cadre of aircrew personnel for whom certain training qualification requirements may be waived. Authorization to form initial cadre crews will be contained in the conversion program action directive. Unless otherwise stated in the program action directive, the following conditions will apply to management of initial cadre aircrew qualification:

1.14.1.1. A nucleus of instructor and flight examiner personnel (initial cadre) will be formed to begin aircrew conversion. Converting AFSOC 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 MAJCOM/DO for approval. Conversion of initial cadre FTU instructors will be at the discretion of HQ AETC/DO.

1.14.1.2. Initial cadre will not be designated in a crew position higher than that currently held, i.e. - H-53 aircraft commander to CV-22 flight examiner. Enter appropriate comments in the remarks section of the AF Form 8, explaining the individual's status as initial cadre instructor or flight examiner.

1.14.1.3. Following final approval, each converting unit will publish a letter identifying initial cadre instructors and flight examiners by aircraft and crew qualification. A copy of this letter will be kept on file in each individual's Flight Evaluation Folder.

**1.15. Terms Explained .** See [Attachment 1](#).

**1.16. Abbreviations Explained .** See [Attachment 1](#).

**1.17. Training Records .** Aircrew training records are established and maintained per AFI 11-202, Vol 1, this instruction, and AFMAN 37-139, *Records Disposition Schedule*..

1.17.1. For 58 SOW formal school training, prepare training records in accordance with AETC guidance. For in-unit use of formal school courseware, use the appropriate training record and forms pertaining to the respective ETCA formal course. These forms will contain tasks, subtasks, training profiles, and minimum proficiency levels.

1.17.2. For training conducted by AFSOC units, the following forms aid management of aircrew training programs.

1.17.2.1. AF Form 4109, *Special Operations Aircrew Training Record*. Used as the training record jacket to document in-unit qualification or upgrade of an aircrew member. It documents applicable ground training, special function training, part task training, cockpit procedures training, simulator training, and flying training accomplished by crewmembers. [Attachment 3](#) has instructions for managing and completing the training record.

1.17.2.2. AF Form 4110, *Comments- Special Operations Training*. Used to document narrative comments on aircrew training activities.

1.17.2.3. AF Form 4111, *Special Operations Training Record*. Used to list required proficiency levels (RPL), indicate events for training sortie completion, and to document demonstrated student task and subtask performance and knowledge proficiency levels. Units are authorized to overprint and reproduce AF Forms 4111 for approved course syllabi.

1.17.3. Flight Engineers are exempt from maintaining AF Form 623, *Individual Training Record*, according to AFI 36-2201 and AFSC 1A1X1B Career Field Education Training Plan.

**1.18. Waivers .**

1.18.1. Waivers to the requirements of this instruction will be submitted in message or memo format through appropriate command channels to MAJCOM/DOT (or equivalent), as appropriate, for approval, unless otherwise specified. Group commanders are the delegated waiver authority for flying hour requirements and can grant extensions to ground and flying training requirements as outlined

below. Notify MAJCOM/DOT (or equivalent), as appropriate, by message when such waivers or extensions are issued.

1.18.2. Waiver processing will be per **Table 1.1**.

**Table 1.1. Processing of Waiver Requests.**

Waiver Requested by:	Forward Request Through:	HQ Reply Sent to:	Info Copy Sent to:
Operational Unit	Group Training Office to HQ AFSOC/DOT	Group Training Office	Requesting Unit
Formal School	HQ 19AF/DOS to HQ AETC/DOFS	HQ 19AF/DOS	Formal School

1.18.3. General Waiver Format: Name, Grade, Flying Organization (assigned or attached). Present Crew Qualification, including special mission qualifications. Total Flying Time and PAA Time (including instructor and evaluator time, if applicable). Specific Nature of Waiver (paragraph reference) and Justification. Crew Qualification to which aircrew member is qualifying or upgrading. Scheduled Training Start Date. Expected Upgrade or Qualification Date. Date Last Event Accomplished. Remarks. Requesting Unit Point of Contact (POC) (include name, rank, telephone number, and office symbol). Waivers for formal school requirements will be processed by submitting an AETC Form 6 through appropriate channels.

1.18.4. Shipboard Operations Waiver Format: name, grade, rating, total hours, number of ships previously landed, total previous deck landings, date last accomplished, reason individual(s) went non-current, name of ship and approximate date(s) ship will be available for training.

1.18.5. Units requesting waivers for secondary method in-unit qualification, mission qualification, or upgrade of an aircrew member will send requests through appropriate channels MAJCOM/DOT (or equivalent) AETC/DOFS, as appropriate, for approval. The formal school will be an information addressee for all in-unit training waiver requests. Formal schools will forward current copies of courseware materials to units semi-annually. Maintain copies of all waivers in the individual's training folder.

1.18.6. Gaining wing/group commanders may waive 20 percent of the total hours and PAA hours required for upgrade in all crew positions. File a copy of this experience waiver in the individual's training record. Students will bring such waiver letters to the formal school for insertion into their training record.

1.18.7. Wing/group commanders may extend eligibility periods up to 2 months for ground training requirements. (**EXCEPTION:** The following events cannot be waived or extended by group commanders: Flight Physical, Physiological Training, Crew Resource management (CRM) Training, Life Support Equipment and Procedures Training, Instrument Refresher Course (IRC), Underwater Egress Training (UET), Helicopter Emergency Escape Device (HEED) Training, and Ground Egress Training.)

1.18.8. Wing/group commanders may extend flying mission qualification continuation training requirements (except shipboard currency) for up to 2 months, on an individual basis only. If flying currency items are not accomplished within the 2-month grace period, individuals become unqualified per this instruction. Units will keep an accurate record of waivers granted.

1.18.9. All waiver requests for pilots noncurrent for shipboard operations will be forwarded to HQ AFSOC/DOT. HQ AFSOC/DOT will forward waiver requests through HQ USAF/XOOS to Chief, Naval Operations (CNO) for consideration. Waiver format will be per paragraph **1.18.4.** above.

**1.19. Deviations .**

1.19.1. This instruction does not authorize deviations from the flight manual or any other Air Force instruction.

1.19.2. Flight safety will be given prime consideration and must take precedence over the requirements and guidance of this instruction.

**1.20. Supplements .** MAJCOMs will provide two copies of their supplements to this instruction to HQ AFSOC/DOT and one copy to HQ USAF/XOOT after publication. If required by mission or location, units may supplement this instruction. Coordinate unit supplements to this instruction with AFSOC/DOT or AETC/DOFV, as appropriate, before publication. After publication, send two copies of unit supplements to AFSOC/DOT or AETC/DOFV, as appropriate.

**1.21. Changes .** Recommendations for improvements to this instruction are encouraged. Send recommendations to HQ AFSOC/DOT, through command channels, on an AF Form 847, *Recommendation for Change of Publication*. HQ USAF/XO is the approval authority for interim changes to this instruction.

**1.22. Publication Administration .** This instruction is distributed to AETC, AFSOC, AFSOC-gained units, and AFSOC-related schools based on requirements established through the Publishing Distribution Office (PDO). All aircrew members are authorized this instruction. Distribution to units, organizations, and individuals outside AFSOC may be made upon specific request and justification.

## Chapter 2

### INITIAL QUALIFICATION TRAINING

**2.1. Initial Qualification Training.** Initial qualification training (IQT) involves those areas that are required to provide basic qualification in the airframe. It does not include any command or unit mission elements.

**2.2. General Requirements.** The primary training method for initial qualification is attending an ETCA formal school. USAF policy states formal schools will be used when available unless attendance would be impractical or quotas are not available. The secondary method is in-unit training, using applicable formal school courseware. This method requires a waiver submitted through training channels and approved by HQ AFSOC/DOT (HQ AETC/DOF, for individuals assigned to AETC units). Because formal schools will not forward written examinations as part of the courseware for in-unit qualifications, AFSOC requisite tests will be used. Where specific formal courseware is not published, use of AFSOC/DOT approved ground and flight training syllabi is authorized.

**2.3. Initial Qualification Training Prerequisites.** Aircrew members must meet the prerequisites of appropriate formal school qualification course described in ETCA. Waivers to prerequisites will be submitted through channels to HQ AFSOC/DOT for secondary method students. ETCA waivers for formal school students will be sent to HQ AETC/DOFS for processing.

2.3.1. Physical Examinations. See [Table A2.1](#).

2.3.2. Physiological Training. See [Table A2.1](#).

2.3.3. Crew Position Specific Prerequisite Requirements.

2.3.3.1. Pilot (Aircraft Commander or Copilot). Possess an instrument rating with a current instrument flight evaluation in the CV-22 or satisfactorily complete an instrument flight evaluation in conjunction with initial qualification evaluation.

2.3.3.2. Flight Engineer. Possess a duty or control AFSC of 1A131B/C or higher.

2.3.3.3. Direct Support Operator (DSO). Possess a duty or control AFSC of X1N3XX or higher.

**2.4. Ground Training Requirements.** See [Table A2.1](#).

2.4.1. Not Used

2.4.2. Written Examinations. An open and closed book qualification written examination must be completed before the end of qualification flying training. Prepare the written examination locally and take questions from the appropriate series aircraft manuals or technical orders. Group Stan/Eval qualification open/closed book examinations meet this requirement. Minimum passing score is 85 percent. When completed, an instructor will grade the exam and correct it to 100 percent. Additionally, all pilots will satisfactorily complete the aircraft specific portions of the annual instrument refresher course. Students, who have not completed an instrument examination within the 12 month period prior to projected course completion, must complete the IRC and annual instrument examination. All written examinations taken during an in-unit upgrade program can be credited toward recurring requirements.

2.4.3. Egress and Life Support. Egress and life support requirements are specified in [Table A2.1](#).

## **2.5. Flying Training Requirements.**

2.5.1. Flying training lessons completed out of order require approval from the squadron CC or DO (designated training supervisor IAW AFI 11-202, Vol 1, para 2.4.1.). An “out of sequence training approved” entry must be placed in the training folder. See also paragraph [1.10](#). (Exception: AETC FTU will follow AETC syllabus guidance on sequence of training).

**2.6. Requalification Training.** Requalification of aircrew will utilize formal school allocations. When formal school quotas are unavailable or attendance is impractical or unnecessary, local training will utilize existing formal school courseware. Squadron commanders may tailor syllabi based on individual capability and duration of unqualified time. As a minimum, all basic qualification items will be trained to the appropriate proficiency level, then evaluated IAW AFI 11-2CV22, Vol 2.

## **2.7. Not Used**

## **2.8. Multiple Aircraft Qualifications.**

2.8.1. Multiple aircraft qualified aircrew members must complete 100 percent of the requirements for qualification and continuation training. Basic qualification volume continuation training items found in Tables A-2 and A-3 may be completed in either aircraft. However, basic qualification frequency requirements found in Tables A-2 and A-3 must be maintained in each aircraft. Example: Sortie and instrument approach must be completed each 45 days in each aircraft qualified. Multiple aircraft qualified individuals will maintain mission ready status by completing 50 percent of the mission requirements for each MDS aircraft in which qualification is maintained.

2.8.2. Procedures for approval of multiple qualification are contained in AFI 11-2CV22, Vol 2.

**2.9. Flight Surgeon Training.** All flight surgeons must have a current Flying Class II physical examination, physiological training, and egress training prior to flying. HEEDS/UET qualification and currency will also be required if extended over water flight is programmed. Unit assigned or attached flight surgeons must also complete the one-time requirements of [Table A2.1](#) and [Table A3.1](#).

**2.10. Direct Support Operator (DSO) Training .** In addition to requirements of paragraphs [2.3](#). DSOs will complete a qualification course for each aircraft in which they will fly. Training will be accomplished IAW 25th Intelligence Squadron Operating Instruction 50-1. HEEDS/UET qualification and currency will also be required if extended over water flight is programmed. Unit assigned or attached DSOs must also complete the one-time requirements of [Table A2.1](#) and [Table A3.1](#).

**2.11. Combat Camera Aerial Photographers Training.** Combat Camera Aerial Photographers designated as “9D” will comply with Flight Surgeon ground training requirements IAW [Table A2.1](#). (EXCEPTIONS: AERPS and CDTQT). Documentation will be maintained at the primary squadron they are attached to for flying.

## Chapter 3

### MISSION/SPECIAL MISSION QUALIFICATION TRAINING

#### *Section 3A—General*

**3.1. Scope .** This chapter establishes the minimum requirements for completing initial mission qualification, mission requalification training for unqualified periods of more than 2 years, and special mission qualification training.

3.1.1. Special Mission Qualification Training (SMQT). SMQT involves those areas that are unique to the specific unit's mission. SMQT will be completed in-unit with no waiver required. Comply with requirements of AFI 11-401, and this instruction. Use AFSOC/DOT approved syllabi for ground and flight training.

**3.2. Training Methods .** Formal school course attendance is the primary method for core mission qualification or requalification training. If formal school attendance is impracticable or quotas are not available, units may request waivers to conduct secondary method in-unit mission qualification training using formal school courseware.

3.2.1. In-Unit Training Programs. The unit commander will approve modifications of formal school courseware to meet student needs. When formal courseware is unavailable for mission qualification or requalification training, locally developed courseware may be used. AFSOC units will submit all locally developed courseware and syllabi to HQ AFSOC/DOT for approval.

3.2.2. Special Mission Qualification Training. Special mission qualification training may be completed in-unit with no waiver required. Comply with the requirements of AFI 11-202, Vol 1, and this instruction. Use AF Forms 4109, 4110, and 4111 (overprinted as appropriate), and unit-unique courseware as appropriate. Special Mission Qualifications are noted in this section by "Special Mission Qualification" appearing in the training description. All other training is considered a core requirement. Special mission training may also include unit-specific training.

**3.3. Time Period Limits for Secondary Method In-Unit Qualification .** Training time limits for in-unit mission qualification, mission requalification, and special mission qualification is 120 days from the date of the first ground training session or first flight (whichever occurs first). Individuals unable to complete training within these limits may continue training; however, units will immediately notify HQ AFSOC/DOT or HQ AETC/DOF, as required, through appropriate channels and in writing, with a description of the difficulty and expected qualification date. Units must ensure personnel start mission qualification or mission requalification training within 45 days after reporting for duty. Commanders will ensure aircrew members engaged in mission qualification or mission requalification training complete their training in a timely and uninterrupted manner. Duties not directly related to mission qualification or mission requalification training should be minimized.

#### *Section 3B—Prerequisites*

**3.4. Prerequisite Requirements .** Aircrew members must meet the prerequisites of the appropriate formal school mission qualification course described in ETCA. If no separate mission requalification course

exists, crewmembers will comply with mission qualification course prerequisites. Request waivers per paragraph 2.5.1.

**3.5. Active Duty Service Commitments (ADSC)** . Crewmembers requalifying in a unit's mission will incur an active duty service commitment for mission requalification per AFI 36-2107.

**3.6. Pilot Experience Requirements** . Pilots who do not meet experience requirements of **Table 5.1** should fly as a mission copilot until experience requirements are met. Group commanders may waive pilot experience requirements per paragraph 1.18.6.

### *Section 3C—Ground Training Requirements*

**3.7. General Requirements** . Satisfactorily completing the appropriate ETCA formal training course normally satisfies the requirements of this section. Approved in-unit mission qualification training must be accomplished per applicable formal school courseware. Any time formal school students graduate without all AFSOC core mission events trained, evaluated and/or certified, HQ AFSOC/DOT and HQ AETC/DOFS must coordinate to ensure the student receives all missing qualification training. Chronic lack of core training events due to inadequate resources should be documented in inter-command agreements.

**3.8. Secondary Method In-Unit Training** . Use applicable formal school courseware. Unit commanders may approve modification of formal school courseware to meet student needs. When formal school courseware is not published, use locally developed courseware. Submit all locally developed courseware to HQ AFSOC/DOT for approval prior to implementation.

**3.9. Written Examinations** . A written examination must be completed before the end of mission qualification or mission requalification flying training. Annual mission qualification open and closed book examinations meet this requirement. Minimum passing score is 85 percent. The formal school will not forward examinations as part of the courseware for in-unit mission qualification or mission requalification.

**3.10. Unit-Unique Training** . Ground or flying training unique to a particular crew position or unit must be completed prior to participating in an operational mission requiring such training as a qualified crewmember.

### *Section 3D—Initial/One-Time Ground Training*

**3.11. Initial/One-Time Ground Training Requirements** . In addition to academic training associated with mission qualification courseware, ensure all applicable one-time/initial ground training events are completed.

3.11.1. Combat Mission Training (CMT) (Initial). CMT requirements for initial mission qualification are outlined in Attachment A, Table A-1.1. Crewmembers will complete initial training in conjunction with mission qualification training. Intelligence and tactics personnel should conduct this training, focusing on basic familiarity and understanding of the principles and topics listed in the table.

3.11.2. DoD High Risk Training. Peacetime Code of Conduct training is required for all AFSOC high risk operators (aircrew members, special tactics personnel, etc.). High risk is defined as a combination of those operators, because of the nature of their mission, tactics and Area of Responsibility (AOR), having a high risk of capture, or due to sensitive information, plans, or programs access, are susceptible to foreign government, terrorist, or enemy exploitation. The training is managed and conducted by the Joint Personnel Recovery Agency (JPRA) as the DoD Executive Agent Action Office for SERE and Code of Conduct Training. Training is available as an exportable Level B course, generally one day, for lower risk operators and as a Level C course (academics and practical application), given to designated crewmembers and specifically tailored to unit missions. Both levels of training include information in dealing with peacetime governmental detention and hostage/terrorist survival. The focal point between JPRA and units requiring training are the AFSOC, wing, and unit liaison officers (LNOs). Wherever possible, LNOs will be Air Force SERE Training Instructors, who, following JPRA indoctrination and training, have the necessary core skills to effectively run this advanced survival training program. LNOs are responsible for identifying operators requiring training to JPRA. AFSOC, in conjunction with JPRA and USSOCOM will determine risk category and appropriate level of training.

3.11.3. Ground Chemical Warfare Defense (GCWD) Training (Upon PCS). Aircrew members will complete ground chemical warfare ensemble training per USAF requirements.

**NOTE:** This is a core mission training requirement, but is not taught by the 58 SOW due to the Air Force requirement to provide this training at the gaining unit upon PCS.

3.11.4. Laser Safety Training. All aircrew will receive initial laser safety training per AFOSH Standard 161-10, *Health Hazards Control for Laser Radiation*. Training consists of a formal safety briefing covering all spectrums of laser energy and practical training on laser devices used on any AFSOC Aircraft. Pilots will receive the training as a one-time event. Flight engineers will receive the initial course and an annual refresher. Non-eye safe lasers will only be used by trained crewmembers.

3.11.5. Night Vision Device (NVD) Training (Initial). NVD training is conducted at the formal school. Training will consist of academic and practical use of current night vision devices. At a minimum, the course will include training on eye physiology, illumination factors, night vision device components and performance factors, testing procedures, and mission planning factors.

3.11.6. Pyrotechnic Training (Initial). All crewmembers will receive familiarization training during initial mission qualification training. Training will cover the type of pyrotechnics carried aboard unit aircraft, loading characteristics per T.O. 11A10-24-7, T.O. 11A10-25-7, and T.O. 11A10-26-7, and pyrotechnics required for given missions.

3.11.6.1. Pyrotechnic Qualification Training. Crewmembers requiring recurring use and access to pyrotechnics will receive initial qualification training. Qualification training will consist of aircraft storage, vehicle loading and aircraft loading restrictions, and manual launch procedures.

3.11.6.2. In-unit training will be conducted for familiarization of new pyrotechnics received by the unit and for crewmembers who did not attend formal training courses. Instructors will be thoroughly familiar with the AFOSH standards, appropriate technical orders, the formal training syllabi, and applicable Air Force 11-series publications. In-unit training will be conducted immediately upon receipt of new pyrotechnics. Flight training may be accomplished only after ground training has been completed.

3.11.7. Small Arms Qualification. All crewmembers will establish weapons qualification per AFI 36-2226, *Combat Arms Training and Maintenance (CATM) Program*, on each weapon assigned. CV-22 aircrew members are considered to be Group B, per AFI 36-2226, and will complete small arms qualification annually.

### ***Section 3E—Flying Training Requirements***

**3.12. Flying Training Requirements** . Mission qualification training must be accomplished per applicable formal school courseware and this instruction.

**3.13. Sequence of Training** . Flying training lessons should be completed sequentially. If mission scheduling or student progress dictates otherwise, the unit operations officer may approve changes to the training sequence. There should be minimum time lapse between training missions. Every effort should be made to complete mission qualification training requirements within the prescribed time limits.

**3.14. Training During Operational Missions** . Crewmember requirements may be completed on either training or operational missions under the supervision of an instructor in the same crew position.

**3.15. Training Concurrence** . Mission qualification flying training may be accomplished concurrently with qualification training.

**3.16. Initial/One Time Flying Training Requirements.** In addition to flying training associated with mission qualification courseware, ensure all applicable instructor-certified and one-time/initial flying training events are completed.

3.16.1. Formation Flight Lead Training (One Time). During initial upgrade to aircraft commander, the unit commander may elect to upgrade pilots to wingman qualification only. Subsequent upgrade to flight lead qualification requires initial flight lead training. Document flight lead training on the appropriate training forms. Flight evaluations will be conducted per AFI 11-2CV-22, Vol 2. The student's AF Form 8 will contain the word "SPOT" in the "Flight Phase - Mission/Check" block, and describe the evaluation as a "Lead" evaluation in the "Comments" block under "Mission Description."

3.16.2. Hot Refueling/FARP Training. FARP and hot refueling training will be conducted per AFI 11-235 *Forward Area Refueling Point (FARP)*.

3.16.3. Shipboard Operations (Initial). Initial qualification training consists of:

3.16.3.1. Ground Training. Training will include applicable procedures and terminology associated with shipboard operations as outlined in appropriate technical orders, 58 SOW computer-based training (CBT), and Joint Regulation 3.04.1.

3.16.3.2. Flight Training. Flight training will be conducted by a current and qualified instructor and will include:

3.16.3.2.1. Pilots: Six field deck landings, six NVG field deck landings, six day shipboard landings (within 10 days of field deck landings), six NVG shipboard landings (within 24 hours of day landings and within 10 days of NVG field deck landings). Initial qualification for single

spot shipboard operations qualifies the pilot for both single spot and multi-spot operations, but the reverse is not true.

3.16.3.2.2. FEs: Six day, then six NVG landings on any ship (accomplish within 24 hours of each other).

3.16.3.2.3. Document instructor certification on the individual's AF Form 1381, **Certification of Aircrew Training**.

3.16.3.3. Visit, Board, Search and Seizure (VBSS) (One Time, Pilots Only). This instructor-certified event is accomplished by completing AIE delivery of personnel (actual or simulated) to any area of a surface vessel. Refer to appropriate operational directives. Document training on the individual's AF Form 1381.

3.16.4. Night Water Operations (Special Mission Qualification). Initial qualification consists of:

3.16.4.1. Ground Training. Ground training will be conducted per the locally developed ground training syllabus.

3.16.4.2. Flight Training. Flight training will be conducted by a current and qualified instructor, per the locally developed flying training syllabus. Training should consist of a minimum of two training flights and flight evaluation. Qualification will be annotated on the student's AF Form 8.

## Chapter 4

### CONTINUATION TRAINING

**4.1. Continuation Training.** Requirements in this section define the minimum flying and related ground requirements established by HQ USAF to maintain proficiency upon completion of qualification. Individual proficiency may require a greater number of events to be completed. Commanders will ensure aircrew members receive sufficient continuation training to maintain individual proficiency. All flying training that does not support unit METLs should be questioned and reviewed by the commander.

**4.2.** See paragraph [1.12](#).

4.2.1. Not Used

4.2.2. Not Used

4.2.3. Not Used

4.2.4. Not Used.

4.2.4.1. Annual physical. See [Table A2.1](#).

4.2.4.2. Physiological Training. See [Table A2.1](#).

4.2.4.3. Crew Resource Management. See [Table A2.1](#).

4.2.4.4. Life support equipment and procedures training. See [Table A2.1](#).

4.2.4.5. Flight evaluation requirements. See [Table A3.1](#).

4.2.4.6. Flight currency events. See [Table A3.1](#).

4.2.4.7. Instrument Refresher Course. See [Table A2.1](#).

4.2.4.8. Ground egress training. See [Table A2.1](#).

**4.3. Responsibilities**

4.3.1. Not used

4.3.2. Not Used

4.3.3. Aircrew members. Each crewmember will monitor their AFORMS account and contact the appropriate OPR to ensure events are scheduled prior to their expiration. Every effort will be made by the individual to maintain maximum currency enabling command flexibility and deployability without restrictions.

**4.4. Training Events/Tables.** AFSOC aircrew will maintain minimum requirements outlined in tables A-2, *CV-22 Ground Training Requirements* and table A-3, *CV-22 Flying Training Requirements*. Additionally, codes are included which identify whether failure to accomplish the item makes the crewmember grounded (G), affects mission-ready status (M), places the crewmember in training status requiring supervision by an instructor (T), or crewmember status is assigned based on squadron commander's discretion (C). Failure to meet table requirements will require that the crewmember fly only in one of these four categories or under the provisions of a waiver processed IAW para [1.3.1](#)., as appropriate. For grounding items, crewmembers will not perform flight duties until the grounding item is satisfied. For mission ready

status items, crewmembers will not deploy and will only fly training missions until the item(s) are satisfied. For training status items, the crewmember will fly only under the direct supervision of an instructor. For commander's discretion items, the commander determines whether the crewmember can prosecute the mission and/or deploy based on analysis of the mission profile and effective risk assessment.

4.4.1. Crewmembers who are unqualified do not log continuation training requirements until completion of qualification. Events completed on a satisfactory evaluation or certification may be credited toward currency requirements.

4.4.2. CMR aircrew members will accomplish all applicable events found in [Table A2.1](#) and [Table A3.1](#).

4.4.3. BMQ aircrew members will accomplish all applicable events found in [Table A2.1](#) and [Table A3.1](#). They may complete as little as 50% of mission specific volume events. This 50% reduction does not apply to any basic aircraft qualification items or frequency requirements. Additionally, it cannot be rounded to a whole number below one.

4.4.4. BAQ aircrew members will accomplish designated basic aircraft requirements listed in [Table A2.1](#) and [Table A3.1](#).

4.4.5. Training requirements may be completed on any sortie if the requirements of this instruction are met. Profiles and events that are compatible may be credited on the same flight (i.e. combat mission profile, instrument approach, and aircrew proficiency sortie).

4.4.6. When more than one event is required, a proportionate share should be completed during the training period rather than finishing the total requirement on one sortie. Commanders must ensure that flying training accomplishments are spread as evenly as possible over the training period.

4.4.7. NVG events may be counted toward other similar day and non-NVD currency events (i.e. NVG sortie credits both night sortie and basic sortie requirements). **EXCEPTION:** Shipboard Operations require day and NVG events to comply with NATOPS requirements.

4.4.8. Copilots may perform duties and log currency from either pilot seat. Copilots must perform copilot duties during maneuvers logged for currency. Exception: Copilots must control the aircraft during basic qualification maneuvers (i.e., transition, simulated emergency procedures, and instruments) in order to log currency.

4.4.9. Instructor and Examiner aircrew members may log up to 50 percent of volume requirements in Table A-3 while observing student performance (i.e. performing instructor or evaluator duties).

4.4.10. Logging Flying Currency in Simulators. Pilots may log 50 percent of semiannual instrument approach requirements in an appropriate simulator. Pilots and Flight Engineers may log one expendable event and one ground radar event per semi-annual period in a simulator. Flight engineers may log one EP sortie and aerial refueling event per semiannual period. Pilots and Flight Engineers may log one Combat Mission Profile mission for currency.

4.4.11. All flying units will develop local procedures IAW AFI 11-401, applicable MAJCOM SUP1 to ensure aircrew ground and flying training is properly documented and updated.

4.4.12. Training accomplishment will be annotated on the AF Form 1522, **AFORMS Additional Training Accomplishment Input** for ground training and locally developed Flying Training Input forms for flying training.

4.4.13. Reference dates for each subject should remain fixed, will be established in writing, and remain on file in the unit training office. Additional training may be added by unit commanders to meet specific unit mission requirements. Exception: The reference period for flight physicals will be the six-month period prior to and including birth month.

4.4.14. Block training is the most efficient method of satisfying annual ground training requirements, and is the preferred method of accomplishment. Courses should include all recurring ground training required to maintain readiness except physiological training, physical examinations, and simulator refresher. Each group operations training office should establish and administer a centralized aircrew block training session.

4.4.15. Continuation training eligibility periods may be extended when initial training is completed outside established eligibility period or when changing between training reference periods. In all cases, the maximum time span for accomplishment of a ground training event is 8 months for semiannual, 17 months for annual, and 28 months for biennial requirements adjusted to the end of the month.

**4.5. Currency.** See paragraph 4.4.

**4.6. Proration of Training.** Requirements are reduced for aircrew members who are not available for flying duties ( PCS, non-flying TDY, DNIF status, emergency leave, etc.) according to the number of consecutive days of nonavailability (beyond 15 days) shown in [Table 4.1](#). [Table 4.2](#). can be used for easy calculation of remaining requirements based on the semiannual/quarterly period months remaining figure obtained from [Table 4.1](#).

**Table 4.1. Proration Table for Months Remaining.**

CONSECUTIVE DAYS NOT AVAILABLE DURING TRAINING PERIOD	SEMIANNUAL PERIOD MONTHS REMAINING	QUARTERLY PERIOD MONTHS REMAINING
0-14 Days	6	3
15 - 45 Days	5	2
46 - 75 Days	4	1
76 - 105 Days	3	No Volume Requirement*
106 - 135 Days	2	N/A
136 - 165 Days	1	N/A
166 Days to 6 Months	No Volume Requirement*	N/A

\* Does not relieve individual from dated currency items

**Table 4.2. Proration Table for Events Required.**

PERIOD-MONTHS REMAINING		NUMBER OF EVENTS REQUIRED FOR SEMIANNUAL CURRENCY										
		24	18	16	12	10	8	6	4	3	2	1
S/A	QTR	REMAINING REQUIREMENTS FOR SEMIANNUAL/QUARTERLY PERIOD										
6	3	24	18	16	12	10	8	6	4	3	2	1
5	-	20	15	13	10	8	7	5	3	2	2	1
4	2	16	12	11	8	7	5	4	3	2	1	1
3	-	12	9	8	6	5	4	3	2	2	1	1
2	1	8	6	5	4	3	3	2	1	1	1	1
1	-	4	3	3	2	2	1	1	1	1	1	1

**4.7. Failure to Complete Continuation Training Requirements.** Failure to accomplish applicable mission/special mission currency events within the time limits specified in Tables A-2 and A-3 results in loss of currency and requires action as specified in the status column.

4.7.1. Loss of currency in mission items does not affect the individual's basic qualification in the aircraft. Crewmembers noncurrent in any mission item may perform crew duties, and log currency, on missions not involving the noncurrent item.

4.7.2. Regaining currency will be accomplished per AFI 11-202, Volume 1, paragraph 1.6.

## Chapter 5

### UPGRADE TRAINING

**5.1. General.** This chapter outlines the prerequisites and training requirements for qualified aircrew members upgrading to additional levels of qualification. ADSCs will be applied per paragraph 1.9. of this regulation.

**5.2. Aircraft Commander Upgrade.** The prerequisite flying time levels listed below are based on the copilot gaining the knowledge and judgment required to effectively accomplish the unit mission. Unit commanders must ensure their continuation training programs emphasize these areas for their copilots. Aircraft commander candidates must have acquired an in-depth knowledge of systems, procedures, regulations, and obtained operational experiences necessary to become an effective aircraft commander and leader. The upgrade program is designed to teach aircraft commander duties and responsibilities, not flying skills.

5.2.1. Initial upgrade to aircraft commander usually includes flight lead certification. If the squadron commander elects to upgrade pilots to wing qualification only, subsequent upgrade to lead qualification requires initial lead training and evaluation.

**Table 5.1. Minimum Hours to Upgrade to Aircraft Commander.**

	<b>BASIC QUALIFICATION</b>	<b>MISSION QUALIFICATION</b>
<b>TOTAL FLYING TIME</b>	<b>350</b>	<b>500</b>
<b>PAI Time</b>	<b>100</b>	<b>300</b>

**NOTES:**

1. Total flying time must be achieved prior to certification as an aircraft commander. PAI time does not include "other" time. For upgrade purposes any V-22 variant counts toward PAI time.
2. Waivers to these totals will be per paragraph 1.2.3.

**5.3. Aircrew Instructor Program .** A sound and practical aircrew instructor program is necessary for effective training, standardization, and aircraft mishap prevention. Unit commanders will personally review each candidate's qualifications for the following minimum prerequisites:

5.3.1. Instructional Ability. Must exhibit principles of instruction outlined in AFI 36-2236, *Guidebook for Air Force Instructors*.

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

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

5.3.4. Technical Knowledge. The candidate must be thoroughly familiar with respective aircraft systems and equipment, normal and emergency operating procedures and, for pilots and engineers, the

prohibited maneuvers and aircraft performance under all conditions of flight. Additionally, all instructors will be thoroughly familiar with governing flying directives and this instruction.

5.3.5. Flying Proficiency. Individuals selected must be qualified and current, and proficient in specific design aircraft.

5.3.6. Flying Experience. Candidates must possess a reasonable background of flying experience to have developed a desired standard of knowledge, judgment and proficiency. Normally, these qualities progress together. However, flying hours alone can't be accepted as criteria for any one or all qualities.

5.3.7. Instructor pilot candidates must have 100 hours PAI time after upgrade to aircraft commander, of which 50 hours must be primary time. Instructor Flight Engineer candidates require a minimum of one year flight experience in assigned aircraft or 300 hours CV-22 time.

5.3.8. Instructor candidates must be qualified in the mission, event, and maneuver before instructor upgrade in the same mission, event, and maneuver. (N/A for DSO).

**Exception:** SME items, i.e. NVG water operations, require qualification at intermediate levels prior to upgrade to instructor.

5.3.9. Once qualified, instructors may instruct in any mission, event, or maneuver in which they are qualified and current. **Exception:** SMQ items, i.e. NVG water operations, require qualification at intermediate levels prior to upgrade to instructor.

**5.3.10. Instructor Training Requirements.** Obtain upgrade through the formal school or conduct in-unit instructor training (with MAJCOM/DOT waiver) IAW formal school instructor courseware.

5.3.10.1. To re-qualify pilots to instructor in the same weapon system utilize the formal school Aircraft Commander courseware and tailor it according to the individual's ability, and recency of qualification.

5.3.10.2. First-time instructors are required to attend the formal school Flight Instructor Preparatory Course (FIP), Aircrew Instructor Training Course (AITC), or an equivalent course (as reviewed/approved by AFSOC/DOT) prior to or during upgrade. The secondary method of in-unit training using formal school FIP courseware requires an AFSOC/DOT waiver (N/A for DSO). Prior aircrew instructors who have completed an equivalent course do not need to attend.

**5.4. Flight Examiner Requirements .** Flight examiners are selected from the best qualified and competent instructors. Flight examiner candidates must be instructor qualified in the mission, event, and maneuver before flight examiner upgrade in the same mission, event, and maneuver. Flight examiners will be certified IAW MAJCOM guidance.

## Chapter 6

### AIRCREW TRAINING RECORD

**6.1. General .** The AF Form 4109, **Special Operations Aircrew Training Record**, contains the AF Form 4110, **Training Comments Record**, and the applicable AF Form 4111 for the type training and aircrew position. Comply with the following instructions for management of the AF Form 4109. Formal schools training AFSOC aircrews will use their command's equivalent forms. FTU student's training will be documented IAW AETC guidance.

6.1.1. Initiate an AF Form 4109 for any aircrew member beginning:

6.1.1.1. An ETCA formal school (either by primary or secondary method).

6.1.1.2. Theater/unit indoctrination.

6.1.1.3. Special mission event upgrade training.

6.1.1.4. Corrective action required as a result of a flight evaluation other than end-of-course evaluations. This requirement may be waived by the unit commander if corrective action is limited and would not warrant the initiation of a training folder. If initiated, the flight examiner who evaluated the aircrew member will enter comments pertinent to the training deficiency on the AF Form 4110.

6.1.2. Do not insert training forms in flight evaluation folders.

6.1.3. Maintain "active" AF Forms 4109 in a location readily accessible to instructors, trainers, supervisors, and the individual aircrew members in training. Training folders should be maintained in the squadron that students are assigned or attached to for flying.

6.1.4. Formal schools will send training records to the student's gaining unit within 10 days of graduation.

6.1.5. Unit training managers will retain AF Forms 4109 from formal school training and in-unit upgrades for 1 year.

6.1.6. The instructor is responsible for documentation placed in the training folder for the aircrew member receiving training. The training folder must be available for the student to review.

**6.2. Instructions for Documenting Aircrew Training (AF Form 4109).** Comply with the following instructions for documenting aircrew member training in the AF Form 4109 when conducting secondary method training. The provisions of this instruction do not apply to AETC FTU's which will be documented IAW AETC guidance.

**6.2.1. Student Information (Cover).** Provides student and course information.

6.2.1.1. Name/Grade. Self-explanatory.

6.2.1.2. Aircrew Position. Enter current aircrew position and level of qualification. For aircrew members in an upgrade program, enter aircrew position to which they are upgrading.

6.2.1.3. Unit of Assignment. Self-explanatory.

6.2.1.4. Type of Training. Enter formal course title or for special mission event qualification, enter type; i.e., Aerial Refueling, High Altitude Airdrop, NVG Landings, etc.

6.2.1.5. Course Number. Enter only ETCA formal course number; CV22FEMQ, CV22PIQ, etc., otherwise leave blank.

6.2.1.6. Class Number. Enter formal school class number; otherwise, leave blank.

**6.2.2. Ground Training Summary (Inside Left).** This section provides a chronological record of ground training events. Record non-flying training events. Entries are required for part task trainer (PTT), cockpit procedures training (CPT), weapon system trainer (WST), and ground training (GT). Entries are not required for in-unit academic instruction conducted IAW formal school courseware.

6.2.2.1. Date. Self-explanatory.

6.2.2.2. Training Period. Enter sequentially numbered training period designators; PTT-1, CPT-3, WST-2, GT-1, etc.

6.2.2.3. Instructor or Trainer (Qual). Enter name of the instructor or trainer and aircrew qualification; i.e., A/C, EF, etc.

6.2.2.4. Training Time. Self-explanatory. Do not include time normally associated with prebriefing and debriefing PTT, CPT, or WST training missions.

**6.2.3. Written Evaluations .** Record data on written evaluations required by the training program.

6.2.3.1. Date. Enter date that written evaluation was completed.

6.2.3.2. Type. Enter AFI 11-2CV22, Volume 2, description or other appropriate identifier.

6.2.3.3. Grade. Make entry IAW AFI 11-2CV22, Volume 2.

**6.2.4. Flying Training Summary (Inside Right).** This section provides a chronological record of flying training events. Record flight training events, both on training sorties and operational missions. Log all events scheduled, even if canceled by external factors like weather (WX) or maintenance (MX).

6.2.4.1. Date. Self-explanatory. On operational missions, enter inclusive dates.

6.2.4.2. Training Period. Enter sequentially numbered training period designators; P-1, T-1, T-2, etc.

6.2.4.3. Status. Use the following codes to indicate student status:

6.2.4.3.1. Satisfactory (S). The student met or exceeded all the listed required proficiency levels (RPL) for that training period. Student advances to the next programmed lesson or training period. When using AF Form 4111 without pre-printed RPLs for each training period, instructors will use judgement to determine overall student status.

6.2.4.3.2. Training Required (T). The student fell below the listed RPL for one or more job elements. The job element was not graded below standard last time it was graded and additional training periods that include that job element remain in that phase. The student advances to the next programmed lesson or training period. When using AF Form 4111 without pre-printed RPLs for each training period, instructors will use judgement to determine overall student status.

6.2.4.3.3. Unsatisfactory (U). The student fell below the listed RPL on the same job element for two consecutive training periods, or fell below the listed RPL on any job element and no training periods remain prior to an evaluation, or if dangerous tendencies are noted. When

using AF Form 4111 without pre-printed RPLs for each training period, instructors will use judgement to determine overall student status. The student requires a progress review before scheduling any additional training.

6.2.4.3.4. Incomplete (I). The overall grade will be incomplete under one of the following conditions:

6.2.4.3.4.1. All required training period job elements were not graded, the student has not previously attained the RPL of the missed job elements, and the RPL changes to a higher level on the next training period or it is the last training period in a block or phase. The student will repeat the lesson or training period.

6.2.4.3.4.2. The student was graded "I" on the previous training period and the missed job element(s) could not be accomplished during the current training period. The student will repeat the lesson or training period.

**NOTE:** Enter "I" for incomplete missions followed by the reason. Use the following codes: "MX" for maintenance abort or delay, "OPS" for an operations abort or delay, "SYM" for sympathetic abort or delay, "WX" for weather abort or delay, or "IN" for student requirements being incompatible with the sortie being flown. All entries of "I" will be fully explained on the AF Form 4109.

6.2.4.3.5. Proficiency Advancement (P). Awarded in lieu of actual job element accomplishment when warranted by student's previous performance and knowledge. The student advances to the next programmed lesson or training period.

6.2.4.3.6. Exceptional (E). The student met or exceeded all RPLs and events in an exceptional manner.

6.2.4.3.7. Other (X). Flying performed without accomplishing job elements, for example, a CV22EPMQ student who flies on a mission to support depot input/output.

**NOTE:** Remedial training will be numbered the same as the deficient academic, simulator, or flying lesson followed by an "R" (Example: T4-R-1, T4-R-2, etc.). Remedial training flights resulting from Q2 or Q3 flight evaluations will also be numbered with an "R".

6.2.4.4. Instructor/Trainer (Qual). Enter name of the instructor or trainer and aircrew qualification.

6.2.4.5. Mission Time. Enter the total flight time of the training or operational mission in the top half of the block. If documentation of seat time is required, enter the time the student actually received instruction during the flight in the lower half of the block.

6.2.4.6. Cumulative Time. Use this block to enter the individual's total cumulative flight time in the specific training course. Enter total cumulative instruction time in the top half of the block. For courses requiring documentation of seat time, enter the total cumulative instruction time in the lower half of the block. The cumulative time block may start with total individual time when total time is a criteria to begin an upgrade.

**6.2.5. Performance Evaluation Summary .** Record data on required evaluations including reevaluations (if applicable).

6.2.5.1. Date Recommended. Enter date recommended for a performance evaluation (CPT, WST, flight).

6.2.5.2. Type Evaluation. Enter AFI 11-2CV22, Volume 2, evaluation description or other appropriate identifier.

6.2.5.3. Instructor/Trainer (Qual). Enter name of instructor or trainer and aircrew qualification.

6.2.5.4. Operations Review. Indicate, with the initials of the reviewer, that a records review has been accomplished by the operations officer following recommendation for an evaluation.

6.2.5.5. Date Eval. Enter date the evaluation was completed.

6.2.5.6. Flight Examiner. Self-explanatory.

6.2.5.7. Grade. Make entry IAW AFI 11-2CV22, Volume 2.

**6.2.6. Grading Standards/Definitions (Back Cover).** This section explains grading standards and training codes. Use the top section with the AF Form 4111.

**6.2.7. Training Period Designators.** Use the codes listed in the AF Form 4109 to describe training periods. Formal training schools may use more descriptive designators, if required.

**6.2.8. Remarks.** Indicate why an individual, enrolled in a training program, has not flown or has not been actively participating in the program (DNIF, TDY, etc.). Use sufficient detail to document the reasons and time frame. Make other remarks as appropriate.

**6.3. Instructions for Documenting Aircrew Training Comments (AF Form 4110).** AF Form 4110, **Training Comments Record**, provides for narrative descriptions of training events and the means for documenting operations review of training progress. The provisions of this instruction do not apply to the documentation of training conducted at the AETC FTU which will be IAW AETC guidance.

**6.3.1. Name .** Self-explanatory.

**6.3.2. Date .** Self-explanatory.

**6.3.3. Training Period.** Enter the appropriate training period designator, numbered sequentially.

**6.3.4. Mission Profile/Comments/Recommendations .** Describe the mission scenario to accurately document each event; payload, type airdrops, type and number of approaches, etc. Local overprints are authorized. Comments should elaborate on student strengths and weaknesses, identify problem areas, record unusual circumstances, and indicate student progress. For formal school use, where pre-printed RPLs are included, enter a comment whenever the student's performance level is below the printed RPL. Enter the authorization for progression on a proficiency basis. Recommendations should include tasks requiring further training and the type training required. The instructor will print and sign their name, rank, and crew qualification immediately following this entry.

**6.3.5. Operations Review.** The unit training officers or course managers will conduct a monthly review of active status AF Forms 4109. The operations officer will review active status AF Forms 4109 at least once each calendar quarter. The monthly review is not required during the month in which the quarterly review is accomplished. Document reviews on the AF Form 4110. The reviewer will insert "monthly review" or "quarterly review" as applicable in the Training Period block. Include comments concerning the student's progress, status, and recommendations in the Mission Profile/Strengths/Weaknesses/Recommendations block. Following applicable comments, the reviewer will print and sign their name and indicate their position; Operations Officer, Training Officer, etc.

**6.3.6. Student Review.** The student will initial on the last line of each training period's comments prior to the next training period, indicating awareness of training status. The student does not have to agree with the written comments before initialing the form.

**6.4. Instructions for Documenting Aircrew Performance (AF Form 4111).** AF Form 4111, Aircrew Performance, provides for the overprint of task listings, scheduled training, and required end of course proficiency levels for each ground and flight training task. Use it also to record student proficiency levels on each training mission. Maintain AF Forms 4111 on the right side of the AF Form 4109. The provisions of this instruction do not apply to the documentation of training conducted at the AETC FTU which will be documented IAW AETC guidance.

**6.4.1. Name.** Self-explanatory.

**6.4.2. Crew Position.** Self-explanatory.

**6.4.3. Course/Phase.** Enter ETCA formal course identification; i.e., CV22PMQ. For special mission qualification, enter type; i.e., Night Water Operations, etc. Also identify training phase; ground, simulator, flying.

**6.4.4. Programmed Training Profile .** Provide the programmed training sequence to include PTT, CPT, WST, and flight training missions. Identify the type of training mission and number. For ETCA courses, this section will reflect the Course Summary Document.

**6.4.5. Actual Training Profile.** Use this section to document the actual profile accomplished. Identify the training mission type and number (i.e., T-3).

**6.4.6. Task Listing.** Reflects the tasks and subtasks in the training program requiring specific student performance or knowledge proficiency standards. Use the left column to vertically identify a general area (ground operations, emergency procedures, etc.).

**6.4.7. Minimum Events Required .** Reflect the minimum number of times a student should satisfactorily complete a specific task.

**6.4.8. Performance Grade (P/Gr) and Knowledge Grade (K/Gr).** Enter a performance grade or knowledge grade, or both, by each task or subtask where performance and knowledge was demonstrated by the student. Use task performance and knowledge codes listed on the AF Form 4109. Non-instructor qualified trainers, i.e., A/Cs for CPs, will not enter performance or knowledge grades. Instead, they will use the "X" code described on the AF Form 4109. Formal schools and units may elect to use the last vertical column to document evaluation results. In these cases, enter the performance grade or knowledge grade or both by each task or subtask evaluated. Do not normally evaluate students until performance/knowledge levels are sustained at course standards.

**NOTE:** When the same AF Form 4111 is used to document more than one phase of training, end of phase required proficiency levels (end of simulator phase, etc.) for a task may be entered in the Performance Grade/Knowledge Grade blocks for that mission.

**6.4.9. Required Proficiency Levels (P/Gr and K/Gr).** These columns indicate the end of phase/course performance and knowledge proficiency standards required for each task and subtask. These will reflect the appropriate Master Task Listing standards.

**6.5. AF Form 4111 Overprints .** Maintain AF Form 4111 overprints on computer disk using the "FORM FLOW FILLER" program. HQ AFSOC/DOT is the OPR for the disk. Disks will be distributed to

group training offices for copying and further distribution on an as required basis. Any unit desiring to update an AF Form 4111 will forward a copy of the revision through channels to HQ AFSOC/DOT for inclusion in the next issue of the disk. The provisions of this instruction do not apply to the documentation of training conducted at AETC FTU which will be documented IAW AETC guidance.

## 6.6. Grading Standards:

**6.6.1. Grading Criteria** . Instructors will determine both individual mission element grades and the overall mission grade by assessing the student's performance against the RPLs. Use the grading criteria in the chart below. The provisions of this instruction do not apply to the documentation of training conducted at the AETC FTU which will be documented IAW AETC guidance.

### 6.6.2. Task Performance:

CODE	PERFORMANCE	DEFINITION
		Individual:
1	Extremely Limited	Can do most activities only after being told or shown how.
2	Partially Proficient	Can do most of the behaviors in activity, but not necessarily to the desired levels of speed, accuracy, safety.
3	Competent	Can do and show others how to do the behavior in activity at the minimum acceptable levels of speed, accuracy, and safety.
4	Highly Proficient	Can do all behaviors in activity at the highest level of speed, accuracy, and safety.

### 6.6.3. Task Knowledge:

CODE	KNOWLEDGE	DEFINITION
		Individual:
A	Facts/Nomenclature	Can identify basic facts and terms about the subject or when used with a performance code, can state nomenclature, simple facts, or procedures involved in an activity.
B	Principles/Procedures	Can explain relationship of basic facts and state general principles about the subject or when used with a performance code, can determine step-by-step procedures for set activities.

C	Analysis/Operating	Can analyze facts and principles and draw conclusions about the subject or principles when used with a performance code, can describe why and when each activity must be done and tell others how to accomplish activities.
D	Evaluation/Complete	Can evaluate conditions and create new rules or concepts about the subject, theory, or when used with a performance code, can inspect, weigh, and design solutions related to theory involved with activities.

**6.6.4. Course Training Standards.** Course training standards describe the minimum overall performance levels required to progress and graduate from a course. Each syllabus lists the course training standards that students must achieve for each sortie or block of sorties before progressing to subsequent training.

#### **6.7. Forms Prescribed.**

6.7.1. AF Form 4109, **Special Operations Aircrew Training Record.**

6.7.2. AF Form 4110, **Comments – Special Operations Training.**

6.7.3. AF Form 4111, **Special Operations Training Record.**

ROBERT H. FOGLESONG, Lt General, USAF  
DCS/Air & Space Operations

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

AFI 10-707, *Spectrum Interference Resolution Program*

AFI 11-2CV-22, Volume 2, *CV-22 Aircrew Evaluation Criteria*

AFI 11-202, Volume 1, *Aircrew Training*

AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*

AFI 11-202, Volume 3, *General Flight Rules*

AFMAN 11-217, Volume 1, *Instrument Flight Procedures*

AFI 11-218, *Aircraft Operations and Movement on the Ground*

AFI 11-235, *Forward Area Refueling Point (FARP) Operations*

AFI 11-290, *Cockpit / Crew Resource Management Training Program*

AFI 11-301, *Aircrew Life Support (ALS) Program*

AFFD 11-4, *Aviation Service*

AFI 11-401, *Flight Management*

AFI 11-403, *Aerospace Physiological Training Program*

AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*

AFI 31-207, *Arming and Use of Force by Air Force Personnel*

AFI 31-210, *The Air Force Antiterrorism/Force Protection (AT/FP) Program Standards*

AFI 32-4001, *Disaster Preparedness Planning and Operations*

AFI 36-2107, *Active Duty Service Commitments (ADSC)*

AFI 36-2133, *Specified Period of Time Contracts (SPTC)*

AFI 36-2201, *Developing, Managing, and Conducting Training*

AFI 36-2208, *US Air Force Helicopter Aircrew Training*

AFI 36-2218, *Self-Aid and Buddy Care*

AFI 36-2226, *Combat Arms Program*

AFI 36-2236, *Guidebook for Air Force Instructors*

AFI 48-123, *Medical Examination and Standards*

AFI 51-401, *Training and Reporting to Ensure Compliance with the Law of Armed Conflict*

AFI 91-302, *Air Force Occupational and Environmental Safety, Fire Protection and Health (AFOSH) Standards*

AFMAN 36-2236, *Guidebook for Air Force Instructors*

AFMAN 37-139, *Records Disposition Schedule*

AFOSH Standard 91-56, *Fire Protection and Prevention*

AFOSH Standard 161-10, *Health Hazards Control for Laser Radiation*

AFPD 33-2, *Information Protection*

AFDD-34, *ISOPREP Program*

*Education Training Course Announcement (ETCA)*

Joint Publication 1-02, *DoD Dictionary of Military and Associated Terms*

Joint Publication 3-04.1, *Joint Tactics, Techniques and Procedures for Shipboard Operations*

Memorandum of Understanding, *CNO/USSOCOM Joint Helicopter Operations Aboard U.S. Navy Ships*

US Army Field Manual 25-100, *METL Development*

US Army Field Manual 25-101, *Battle Focused Training*

### ***Abbreviations and Acronyms***

**AC**—Aircraft Commander

**ACDE**—Aircrew Chemical Defense Ensemble

**ADSC**—Active Duty Service Commitment

**AERPS**—Aircrew Eye and Respiratory Protection System

**AFORMS**—Air Force Operations Resource Management System

**AFOSH**—Air Force Office of Safety and Health

**AFSC**—Air Force Specialty Code

**AIE**—Alternate Insertion/Extraction

**AITC**—Aircrew Instructor Training Course

**ANVIS**—Aviator Night Vision Imaging System

**AR**—Aerial Refueling (Air Refueling)

**ARC**—Air Reserve Component

**BAQ**—Basic Aircraft Qualification

**BMC**—Basic Mission Capable

**BZ**—Buffer Zone

**C**—Commander's Discretion Status

**CAT**—Combat Aircrew Training

**CBO**—Chemical Biological Oxygen

**CBR**—Chemical/Biological/Radiological

**CD**—Chemical Defense

**CDTQT**—Chemical Defense Task Qualification Training

**CFT**—Cockpit Familiarization Trainer

**CMR**—Combat Mission Ready (see also MR)

**CMT**—Combat Mission Training

**COMSEC**—Communications Security

**CP**—Copilot

**CRM**—Crew Resource Management

**CSAR**—Combat Search and Rescue

**CSD**—Course Summary Document

**CSR**—Combat Survival Refresher

**CST**—Combat Survival Training

**DSO**—Direct Support Operator

**DLQ**—Deck Landing Qualification

**EMT**—Emergency Medical Technician

**EP**—Evaluator Pilot

**EF**—Evaluator Flight Engineer

**ETCA**—Education Training Course Announcement

**EW**—Electronic Warfare

**FARP**—Forward Arming and Refueling Point

**FDLP**—Field Deck Landing Platform

**FE**—Flight Engineer

**FEF**—Flight Evaluation Folder

**FF**—Basic Qualification Flight Engineer

**FIP**—Flight Instructor Preparatory Course

**FRF**—Flight Record Folder

**FS**—Flight Surgeon

**G**—Grounded Status/Grounding Item

**GT**—Ground Training

**HEED**—Helicopter Emergency Egress Device

**IAW**—In Accordance With

**IF**—Instructor Flight Engineer

**IPC**—Instructor Preparatory Course

**IP**—Instructor Pilot

**IR**—Infrared

**IRC**—Instrument Refresher Course

**JSUPT**—Joint Specialized Undergraduate Pilot Training

**M**—Mission Status/Mission Item

**MAJCOM**—Major Command

**MC**—Mission Qualification Copilot

**MDS**—Mission Design Series

**METL**—Mission Essential Task List

**MF**—Mission Qualification Flight Engineer

**MOST**—Mission Oriented Simulator Training

**MP**—Mission Qualification Pilot

**MPF**—Military Personnel Flight

**MR**—Mission Ready (see also CMR)

**MT**—Medical Technician

**MTL**—Master Task Listing

**NVG**—Night Vision Goggles

**OFT**—Operational Flight Trainer

**OI**—Operating Instruction

**P**—Pilot

**PACAF**—Pacific Air Forces

**PAI**—Primary Aircraft Inventory

**PMAI**—Primary Mission Aircraft Inventory

**PTAI**—Primary Training Aircraft Inventory

**PTT**—Part Task Trainer

**RCC**—Rescue Coordination Center

**RPI**—Rated Position Indicator

**RPL**—Required Proficiency Level

**RWR**—Radar Warning Receiver

**SA**—Semi-Annual

**SATB**—Standard Airdrop Training Bundle

**SFT**—Special Function Trainer (Computer-based training devices)

**SIM**—Simulator  
**SMQ**—Special Mission Qualification  
**SME**—Subject Matter Expert  
**SOI**—Syllabus of Instruction  
**SOP**—Standing Operating Procedure  
**SOPE**—Special Operations Planning Exercise  
**T**—Training Status  
**TA**—Terrain Avoidance  
**TF**—Terrain Following  
**TM**—Terrain Masking  
**TOD**—Task and Objective Document  
**UET**—Underwater Egress Training  
**UMD**—Unit Manning Document  
**USAFE**—United States Air Forces Europe  
**VBSS**—Visit, Board, Search, and Seizure  
**WIC**—Weapons Instructor Course  
**WPT**—Weapons Procedures Trainer  
**WST**—Weapons System Trainer

### *Terms*

**Aerial Refueling (A/R)**—For the purposes of this instruction, airborne fuel offload (simulated or actual) by MC-130E, MC-130P, KC-130, KC-135, or KC-10 tanker aircraft to a CV-22.

**Basic Aircraft Qualification**—Category describing an aircrew member who has completed initial qualification training in the basic aircrew position and is authorized to fly transition, instruments, and non-tactical unit missions to depicted and surveyed helipads or airports.

**Basic Mission Capable**—Category describing an aircrew member who has satisfactorily completed mission qualification training, does not maintain MR/CMR status, but maintains familiarization in the command or unit operational mission. Within AFSOC, the crewmember will maintain 50 percent of applicable mission volume requirements of this instruction and be able to attain full qualification in the unit mission within 30 days. NOTE: 50% reduction does not apply to basic qualification or frequency events (i.e. 45, 60, or 70 day currency events).

**Combat Mission Ready (also Mission Ready)**—Category describing an aircrew member who has satisfactorily completed mission qualification and is maintaining all of the applicable mission qualification currency requirements of this instruction.

**Combat Mission Profile** —A mission designed to penetrate and operate within a combat or threat environment. The specific profile will be predicated on the type and level of threat.

**Currency**—Currency will refer to frequency of events as used by AFORMS. This is used where a specified number of days are required between events. It does not refer to volume required per time period, i.e. monthly, quarterly, or semiannual period.

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

**Deck landing Qualification Instructor Pilot (IP), Unit Trainer (UT), or —Pilot-in-Command (PC)** Joint terminology referring to MP, IP, or EP qualified and current in deck landings and designated in writing by the unit commander for such purposes.

**Dissimilar Formation**—A formation of aircraft consisting of different design (i.e. CV-22 and C-130), services (i.e. USAF and USMC), or countries (i.e. USAF and Royal Air Force). Formations of different mission or series aircraft are not considered dissimilar for the purposes of this instruction (i.e. CV-22 and MV-22).

**Direct Support Operator (DSO)**.—An AFSOC aircrew position manned by Air Intelligence Agency (AIA) personnel.

**Eligibility Period**.—The 6-month period prior to the due date of an evaluation or required training event.

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

**Expendables**.—Chaff and/or flares carried onboard an aircraft for defensive purposes.

**Field Deck Landing Platform**—Practice shipboard landings performed at a shore facility with markings representative of a shipboard landing facility.

**Forward Arming and Refueling Point (FARP)**—Refueling and rearming that is normally conducted in an austere environment with engines running. Refueling can be accomplished from a variety of fuel sources: MC-130, Pre-positioned fuel store, another helicopter, fuel truck, etc). See also Hot Refueling.

**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 applicable AFSOC and/or AETC syllabi.

**Hot Refueling**—Fuel on-load from any fuel source with one or more aircraft engines operating. FARRP operations are considered hot refueling. See also Forward Area Refueling/Rearming Point (FARRP).

**Instructor Certified Event**—Training given to an aircrew member to certify the student's attainment of the required proficiency and knowledge levels as specified in courseware and, if appropriate, AFSOC Forms 672. This training must be accomplished prior to performing unsupervised crew duties in that event. An evaluation is not given for this certification. Instructor certified events are documented on the individual's AF Form 1381.

**Mission Essential Task Listing (METL)**—A complete list of mission essential tasks (MET) for any organization. Also called a METL.

**Mission Experience**—For the purposes of this regulation, "experience" is defined as being mission ready for 1 year in an AFSOC tactical qualified unit.

**Mission Ready**—See Combat Mission Ready.

**Multi-spot Ships**—Those certified ships having three or more adjacent landing areas.

**Primary Aircraft Inventory (PAI)**—Aircraft authorized to a unit for performance of its operational mission. The primary authorization forms the basis for the allocation of operating resources to include manpower, support equipment, and flying hour funding (Joint Publication 1-02). This term also implies, for the purposes of this instruction, the particular MDS aircraft assigned to an individuals flying unit. PAI time refers to hours flown in unit assigned or like MDS aircraft (e.g. M/ CV-22).

**Required Proficiency Level (RPL)**—The level at which a student must perform or posses knowledge at a particular phase of training. Use grading standards and definitions IAW chapter six and appropriate courseware.

**Single-spot Ships**—Those certified ships having less than three adjacent landing areas.

**Special Mission Event (SME)/Special Mission Qualification Training (SMQT)**— Training given in a specific unit mission area/task that requires a flight evaluation in that mission area/task.

**Total Flying Time**—Total time for all aircraft flown in military service to include student time. Total Flying Time accumulated for upgrade purposes must be in the aircrew member's current crew position. (i.e. pilot or flight engineer).

**Visit, Board, Search and Seizure (VBSS)**—AIE activities to any area of a surface vessel, other than the flight deck. Refer to the JSOC SOP for further details.

**Volume**—Term used to support AFORMS describing numeric requirements for an event during a specified time period (i.e. monthly, quarterly, or semi-annual)

## Attachment 2

## COMBAT MISSION GROUND TRAINING REQUIREMENTS

Table A2.1. Combat Mission Training - Mission Qualification.

<b>COMBAT MISSION TRAINING PROFICIENCY MATRIX – BASIC MISSION QUALIFICATION</b>			
<b>Required Topics</b>	<b>P</b>	<b>FE</b>	<b>DSO</b>
<b>Topic Areas</b>			
<b>Command and Control structure</b>	C	B	B
<b>Joint Special Operations Task Force (JSOTF)</b>			
<b>Air Force Special Operations Base (AFSOB)</b>			
<b>Theater Air Control System (TACS)</b>			
<b>AOC, SOLE, JSOAC</b>			
<b>Joint Forces Air Component Commander (JFACC)</b>			
<b>Army Air-Ground System (AAGS)</b>			
<b>ATO/ITO/ACO</b>	C	B	B
<b>Employment concepts and orders of battle (OB):</b>	C	B	B
<b>Air Forces</b>			
<b>Ground Forces</b>			
<b>Naval Forces</b>			
<b>Integrated Air Defense System (IADS)</b>			
<b>EW</b>			
<b>Manuals and Publications</b>	C	C	A
<b>AFTTP 3-1 series</b>			
<b>Joint Publication 3-05 and 3-05.1</b>			
<b>AFDD 2-7</b>			
<b>Support</b>	C	B	A
<b>Airborne Warning and Control System (AWACS)</b>			
<b>RC-135 roles and capabilities</b>			
<b>EC-130E/H roles and capabilities</b>			
<b>Interactive Defensive Avionics Systems (IDAS)/ Multi-Mode Advanced Tactical Terminal (MATT)</b>			
<b>Joint Surveillance Target Attack Radar System (JSTARS)</b>			
<b>Joint tactical support requests</b>			
<b>Suppression of Enemy Air Defenses (SEAD)</b>			

<b>Escort</b>			
<b>Reconnaissance</b>			
<b>Combat Search and Rescue (CSAR)/Personnel recovery (PR)</b>			
Weather. Meteorological and climatological factors	C	A	A
Intelligence	C	B	B
<b>Importance of understanding enemy political beliefs, employment doctrine, and motivation</b>			
<b>Threats and target information for planned route of flight</b>			
<b>Escape and evasion plan</b>			
Safe passage, Authentication and Operations Codes	C	B	A
Operational Security (OPSEC)/Communications Security (COMSEC)	C	B	C
Countering Threats: enemy/friendly weapons, emphasizing those to which SOF would realistically be exposed	C	B	A
<b>Employment doctrine</b>			
<b>Guidance systems</b>			
<b>Capabilities</b>			
<b>Planning considerations</b>			
<b>Electronic indications (if applicable)</b>			
<b>Visual recognition</b>			
<b>Defensive maneuvers</b>			
<b>Defensive countermeasures</b>			
Route selection and navigation:	C	B	A
<b>Chart interpretation/preparation/radar shadowing</b>			
<b>Threat avoidance/degradation/terrain masking</b>			
<b>Turn point selection</b>			
<b>Day/night/weather considerations</b>			
<b>Time on target (TOT) control (timing legs, extensions, orbits, etc.)</b>			
Low level considerations:	C	C	A
<b>Task and crew management</b>			
<b>Psychological and physiological factors</b>			
<b>Operation and employment of applicable defensive equipment:</b>	C	C	A
<b>Infrared (IR) countermeasures and flares</b>			
<b>Electronic attack (EA)</b>			

<b>Radar warning receivers (RWR)</b>			
<b>Emissions control (EMCON)</b>			
<b>Aircraft structural and configuration limitations</b>			
<b>Briefings: pre-mission planning, operations, and crew</b>			
<b>Automated mission planning and rehearsal systems</b>			
<b>In-flight reports: operations, mission, intelligence</b>			
<b>Judge Advocate (Law of Armed Conflict)</b>			
<b>Accreditation. Completion of initial CMT is documented in AFORMS</b>			
<p>A – INTRODUCTION TO FACTS/NOMENCLATURE.</p> <p>B – FAMILIARIZATION WITH PRINCIPLES AND PROCEDURES.</p> <p>C - CAN EXPLAIN RELATIONSHIP OF BASIC FACTS AND STATE GENERAL PRINCIPLES ABOUT THE SUBJECT.</p> <p>D- COMPREHENSION OF ANALYSIS/OPERATING PRINCIPLES. CAN ANALYZE FACTS AND PRINCIPLES AND DRAW CONCLUSIONS ABOUT THE SUBJECT.</p>			

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CV-22 GROUND TRAINING REQUIREMENTS

Table A3.1. CV-22 Ground Training Requirements.

CV-22 Ground Training Requirements							
Event Name [AFORMS ID]	Event Description [Reference]	P	F	D	F	STATUS	FREQUENCY
			E	S	S		
Aircrew Chemical Defense Training (ACDT) [LS04]	Academic and equipment training in which the aircrew member demonstrates and performs donning, doffing, buddy dressing procedures using either the first-or second generation ACDE/AERP. This training also includes information on hazards of wearing the equipment properly and improperly, and requires all aircrews to practice Aircrew Chemical Contamination Area (ACCA) processing procedures.	X	X	X		M	17 Months
Egress Training w/ACDE [LS05]	Evaluates the aircrew’s ability to demonstrate proficiency in use of primary and/or secondary air and ground egress procedures while wearing ACDE. Training should stress the unique changes in procedures and/or added difficulties aircrews would and could experience as a result of wearing ACDE.	X	X	X	X	M	One-time
Anti-Hijacking Training [G090]	Training will include a thorough review of Anti-hijacking concepts. [AFI 13-207]	X	X	X	X	C	Biennial

CV-22 Ground Training Requirements							
Event Name [AFORMS ID]	Event Description [Reference]	P	F E	D S	F S	STATUS	FREQUENCY
Anti-Terrorism/Force Protection Training (AT/FP) [G091]	This training is directed by the chairman, joint chiefs of staff, and presented IAW AFI 31-210. There are four levels of training. Level I is awareness training for all personnel; level II is for the unit AT/FP resource officer (AT/FP RO); level III is for commanders at the O-5/O-6 grades; and level IV is for O-6 to O-8 wing commander, Joint Task Forces, etc. All AFSOC personnel subject to deployment must receive level I training, conducted by AFOSI by way of force protection defensive briefings and/or a level II trained POC, based on chapter 12, DoD 0-2000.12H. All individuals must have received level I training within six months prior to deployment outside CONUS. Individuals will also receive JS guide 5260, "Service member's personal protection guide" and antiterrorism individual protective measures folding wallet card. This is also an annual ground training requirement for aircrew members. If an individual is deployed outside of the six month training window, OSI will conduct predeployment processing to ensure all deploying personnel have received level I training.	X	X	X	X	M	Annual plus within six months prior to deployment outside CONUS
Authentication/Operations Codes Training [G081]	Units required to use authentication systems and/or operations codes will develop appropriate local training programs. Information is available in COMSEC Publication AFKAO-5, Instructional Guide for Operations Codes and DoD AIMS 86-100A, Mode 4 Handbook (FOUO). It is a confidential item available from the local base COMSEC custodian (reference AFPD 33-2). Pilots and flight engineers will maintain proficiency in the use of those operations codes and authentication systems required for their respective theater(s) of operations. [See text]	X	X			M	17 months
Buffer Zone/Deconfliction Zone Procedures [G075]	Recurring training designed to maintain awareness of theater directives and buffer zone/ADIZ procedures [USAFEI 11-201, <i>USAFE Buffer Zone Procedures</i> or PACAFI 13-201, <i>Prevention of Inadvertent Overflight of Non-friendly Borders</i> ] (N/A for CONUS Units)	X				M	Annual

CV-22 Ground Training Requirements							
Event Name [AFORMS ID]	Event Description [Reference]	P	F E	D S	F S	STATUS	FREQUENCY
Combat Survival Training (SV-80-A) [SS01]	Initial ETCA school. Required prior to first operational assignment IAW AFI 36-2209.	X	X	X	X	N/A	One-Time
Combat Survival Training, High Threat [LS02]	Recurring training conducted locally. Academic and field training designed for aircrew to demonstrate their ability to operate life support equipment, employ survival/evasion techniques, and comply with rescue procedures under simulated combat conditions.	X	X	X		M	Triennial

Combat Mission Training [G070]	<p><b>Initial:</b> Initial CMT provides crewmembers with the academic knowledge required to plan and execute special operations missions in various hostile environments. This training provides the groundwork for conducting the follow-on SOPE's and CMP's. Initial CMT will cover the areas defined in Table A 1.1.</p> <p><b>Refresher:</b> Recurring CMT is refresher training for the academic knowledge taught in initial CMT, and is required to plan and execute the unit's combat missions. It must contain unit mission , area of operations (AO), and theater-specific information. The material should focus most heavily on areas not routinely exercised, to provide useful refresher training.</p>	X	X			M	Initial plus 17 months
Crew Resource Management (Refresher) [G230]	Annual refresher training is designed to reinforce the crewmember's CRM academic knowledge and refocus them on skills that lead to successful mission accomplishment. Those aircrew members who attend an annual simulator refresher course can credit their annual CRM refresher requirement if the training is conducted with a thorough cross section of crewmembers present. Otherwise, unit facilitators may conduct academic CRM refresher with a thorough cross section of unit crewmembers present. Courseware will contain all elements outlined in AFI 11-290, <i>Cockpit/Crew Resource Management Training Program</i> . CRM is normally accomplished during the qualification phase.	X	X			T	17 months

CV-22 Ground Training Requirements							
Event Name [AFORMS ID]	Event Description [Reference]	P	F E	D S	F S	STATUS	FREQUENCY
DoD High Risk Training (Level B/C) [LS14/15]	Training conducted for high-risk personnel by the Joint Personnel Recovery Agency (JPRA). Training is required for all AFSOC aircrew members, special tactics personnel, etc.). High risk is defined as a combination of those operators, because of the nature of their mission, tactics, and Area of Responsibility (AOR), that have a high risk of capture, or due to access to sensitive information, plans, or programs, are susceptible to foreign government, terrorist, or enemy exploitation. Training is available as an exportable Level B course (generally one day) for lower risk operators and as a Level C course (academics and practical application) specifically tailored to unit missions (SV-91A satisfies Level C and Level B requirements). Both Levels of training include information in how to deal with peacetime governmental detention and hostage/terrorist survival. The focal point between JPRA and units requiring training are the AFSOC, wing, and unit Liaisons (LNOs). Wherever possible, LNOs will be Air Force SERE Training Instructors, who, following JPRA indoctrination and training, have the necessary core skills to effectively run this advanced survival training program. The LNO is responsible to identify operators requiring training to JPRA. AFSOC, in conjunction with JPRA and USSOCOM determine risk and appropriate level of training.	X	X			C	One-Time
Egress Training, Non-Ejection [LS08]	All crewmembers and other personnel regularly flying on US Air Force CV-22 aircraft will successfully complete ground egress training. Crewmembers in initial training will receive this event prior to their first flight. Academic training will cover operation of all escape hatches/doors/windows, location/use of crash axes/fire extinguishers/first aid kits, and exit instructions. Hands-on training will be accomplished in the aircraft and will include opening all cargo compartment exits. A qualified instructor must be present during training.	X	X	X	X	G	Initial plus 17 months

CV-22 Ground Training Requirements							
Event Name [AFORMS ID]	Event Description [Reference]	P	F E	D S	F S	STATUS	FREQUENCY
Electronic Warfare Principles Refresher Course (EWPRC) [G228]	Accomplished using the Threat Signal Recognition Training System (TSRTS). Training consists of reviewing <u>all</u> CV-22 modules. Consider specific threat characteristics, their indications as represented by weapons system unique threat indicating systems (visual detection, etc.), mission planning considerations, and countermeasure procedures.  Alternately, when the TSRTS is unavailable, refresher training can be accomplished on an EW Part Task Trainer, CAI, or the WST at Kirtland AFB. Alternate methods will include classroom instruction emphasizing threat principles[AFI 10-707]	X	X			M	17 months
Fire Extinguisher Training [G022]	Accomplished IAW AFOSH Standard 127-56 prior to performing flying duties in each unit.	X	X	X	X	G	One-Time per PCS

CV-22 Ground Training Requirements							
Event Name [AFORMS ID]	Event Description [Reference]	P	F E	D S	F S	STATUS	FREQUENCY
Flight Engineer System Refresher Course [G223]	Flight Engineers will complete an annual systems refresher training course consisting of at least five hours of dedicated training. The preferred method of accomplishment is classroom and hands-on training at a static aircraft. When practical, use of CAI should be used to augment other training media and increase general knowledge of aircraft systems. Units may add any selected subsystem unique to their airframes. The following subjects are considered minimum requirements: Engines, Gear boxes, Drive Train, Fuel System, Hydraulic System, Pneumatic Sub-system, Electrical Systems, Aircraft Lighting, Instrumentation Systems, Heating/Ventilating Systems, Anti-Icing/De-Icing Systems, Fire Detection/Extinguishing Systems, Flight Controls, AFCS/, Landing Gear, Doors/Windows, Rotor Systems, Navigation Equipment, ECM/IRCM/RWR, Specialized Equipment, Weapon/Laser Systems, Chaff/Flare. Flight engineers may credit this event following the systems review class at simulator refresher provided: all above topics were reviewed and the prescribed time was used effectively. If only partial requirements were met, others can be made up, as available, and the event credited upon completion.		X			G	17 months
Flight Physical	See Physical Examination						
Flight Records Review [RR01]	Complete an annual flight records review with host operational systems management (HOSM) section IAW AFI 11-401, as supplemented.	X	X	X	X	C	17 months
Flight Surgeon Exam [Q003]	Squadron attached flight surgeons will complete an annual written closed book examination covering assigned aircraft specific emergency equipment and procedures. Stan/Eval will administer this exam.				X	G	17 months

CV-22 Ground Training Requirements							
Event Name [AFORMS ID]	Event Description [Reference]	P	F E	D S	F S	STATUS	FREQUENCY
Ground Chemical Warfare Defense Training (GCWD) [G010]	All aircrew members will receive GCWD training within 90 days of unit arrival and annually thereafter. Training will be IAW AF DP requirements and will consist of donning and removing equipment, description of the various types of chemical threats, and limitations associated with operation in a chemical environment.	X	X	X	X	M	Initial and 17 months
Ground Gunnery Refresher [G281]	Training will be hands-on training and will include weapon system components, preflight, operation, teardown, assembly, and emergency procedures for each weapon system on which the individual is qualified. Training should be conducted by FE instructors or instructor candidates under the supervision of qualified instructors.		X			M	17 months
Helicopter Emergency Egress Device/Underwater Egress Training (HEED/UET) (Initial{SV-84A}/Recurring) [LS13/LS03]	<b>Initial:</b> ETCA training conducted at various Naval training locations. Required for all AFSOC tilt-rotor crewmembers and personnel receiving hazardous duty incentive pay for flying on USAF tilt-rotors prior to over water operations described in Volume 3. <b>Recurring:</b> Training accomplished by survival instructors using local swimming pool facilities and equipment. Required for all AFSOC tilt-rotor crewmembers and personnel receiving hazardous duty incentive pay for flying on USAF tilt-rotors prior to over water operations described in Volume 3. Utilize SWET devices, if available. Train principles, procedures, techniques, and equipment that will improve crewmembers' ability to survive a tilt-rotor ditching. As part of this training, crewmembers will view <i>Underwater Egress Training</i> (606040DF) and <i>HEED</i> (802514DN)	X	X	X	X	G	Initial Plus 17 months
Hot Refueling/FARP Training	FARP/Hot Refueling ground training will be conducted IAW AFI 11-235 and documented on the individual's AF Form 1381.	X	X			M	One-Time

CV-22 Ground Training Requirements							
Event Name [AFORMS ID]	Event Description [Reference]	P	F E	D S	F S	STATUS	FREQUENCY
IFF/SIF Procedures [G082]	Annual training will include IFF/SIF loading and operation to include time changeover procedures and IFF on/off lines. Training will include instruction on the following airspace and associated procedures: Airspace Coordination Areas, Restricted Operating Areas/ Zones (ROA/ROZ), High Density Airspace Control Zones (HIDAZC), Base Defense Zones (BDZ), weapons free zones, air Defense Identification Zones (ADIZ), Minimum Risk Routes (MRR). Training will include the use of safe passage authentication tables. Training should include a discussion on current theater Air Tasking Order (ATO) safe passage procedures for frequently visited theaters.	X	X			M	17 months
Instrument Exam [Q160]	Taken following attendance at the instrument refresher course (IRC). Administered by Stan/Eval.	X				T	17 months
Instrument Refresher Course (IRC) [G130]	Six hour block of instruction completed IAW AFI 11-202, vol. 2 and AFM 11-210, as supplemented. Pilots who have attended qualification, requalification, or upgrade courses where the instrument refresher course is required, do not need to re-accomplish this requirement during their eligibility period. Use guidance contained in paragraph 4.4.15. to determine maximum time span allowed between instrument refresher courses.	X				T	17 months
ISOPREP Review [G120]	Accomplish review of your Isolated Personnel Report (ISOPREP) IAW Joint Publication 350.21.	X	X	X	X	M	Semi-annual
Laser Safety Training (Initial/Recurring) [G184/G185]	All aircrew members will receive laser safety training IAW AFOSH Standard 161-10. Training consists of a formal safety briefing that covers all spectrums of laser energy, and practical training on laser devices used on any AFSOC Aircraft. Pilots will receive the training as a one-time event. Flight Engineers will receive the initial course and an annual refresher. Non-eye safe lasers will only be used by trained crewmembers.	X	X			M	Pilot: One-Time  FE: Initial and annual

CV-22 Ground Training Requirements							
Event Name [AFORMS ID]	Event Description [Reference]	P	F E	D S	F S	STATUS	FREQUENCY
Law of Armed Conflict Training [G100]	Conduct training IAW AFI 51-401, <i>Training and Reporting to Ensure Compliance with the Law of Armed Conflict.</i>	X	X	X	X	M	Annual
Life Support Equipment Training [LS06]	Prior to the first flight in the unit, and annually thereafter, aircrew will receive life support equipment training as outlined in AFI 11-301. Training will consist of academic and practical training on use and limitations of life support equipment carried individually and on unit aircraft.	X	X	X	X	G	Initial plus 17 months
Local Area Survival [LS01]	One time event conducted prior to the first flight at home-station to familiarize crewmembers with local equipment and rescue procedures.	X	X	X	X	T	One-Time per PCS
Marshalling Exam [G002]	Maintained and administered by DOV personnel IAW AFI 11-202, Vol 2 and local testing policies. Accomplish exam within 30 days following unit arrival. Material is found in AFI 11-218. Crewmembers may log this event at a formal school immediately prior to the duty station if local taxi, parking, and airfield restrictions are stressed in the unit familiarization program.	X	X			T	One-Time per PCS
M-9 Pistol Qualification [G280]	CV-22 crewmembers will establish and maintain M-9 qualification IAW AFI 36-2226. Crewmembers are considered category B, per AFI 36-2226.	X	X			M	Annual
M-16 Rifle (GAU-5) Qualification [G286]	CV-22 crewmembers will establish and maintain M-16 qualification IAW AFI 36-2226. Crewmembers are considered category B, per AFI 36-2226.	X	X			M	Annual
M-870 Shotgun Qualification [G287]	Squadron commander designated (in writing) CV-22 crewmembers will establish and maintain M-870 qualification IAW AFI 36-2226. Crewmembers are considered category B, per AFI 36-2226.		X			M	Annual
Mission Closed Book Exam [G064]	Requisite exam administered by Stan/Eval IAW AFI 11-202, vol 2.	X	X			G	17 months

CV-22 Ground Training Requirements							
Event Name [AFORMS ID]	Event Description [Reference]	P	F E	D S	F S	STATUS	FREQUENCY
Mission Open Book Exam [G063]	Requisite exam administered by Stan/Eval IAW AFI 11-202, vol 2.	X	X			G	17 months
Night Vision Device Training (Initial/Recurring) [V002/VV01]	<b>Initial:</b> NVD training conducted at the formal school. Consists of academic training and practical use of current night vision devices. <b>Recurring:</b> Locally presented training which includes; eye physiology, illumination, night vision device components and performance factors, testing procedures, and mission planning factors.	X	X			M	Initial plus 17 months
Physiological Training [PP11]	<b>Initial qualifications:</b> Physiological training must be accomplished prior to first flight, and be current to at least 30 days after scheduled course completion date. <b>Recurring:</b> Conduct every five years IAW AFI 11-403, <i>Aerospace Physiological Training Program</i> .	X	X	X	X	G	Initial and perennial
Physical Examination [PP01]	Physical Examination as required by AFI 11-401. Personnel must complete flight physical prior to entering a flying training course and be current through 30 days after scheduled course completion date. Recurring exams are normally conducted in the six months prior to the end of the individual's birth-month. Schedule directly with the Flight Surgeon's office IAW local procedures.	X	X	X	X	G	Initial and Annual
Pyrotechnic Training (Initial/Recurring) [G182/G183]	Pyrotechnic Training (Initial). All aircrew members will receive familiarization training during initial mission qualification training. Flight Engineers will receive this training annually, thereafter. Training will cover the type of pyrotechnics carried aboard unit aircraft, loading characteristics IAW T.O. 11A10-24-7, T.O. 11A10-25-7, and 11A10-26-7, and types of pyrotechnics required for given mission profiles. Additionally, training will cover aircraft storage, vehicle loading, aircraft loading restrictions, and manual launch and/or jettison procedures. Instructors will be thoroughly familiar with AFOSH standards, appropriate Technical Orders, the formal-school training syllabus, and applicable 11-series publications. In-unit training will be conducted immediately upon receipt of new pyrotechnics.	X	X			M	Initial and Annual

CV-22 Ground Training Requirements							
Event Name [AFORMS ID]	Event Description [Reference]	P	F E	D S	F S	STATUS	FREQUENCY
Qualification Closed Book Exam [Q002]	Requisite exam administered by Stan/Eval IAW AFI 11-202, vol 2.	X	X			G	17 months
Qualification Open Book Exam [Q001]	Requisite exam administered by Stan/Eval IAW AFI 11-202, vol 2.	X	X			G	17 months
Self-Aid/Buddy Care Training. [G941]	Conduct training IAW AFI 36-2238	X	X	X		M	17 months
Simulator Refresher Course [G250]	Pilots and flight engineers will attend an annual simulator refresher course, using the local Flight Training Device (FTD). At a minimum, the course will cover CV-22 basic operations: aircraft systems, abnormal conditions, emergency procedures, and those emergencies not safely practiced in the aircraft. In addition the course of instruction should include: NVG operations, threat engagements/countermeasure procedures, shipboard operations, electronic warfare, and high gross weight operations, in as much as the applicable simulator is capable. <b>NOTE:</b> Completion of a formal school qualification that included simulator instruction satisfies the annual simulator refresher course requirement.	X	X			C	17 months

CV-22 Ground Training Requirements							
Event Name [AFORMS ID]	Event Description [Reference]	P	F E	D S	F S	STATUS	FREQUENCY
Special Operations Planning Exercise (SOPE) [G061]	<p>Ideally, a SOPE should be an Initial Assessment (IA) in support of an operation or contingency plan (OPLAN/CONPLAN) tasking. If conducting an IA is not possible, the SOPE should closely simulate and include all the requirements of an IA. The crew must be inbriefed on intelligence and political scenario, mission tasking, area threats, climatological conditions for the employment area, and individual aircrew member's planning responsibilities. The crew must: analyze the threat, discuss and decide on suppression, route selection, tactics, and mission assumptions; complete the flight plan and charts for selected employment routes and objective areas and use automated mission planning systems as appropriate; finalize communication, Electronic Warfare Integrated Reprogramming (EWIR), load, support, and escape and evasion plans; discuss and resolve problems with the planned mission and develop alternatives for the most likely contingencies to include aircraft failures and back up plans; prepare applicable portions of the special operations mission planning folder (SOMPF); conduct an outbriefing to a Verification Review Board, followed by a critique, and question and answer period.</p> <p><b>Note: The Verification Review Board should consist of: Squadron CC, Squadron DO, and Chief of Tactics (Weapons Officer). Additional board members may include Chief of Training, Chief of Stan/Eval, or their designated representatives as deemed appropriate by the Squadron CC. The unit will maintain a record of the mission outbriefing.</b></p>	X	X	X		M	17 months

CV-22 Ground Training Requirements							
Event Name [AFORMS ID]	Event Description [Reference]	P	F	D	F	STATUS	FREQUENCY
		E	S	S			
Unit/Theater Indoctrination [G001]	<p>Prior to performing unsupervised aircrew duties, newly assigned/temporary duty (TDY) crewmembers will complete a unit/theater indoctrination program. Each unit will publish a directive outlining specific ground and flight requirements. This training will familiarize them with local flying area and facilities/support agencies available, introduce any theater/mission-unique procedures, and review all theater unique instrument requirements. The instrument training portion will include, at a minimum, theater-unique instrument procedures, the use of MAJCOM-approved non-DOD instrument approach procedures, required instrumentation for specific approaches, and general theater weather conditions. Document unit indoctrination training in AFORMS for all assigned and attached personnel. Document theater indoctrination training with a memorandum maintained at the deployed location.</p> <p><b>NOTE:</b> The following personnel are exempt from unit/theater indoctrination requirements: MAJCOM headquarters standardization personnel administering evaluation flights and personnel returning to a previous duty assignment following a short tour assignment. See paragraph <a href="#">1.5.2.1</a>.</p>	X	X				One-Time per PCS/TDY
Water Survival Training (recurring) [LS03]	Recurring training will be conducted locally and emphasize survivor use of water related equipment, accessories, and procedures.	X	X	X	X	C	Triennial
Water Survival Training (SV-90-A) [WW01]	Initial ETCA school. Required prior to first operational assignment IAW AFI 36-2209.	X	X	X	X	N/A	One-time
Weapons Safety Familiarization [G281]	Training conducted IAW AFI 91-202 to familiarize and refresh personnel who come in direct contact with explosives, such as pyrotechnics, in procedures to prevent explosive mishaps. [See text]		X			C	Initial plus 17 months

**Attachment 4**

**FLIGHT TRAINING REQUIREMENTS**

**Table A4.1. CV-22 Flight Training Requirements.**

<b>CV-22 Flight Training Requirements</b>									
<b>Event Name [AFORMS ID]</b>	<b>Event Description</b>	<b>P</b>	<b>F E</b>	<b>D S</b>	<b>F S</b>	<b>Record</b>	<b>Who needs it</b>	<b>Status</b>	<b>Frequency and/ or Volume</b>
Airdrop Operations [AD01]	<p>Accomplish IAW applicable volume(s) of AFI 11-2CV-22. The pilot, co-pilot, and FE may credit a single airdrop. Credit all airdrops that land within 300 meters of the aim point as successful. An off drop zone drop is not a successful drop and only the FE may receive credit for training.</p> <p>Pilots and FE's can credit all actual or standard airdrop training bundle (SATB) airdrops. Up to 50 percent of each type drop may be credited by simulated drops (airdrops with a semi-annual requirement of 1 may not be credited by simulated airdrops).</p> <p>If an unplanned "no drop" is called after completion of the "one minute warning" through no fault of the crew and no racetrack is planned, the drop may be credited as an actual airdrop.</p>	<b>X</b>	<b>X</b>			<b>Form 8</b>	<b>BMC CMR</b>	<b>M</b>	4/SA

<b>CV-22 Flight Training Requirements</b>									
<b>Event Name [AFORMS ID]</b>	<b>Event Description</b>	<b>P</b>	<b>F E</b>	<b>D S</b>	<b>F S</b>	<b>Record</b>	<b>Who needs it</b>	<b>Status</b>	<b>Frequency and/ or Volume</b>
Alternate Insertion and Extraction (AIE) Event [IS01]	Pilots will perform a tactical approach, AIE, and tactical departure to credit an AIE event. FEs must accomplish all preparation procedures and checklists associated with the AIE, followed by accomplishment of the AIE. Each semiannual period, FEs must accomplish at least one of each event in which qualified (Fastrope, Rope Ladder, Rappel, Hoist, FRIES/SPIE, Swimmer Deployment, or Combat Rubber Raiding Craft). NOTE: FEs can simulate deployment/retrieval of personnel.	<b>X</b>	<b>X</b>			<b>Cert</b>	<b>BMC CMR</b>	<b>M</b>	Pilots: 4/SA FE: 6/SA

CV-22 Flight Training Requirements										
Event Name [AFORMS ID]	Event Description	P	F E	D S	F S	Record	Who needs it	Status	Frequency and/ or Volume	
Basic Sortie [B012]	<p>A sortie can be logged by an individual who is flying in a primary crew position and meets the following criteria:</p> <p>Aircraft commanders, instructor pilots, or flight examiner pilots must occupy either the left or right seat and perform mission planning, taxi, performance data, crew and passenger briefing, takeoff, crew coordination, fuel management, approach, and landing.</p> <p>Copilots must complete the applicable copilot duties for events listed above. Additionally, the copilot is required to control the aircraft during a takeoff and landing.</p> <p>Other aircrew members may credit a sortie when they perform appropriate in-flight duties in their primary crew position.</p> <p>NOTE: Every other basic sortie may be credited in the simulator.</p>	X	X	X	X	Form 8	BAQ BMC CMR	T	Pilots: 1/45 days Others: 1/60 days	

<b>CV-22 Flight Training Requirements</b>										
<b>Event Name [AFORMS ID]</b>	<b>Event Description</b>	<b>P</b>	<b>F E</b>	<b>D S</b>	<b>F S</b>	<b>Record</b>	<b>Who needs it</b>	<b>Status</b>	<b>Frequency and/ or Volume</b>	
Cargo Sling [CS01]	Crews must perform preflight planning duties, pre-flight required equipment, brief appropriate procedures, accomplish hookup, departure, pattern procedures, verbal direction, and load release. This event can be accomplished day, night unaided, or on NVGs.	X	X			Cert	BMC CMR	M	1/Annual	
Container Release System (CRS)  Airdrop [AD10]	Accomplish airdrop using CRS/CDS procedures.  NOTE: CRRC may be credited	X	X			Cert	BMC CMR	M	Pilots 2/SA  FE 1/SA	
Combat Rubber Raiding Craft (CRRC) Event [IS08]	See criteria for AIE event. Additionally, either soft duck or kangaroo duck procedures may be performed.	X	X			Cert	BMC CMR	M	1/SA	
Combat Mission Profile [CT03]	Complete preparation for and execution of an NVG tactical mission. The profile will include: a realistic threat scenario, threat degradation, low-level navigation/terrain masking (30 minutes desired), at least one simulated threat engagement/countermeasure procedure, TOT management, and a tactical approach to an AIE or airland. DSOs will complete all preparation for a tactical mission to include: mission planning, participation as a primary crewmember on an NVG tactical profile mission, and threat analysis/identification/response.	X	X	X		N/A	BMC CMR	M	4/SA	

<b>CV-22 Flight Training Requirements</b>									
<b>Event Name [AFORMS ID]</b>	<b>Event Description</b>	<b>P</b>	<b>F E</b>	<b>D S</b>	<b>F S</b>	<b>Record</b>	<b>Who needs it</b>	<b>Status</b>	<b>Frequency and/ or Volume</b>
Day Water Operations [S420]	Accomplish approach, AIE, and departure procedures IAW Volume 3. Event will include low and slow insertion/observation pass, smoke drop/sea dye deployment (can be simulated), and precision hover/AIE. This event is required for all aircrew members who are not NVG Water Operations qualified.	<b>X</b>	<b>X</b>			<b>Cert</b>	<b>BMC CMR</b>	<b>M</b>	1/SA
Defensive Suppressive Fire	Course of instruction that qualifies crewmembers to deliver live fire with team-members on the ground. Completion of this syllabus is also required before performing any multi-ship gunnery operations during which the patterns are flown as separate aircraft. Welded wing operations are not restricted in the absence of a DSF certification.	<b>X</b>	<b>X</b>			<b>Cert</b>	<b>A/R</b>	<b>N/A</b>	One-Time

<b>CV-22 Flight Training Requirements</b>									
<b>Event Name [AFORMS ID]</b>	<b>Event Description</b>	<b>P</b>	<b>F E</b>	<b>D S</b>	<b>F S</b>	<b>Record</b>	<b>Who needs it</b>	<b>Status</b>	<b>Frequency and/ or Volume</b>
Dissimilar Formation [F103]	<p>Pilots will be trained in dissimilar formation procedures and techniques. Training will focus on safe and effective procedures used when flying formation with other MDSs or services. Stress general flight procedures and formation principles as outlined in 11-series regulations. Emphasis will be on characteristics, limitations, and capabilities of the other aircraft in the formation.</p> <p>Initial training will include academic review of airframes typically flown with, viewing of dissimilar formation video, and day/NVG flight periods with another MDS or service aircraft.</p> <p>Recurring training consists of viewing the dissimilar formation video.</p>	<b>X</b>				<b>Cert</b>	<b>CMR</b>	<b>M</b>	Initial plus annual
Emergency Procedure Sortie [B200]	Supervised emergency procedure sorties must include an emergency procedure evaluation (EPE) and satisfactory accomplishment of AFI 11-2CV-22, Vol 3 requirements.	<b>X</b>	<b>X</b>			<b>N/A</b>	<b>BAQ BMC CMR</b>	<b>T</b>	1/90 days
Expendable Event [EW04]	Accomplish this event in conjunction with the ground radar events or NVG low-level events to the maximum extent possible. Each pilot will program and dispense chaff and/or flares. FEs will initiate countermeasure procedures followed pilot dispensing of expendables. Ensure chaff and flare dispensing takes place over an authorized area.	<b>X</b>	<b>X</b>			<b>N/A</b>	<b>BMC CRM</b>	<b>M</b>	1/SA

<b>CV-22 Flight Training Requirements</b>									
<b>Event Name [AFORMS ID]</b>	<b>Event Description</b>	<b>P</b>	<b>F E</b>	<b>D S</b>	<b>F S</b>	<b>Record</b>	<b>Who needs it</b>	<b>Status</b>	<b>Frequency and/ or Volume</b>
Fastrope Event [IS02]	See criteria for AIE event.		X			Cert	BMC CMR	M	1/QTR
Ground Radar Event [EW02]	Conduct a simulated threat engagement by an active ground based or ship-borne SAM/AAA radar site, threat simulator, or active radar emission source (received by aircraft RWR equipment). Multiple events per sortie may be credited if engagements are clearly distinct with respect to time and tactical situation. Each event will include an actual radar warning, threat display, countermeasure procedure, and expendable dispensing (where appropriate). Primary method of accomplishing this event is flight through an EW range. When this is not practical, an alternate method is to brief countermeasure procedures prior to flight, then conducting the engagement scenario using any emission source capable of being received by aircraft RWR (ATC radar, Microwave towers, other aircraft radar, etc.).	X				N/A	BMC CMR	M	1/SA
Holding Pattern [B060]	Perform entry into a holding pattern and at least one complete circuit in holding.	X				N/A	BAQ BMC CMR	T	1/SA
Hoist Event [IS05]	See criteria for AIE event.		X			Cert	BMC CMR	M	1/QTR
Hot Refueling/FARP [HR01]	Accomplish from a fixed site or aircraft IAW appropriate technical orders. This event will include, hookup, and hot refueling supervisor duties for FEs. Actual fuel transfer should be accomplished, but is not required to log currency.	X	X			Cert	BMC CMR	M	1/SA

CV-22 Flight Training Requirements										
Event Name [AFORMS ID]	Event Description	P	F E	D S	F S	Record	Who needs it	Status	Frequency and/ or Volume	
Instrument Approach Procedure [B070]	Accomplish crew briefing, approach and climb-out/landing/missed approach IAW AFM 11-217, Volume 1. To log an instrument approach, a pilot will brief and fly the approach.	X				N/A	BAQ BMC CMR	T	1/30 days	
Mission Evaluation [Q019]	Flying evaluation administered by Stan/Eval IAW AFI 11-202, vol 2 and AFI 11-2CV-22, vol 2.	X	X			Form 8	BMC CMR	T	Annually	
Night Mountain TF [TF03]	30 minutes of TF low level is required to credit the event. Credit this event as mountainous if the terrain presents significant terrain avoidance (TA) returns for thirty minutes or more. The pilot, co-pilot, and FE may credit the same event provided they were occupying their crew station.  <b>NOTE:</b> A TF route flown in daylight IMC may be credited toward a night TF event.	X	X			N/A	BMC CMR	T	1/QTR 3/SA	
Night Sortie [B013]	Crewmembers must complete the requirements for a basic sortie and log one or more hours night time IAW AFI 11-401. <b>NOTE:</b> NVG sorties credit night sorties but the reverse is not true.	X	X	X	X	Form 8	BAQ BMC CMR	T	2/SA	
Non-precision Instrument Approach Procedure [B100]	Meet the requirements for an instrument approach while performing a non-precision instrument approach procedure	X				N/A	BAQ BMC CMR	T	3/SA	
NVG Strategic Air Refueling [AR23]	Event will include a rendezvous, join up, cross over, and light signals with a KC-135/KC-10. Simulated breakaway procedures are recommended but not required. Copilots not qualified in actual contacts will perform hookups and disconnects only under the supervision of an instructor pilot or flight examiner pilot.	X	X			Form 8	CMR BMC	M	2/SA	

CV-22 Flight Training Requirements										
Event Name [AFORMS ID]	Event Description	P	F E	D S	F S	Record	Who needs it	Status	Frequency and/ or Volume	
NVG Tactical Air Refueling [AR21]	Event will include a rendezvous, join up, cross over, and light signals with an MC/KC-130. Pilots also require left and right contacts. If the left hose is unavailable, multiple contacts on the right side will satisfy this requirement. Simulated breakaway procedures are recommended but not required. Copilots not qualified in actual contacts will perform hookups and disconnects only under the supervision of an instructor pilot or flight examiner pilot.	X	X			Form 8	CMR BMC	M	2/SA	
NVG Formation [F102]	Accomplish IAW Volume 3 procedures. Fifteen minutes of wing time, along with at least one takeoff and landing in each position is required. Pilots must control the aircraft during a wing landing and takeoff to credit a formation sortie. A lost visual procedure will also be accomplished. Join-up procedures are recommended.	X				Form 8	CMR BMC	M	3/SA	
NVG Sortie [B014]	Currency sorties will include mission planning, takeoff, 30 minutes of enroute navigation, and an approach/landing using NVGs. AIE operations are desired. See paragraph 1.5.2.2. Pilots must control the aircraft during at least one takeoff and landing	X	X			Form 8	CMR BMC	M	Sixty days between sorties	
NVG Tactical Gunnery [TG02]	Emphasis during NVG live fire is to accurately acquire and engage the target while maintaining situational awareness and crew coordination.		X			Form 8			2/SA	
NVG Water Operations [W003]	Accomplish approach, AIE, and departure procedures on NVGs using volume 3 guidance. To credit currency, this event will be accomplished at night over water a minimum of 100 yards offshore.	X	X			Form 8 SME			1/QTR	

<b>CV-22 Flight Training Requirements</b>										
<b>Event Name [AFORMS ID]</b>	<b>Event Description</b>	<b>P</b>	<b>F E</b>	<b>D S</b>	<b>F S</b>	<b>Record</b>	<b>Who needs it</b>	<b>Status</b>	<b>Frequency and/ or Volume</b>	
Precision Instrument Approach Procedure [B080]	Meet the requirements for an instrument approach while performing a precision instrument approach procedure	X				N/A	BAQ BMC CMR	T	3/SA	
Qualification Evaluation [AA01]	Flying evaluation administered by Stan/Eval IAW AFI 11-202, vol 2 and AFI 11-2CV-22, vol 2.	X	X			Form 8	BAQ BMC CMR	T	Annually	
Rappel Event [IS04]	See criteria for AIE event.		X			Cert	BMC CMR	M	1/SA	
Rope Ladder Event [IS03]	See criteria for AIE event.		X			Cert	BMC CMR	M	1/QTR	

CV-22 Flight Training Requirements									
Event Name [AFORMS ID]	Event Description	P	F E	D S	F S	Record	Who needs it	Status	Frequency and/ or Volume
Shipboard Operations, Single- Spot [S001]	<p>Initial certification consists of:</p> <p>Ground Training that describes procedures, terminology, currency requirements, and safety considerations. Reference appropriate NATOPS directives and the current CNO/USSOCOM MOA on Joint V-22 Operations Aboard U.S. Navy Ships.</p> <p>Flight training will be conducted by a DLQ current instructor in each crew position Training for all crew positions must include at least six day then six NVG field deck landing practices (FDLPs) conducted within a 24-hour period. Within the following 10 days, six day then six NVG approaches and landings must be accomplished to the deck of a single-spot ship.</p> <p>During recurring training, pilots must control the aircraft for 5 day and 5 NVG approaches and landings to the deck of a single-spot ship. FEs will perform appropriate duties during two approaches and landings to the deck of a single-spot ship.</p> <p><b>NOTE:</b> Certification/currency for single-spot operations updates multi-spot requirements but the reverse is not true.</p> <p><b>NOTE:</b> Log only the event, not the total number of approaches accomplished.</p>	X	X			Cert	A/R	M	Initial plus Pilots:1/180day FE: 1/SA

CV-22 Flight Training Requirements									
Event Name [AFORMS ID]	Event Description	P	F E	D S	F S	Record	Who needs it	Status	Frequency and/ or Volume
Shipboard Operations, Multi-spot [S002]	<p>Initial certification is identical to event S001 except:</p> <p>Flight training must include at least five day then six NVG field deck landing practices (FDLPs) conducted within a 24 hour period. Within the following 10 days, five day then six NVG approaches and landings must be accomplished to the deck of a multi-spot ship.</p> <p>During recurring training, pilots must control the aircraft for 5 day and 5 NVG approaches and landings to the deck of a single-spot ship. FEs will perform appropriate duties during two approaches and landings to the deck of a multi- spot ship.</p> <p><b>NOTE:</b> Certification/currency for single-spot operations updates multi-spot requirements but the reverse is not true.</p> <p><b>NOTE:</b> Log only the event, not the total number of approaches accomplished.</p>	X	X			Cert	A/R	M	Initial plus Pilots:1/270day FE: 1/SA
SPIE/STABO Event [IS06]	See criteria for AIE event.		X			Cert	BMC CMR	M	1/QTR

CV-22 Flight Training Requirements									
Event Name [AFORMS ID]	Event Description	P	F E	D S	F S	Record	Who needs it	Status	Frequency and/ or Volume
Strategic Air Refueling (AR) [AR22]	Event will include a rendezvous, join up, and light signals with KC-135/KC-10. Simulated breakaway procedures are recommended but not required. Copilots not qualified in actual contacts will perform hookups and disconnects only under the supervision of an instructor pilot or flight examiner pilot.	X	X			Form 8	CMR BMC	M	2/SA
Swimmer Deployment Event [IS07]	See criteria for AIE event.		X			Cert	BMC CMR	M	1/QTR
Tactical Air Refueling (AR) [AR20]	Event will include a rendezvous, join up, cross over, and light signals with MC/KC-130. Pilots also require left and right contacts. If the left hose is unavailable, multiple contacts on the right side will satisfy this requirement. Simulated breakaway procedures are recommended but not required. Copilots not qualified in actual contacts will perform hookups and disconnects only under the supervision of an instructor pilot or flight examiner pilot.	X	X			Form 8	CMR BMC	M	2/SA
Tactical Gunnery [TG01]	FEs will preflight an aircraft weapon, load ammunition, and fire the weapon. Emphasis during day live fire is to accurately acquire and engage the target while maintaining situational awareness and crew coordination. FEs will fire each weapon at least semi-annually.		X			Form 8			3/SA
Threat or Coastal Penetration [LL02]	Accomplish IAW AFI 11-2CV-22, Volume 3, procedures. A threat or coastal penetration may be credited during daylight or night operations (night preferred). The pilot, co-pilot, or FE may credit the same event provided they were occupying their crew station.	X	X			N/A	BMC CMR	M	1/SA

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<b>Event Name [AFORMS ID]</b>	<b>Event Description</b>	<b>P</b>	<b>F E</b>	<b>D S</b>	<b>F S</b>	<b>Record</b>	<b>Who needs it</b>	<b>Status</b>	<b>Frequency and/ or Volume</b>
Transition Sortie [B210]	Successfully accomplish a representative portion of basic transition maneuvers, including a maximum performance takeoff, marginal power takeoff, normal approach and landing, steep approach to a touch-down, and shallow approach and landing.	X				N/A	BAQ BMC CMR	C	1/90 days
Visit, Board, Search, and Seizure (VBSS) [S003]	<p>Course of instruction designed to certify aircrew in the delivery of personnel (actual or simulated) to any area of a surface vessel. Initial certification consists of:</p> <p>Ground Training that describes procedures, terminology, currency requirements, and safety considerations. Reference appropriate NATOPS directives and appropriate operational directives</p> <p>Flight training will be conducted by a VBSS current instructor in each crew position and cover the complete spectrum of operational approaches.</p> <p>NOTE: Log only the event, not the total number of approaches accomplished.</p>	X	X			Cert	A/R	M	Initial plus Pilots: 1/180day FE: 1/SA

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