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The OPR for this supplement is XONH (Lt Col Gary J. Bontly). This supplement supersedes AFI11-401\_AFSPCSUP1, 3 Jun 02. This supplement implements and extends the guidance of Air Force Instruction (AFI) 11-401, *Aviation Management*, 12 Jun 03. The AFI is published word-for-word without editorial review. This supplement describes AFSPC procedures for use in conjunction with the basic AFI. Policies and requirements of this supplement pertain to AFSPC aviation management and apply to all AFSPC commanders of flying units, USAF flight managers, and aircrew personnel. This supplement does not apply to Air National Guard or Air Force Reserve units. The reporting requirements in this directive are exempt from report control symbol (RCS) licensing in accordance with AFI37-124, *The Information Collections and Reports (ICR) Management Program; Controlling Internal, Public, and Interagency Air Force Information Collections*. Users should send comments and suggested improvements on AF Form 847, **Recommendation for Change of Publication**, through channels, to HQ AFSPC/XONH, 150 Vandenberg St Ste 1105, Peterson AFB CO 80914-4200. This supplement requires collecting information protected by the Privacy Act of 1974 authorized by 37 U.S.C. 301a, Incentive Pay; and E.O. 9397 (for SSN only). System of records notice F060 AF A, Aviation Resource Management Systems (ARMS), applies. Upon receipt of this integrated supplement, discard the Air Force basic publication.

### SUMMARY OF REVISIONS

This supplement has been consolidated to eliminate obsolete supplemental guidance and has been realigned to accommodate paragraph number changes in the new basic instruction. Clarifies use of Flight Authorization Duty Codes (**1.8.2.2.**). Changes procedures for completion of the AFSPC Form 79 (**1.8.4. (Added)**) Changes passenger procedures (**1.9.3., 1.9.3.1. (Added), Figure 1.2. (Added)**). Changes spouse orientation flight procedures (1.9.4.1.4.). Adds Flight Records Folder sign out procedures (**3.1.4.4.**) Clarifies logging of primary time for multiple flight engineers (**3.4.1.4.**) Clarifies logging time for Operational Support Fliers (**3.9.2.**). A bar ( | ) indicates a revision.

**1.3. Responsibilities of MAJCOMS.** The Intercontinental Ballistic Missile (ICBM) Operations Division (HQ AFSPC/XON) has overall responsibility for this supplement. The office of primary responsibility

ity (OPR) is the Helicopter Operations branch (HQ AFSPC/XONH). Wherever the basic instruction requires "MAJCOM approval" the approval level will be HQ AFSPC/XO, unless otherwise specified. For the purposes of this supplement, the 76 Helicopter Flight (HF), Vandenberg AFB, will fall under the purview of the 20 AF only as referenced in the Letter of Agreement on ICBM and Helicopter Support between Fourteenth and Twentieth Air Forces.

1.3.4. (Added) The functional manager for AFSPC specific portions of the Host Aviation Resource Management (HARM) program is HQ AFSPC/XORA.

1.6.2. Commanders may only order personnel under their command to take part in flight operations.

1.7.4. (Added) **HQ AFSPC Waivers.** HQ AFSPC/XO is the waiver authority for this supplement. Send proposed waivers through WG/CC to 20 AF/DOH to HQ AFSPC/XONH. Publish waivers to HQ AFSPC supplements, which are of a relatively permanent nature in subordinate unit supplements; cite the authority in your supplement. (Example: HQ AFSPC memo, date, subject).

1.8. **Aircraft Flight Authorizations.** The flight authorization is the commander's tool to communicate specific authorizations pertaining to the flight. The flight authorization specifies exact details about the crewmembers and the mission(s) they are to accomplish.

1.8.1. Only the HF/CC, DO, or ADO may sign flight orders. Keep a current copy of the approving official designation document on file in the flying unit.

1.8.2. AFSPC units will use the original or computer-generated AFSPC Form 79, **Flight Authorization**, or a HQ AFSPC/XONH approved computer-generated version for all missions. When TDY orders directing individuals to perform specific crew duties are attached to and filed with the flight authorization, they are considered a part of the flight authorization. A single flight authorization may be issued for a series of flights as long as there are no crewmember changes. Unit commanders will not authorize any crewmember to be on the flight authorization who is on leave, or who will enplane or deplane en route for leave purposes. No one on leave can log flying time or perform aircrew duties.

1.8.2.1. For flight evaluations, refer to **Figure 1.1. (Added)**.

Figure 1.1. (Added) Crew and duty Positions for Flight Evaluations.

Type Evaluation	Crewmember	Crew Position	Duty Position	Remarks Code
Initial FC (Qual/Instm)	Evaluator	EP	EP	A
	Examinee	UC	UC	C
Initial MC (Msn)	Evaluator	EP	EP	A
	Examinee	FC	FC	C
Recurring MC	Evaluator	EP	EP	A
	Examinee	MC	MC	C
Initial FP (Qual/Instm)	Evaluator	EP	EP	A
	Examinee	MC	MC	C
Initial MP (Msn)	Evaluator	EP	EP	A, C
	Examinee	FP	FP	
Recurring MP (Qual/Instm)	Evaluator	EP	EP	A
	Examinee	MP	MP	
Recurring MP (Msn)	Evaluator	EP	EP	A
	Examinee	MP	MP	
Initial IP	Evaluator	EP	EP	A
	Examinee	MP	MP	C
Initial IF	Evaluator	EF	EF	C
	Examinee	MF	MF	
Recurring IP/IF	Evaluator	EP/EF	EP/EF	A (IP only)
	Examinee	IP/IF	IP/IF	

1.8.2.2. The aircrew certification code “U” will only be used for pilots who are in training to become qualified in the UH-1N. Pilots in upgrade training will use their current qualification level. For example, an MC in upgrade to become an MP would use the duty code MC, not UP. However, a former MP attending a requalification course would use the duty code UP.

1.8.4. (Added) Complete the AFSPC Form 79 as follows:

1.8.4.1. (Added) DATE PREPARED: Self-explanatory.

1.8.4.2. (Added) DEPARTURE LOCATION: Enter place where initial flight will depart, i.e. VBG.

1.8.4.3. (Added) DESTINATION: Enter the furthest point from departure by continent or area. For missions out of the CONUS enter “NORTH AMERICA,” for missions remaining in the CONUS enter “CONUS” and for missions remaining in the local area enter “LOCAL”.

1.8.4.4. (Added) MISSION: Enter the appropriate mission symbol from [Table A2.2.](#) in this supplement. Multiple mission symbols may be entered. List mission symbols in order of expected accomplishment.

1.8.4.5. (Added) TYPE: Enter a locally developed, abbreviated mission purpose.

1.8.4.6. (Added) SCHEDULED DEPARTURE: Enter date/local time of initial departure.

1.8.4.7. (Added) SCHEDULED RETURN: Enter the date and time the mission is scheduled to return. This date is for scheduling purposes only and is not used for per diem payment determinations. Actual mission return time is determined by mission requirements.

1.8.4.8. (Added) OPERATING UNIT: The unit operating the mission.

1.8.4.9. (Added) AEROSPACE VEHICLE: The type of aircraft used.

1.8.4.10. (Added) NAME: Enter last name, first name, and middle initial. The number of pilots on a flight authorization is the minimum essential for mission accomplishment as determined by the unit commander and AFI 11-2H-1 V3, *H-1 Helicopter Operations Procedures*.

1.8.4.11. (Added) GRADE: Enter individual's rank.

1.8.4.12. (Added) SSN: Enter last four digits only.

1.8.4.13. (Added) CREW POSITION: Enter the flight authorization duty code reflecting the aircrew member's highest certification code IAW **Table A2.3**. Up to four characters can be used.

1.8.4.14. (Added) DUTY POSITION: Enter the flight authorization duty code corresponding to the duties to be performed for that flight IAW **Table A2.3**. This enables unit commanders to limit the activities of their crewmembers. For example, if a crewmember is certified as an EP, the commander can designate him/her EP, IP or MP on the flight authorization based on qualification level required to perform the specific mission. In this case, he/she will log EP, IP or MP time on the AFTO Form 781, **ARMS Aircrew/Mission Flight Data Document**, based only on the duties actually performed. Once a certification code of "M" has been achieved, the "F" certification code will not be used regardless of duties being performed during the flight. Refer to **Figure 1.1. (Added)** for appropriate Crew and Duty Positions during flight evaluations.

1.8.4.14.1. (Added) The duty position of "E" (examiner) or "I" (instructor) is used only if the individual is scheduled to perform examiner or instructor duties. Unit commanders will limit instructor duties to missions involving qualification or certification upgrade training, duty familiarization training, requalification or recurrency training, supervisory or indoctrination flights, and emergency procedures sorties.

1.8.4.14.2. (Added) Individuals will not be listed on the flight authorization in a duty position that is higher than their qualification. If a crewmember will be acting in a higher duty position for evaluation purposes, use remarks code "C" in accordance with paragraph **1.8.4.15. (Added)**.

1.8.4.14.3. (Added) Do not use "X" for individuals who are qualified in the aircraft. For example, if an MP is logging flight time but not at a set of controls, he or she will still be listed on the AFSPC Form 79 as an MP but log "other time" on the AFTO Form 781. See **Table A2.3** for appropriate codes.

1.8.4.15. (Added) REMARKS: Units develop codes to meet local needs. Explain non-standard codes in the remarks section. Codes for local missions can be listed in a local publication if a reference to the publication is in the remarks section. As a minimum, the pilot in command of the mission must be designated. Standard codes are:

A – Pilot In Command

B – Non-current

**C** - Acting in next higher qualification for evaluation purposes

**H** - First Sortie (*mission symbol*)/In Command

**I** - Second Sortie (*mission symbol*)/In Command

**J** - Verbal orders of commander

**K** - Onboard for a portion but not all of the time between departure and return times listed on the flight authorization. The remarks section will list the individual's name and specify that portion of the flight he/she will be onboard (may be indicated by mission symbols, locations, times, or any other clearly stated portion).

**L-Y**, (plus all numbers and symbols) - unit developed

**Z** - Non-aircrew operational support

1.8.4.16. (Added) **UNIT**: Enter the organization the individual is assigned or attached to for flying purposes. The unit is required only if the individual is not a member of the organization publishing the flight authorization.

1.8.4.17. (Added) **SECURITY CLEARANCE**: Indicate the security clearance for each individual. If unknown enter "UNK."

1.8.4.18. (Added) **REMARKS**: Include a legend explaining the Remarks Codes. Units may overprint standard legends appropriate for their operation in the remarks section and on the reverse side of the form if necessary.

1.8.4.19. (Added) **ACCOUNTING CLASSIFICATION**: Use the appropriate account classification if the flight authorization is used for per diem collection, otherwise leave blank.

1.8.4.20. (Added) **DISTRIBUTION**: Minimum distribution is:

1.8.4.20.1. (Added) File copy (original).

1.8.4.20.2. (Added) If desired - each crewmember.

1.8.4.20.3. (Added) If desired - each mission kit.

1.8.4.21. (Added) **DATE OF AUTHORIZATION**: Self-explanatory.

1.8.4.22. (Added) **PEID**: Supplied by unit operations for each flight.

1.8.4.23. (Added) **AIRCRAFT**: Enter the year (two digit) then the last four digits of the tail number (Ex: 69-6648).

1.8.4.24. (Added) **CALL SIGN**: Enter call sign of aircraft or formation.

1.8.4.25. (Added) **AUTHORIZATION NUMBER**: Numbers will be in the following format: 4 numbers, followed by a dash, followed by the fiscal year. Example: The first flight authorization published on 1 Oct 03 would be: 0001-04. Flight authorizations will be numbered sequentially beginning with the number 0001. Renumbering begins on the first day of each fiscal year.

1.8.4.26. (Added) **DESIGNATION AND LOCATION OF AUTHORIZING ACTIVITY**: Enter issuing unit, base, and location.

1.8.4.27. (Added) **SIGNATURE ELEMENT OF AUTHENTICATING OFFICIAL**: Enter the name, rank, and duty title of the authenticating official.

1.8.4.28. (Added) Use guidance from FLIP General Planning Chapter 4 to fill out the Local VFR Flight Plan section of the AFSPC Form 79, **Flight Authorization**.

1.9.3. Travel on helicopters will not be in lieu of Military Airlift (MilAir) or commercial air travel except as specified in DODD 4500.56, *Policy on the use of Government Aircraft and Air Travel*. In no case will the provisions contained therein be circumvented to provide personal benefit or unauthorized preferential treatment of certain passengers.

1.9.3.1. (Added) All passengers will receive egress, aircraft familiarization and emergency procedure briefings. When time does not allow formal briefings, a passenger briefing card may be used. For passenger approval levels and restrictions, see **Figure 1.2. (Added)**.

**Figure 1.2. (Added) AFSPC Passenger Categories, Approval Levels, and Restrictions.**

PASSENGER CATEGORY	APPROVAL AUTHORITY	REQUIRED RESTRAINT	FLIGHT RESTRICTIONS
Incentive Flights	See AFI 11-401 Table 1.1.	Seat/Seatbelt	No tactical, low-level, day water or NVG events
DV Flights	See AFI 11-401 Table 1.1.	Seat/Seatbelt	Profile commensurate with purpose of flight
Familiarization Flights	See AFI 11-401 Table 1.1.	Seat/Seatbelt	Profile commensurate with purpose of flight
Spouse Flights	See AFI 11-401 Table 1.1.	Seat/Seatbelt	No tactical, low-level, day water or NVG events
Public Affairs Flights	See AFI 11-401 Table 1.1.	Seat/Seatbelt	Profile commensurate with purpose of flight
Mission Essential Ground Personnel	OG/CC	Seat/Seatbelt or Alternate Load	Profile commensurate with purpose of MEGP status
Mission Support Passengers	OG/CC	Seat/Seatbelt	Profile commensurate with purpose of MSP status
All Other Active Duty Passengers	WG/CC	Seat/Seatbelt	Profile commensurate with purpose of flight
<b>Note:</b> All flight profiles must balance the risk of the particular maneuver, environmental conditions, and passenger safety with the benefit gained to the unit and the Air Force. Passengers are never allowed on EP sorties.			

1.9.3.2. (Added) Mission Essential Ground Personnel (MEGP) are individuals who must have immediate access to the aircraft to perform essential duties in support of a particular aircraft, aircrew, or mission. Examples include but are not limited to maintenance personnel, cable survey personnel, and all security forces teams.

1.9.3.3. (Added) Mission Support Passengers (MSP) are military, DOD civilian, or contractor passengers who are transported by aircraft within the missile complex to perform direct support to wing missions at their destinations. Examples include but are not limited to Missile Combat Crews, civil engineering and communications personnel, and missile squadron commanders.

1.9.3.4. (Added) The OG/CC is the designating authority for MEGP and MSP. This approval may be written or verbal for one-time individual approval, or documented blanket approval for a particular category. If blanket approval is used, a letter identifying the categories and signed by the current OG/CC must be on file at the flying unit. MEGP/MSP will be briefed and manifested the same as other passengers. They will not be placed on aeronautical orders (AO), log time on the AFTO Form 781, nor qualify for Hazardous Duty Incentive Pay (HDIP).

1.9.4.4. AFSPC helicopter units will ensure all search and rescue (SAR) and disaster relief missions are coordinated through the Air Force Rescue Coordination Center (AFRCC), Langley AFB, VA. If time constraints preclude contacting the AFRCC, local commanders may use their resources to support appropriate SAR/transportation requests.

1.9.4.7.1.2. On flights where advance notification permits, all pre-departure requirements should be accomplished (aircraft run-up, operational checks completed, shutdown and cocked) prior to scheduled takeoff. Units may elect to wait with aircraft engines running at flight idle for DV passenger loading. If available, a backup aircraft will be scheduled to preclude excessive delay. Personnel will be provided a helmet or headset to monitor intercom (if available). As a minimum, earplugs will be provided.

1.9.4.7.1.4. Spouse orientation flights will not be flown on operational or support missions. A maximum of 10 hours of flight time per fiscal year will be used for spouse orientation flights. Available training hours will not be exceeded to accommodate spouse orientation flights. Only active duty military personnel and their spouses are authorized to participate. The WG/CC will determine critical skills career fields eligible for spouse orientation flight participation. Orientation flights for Wing/OG key staff spouses will only be in conjunction with spouse orientation flights. An escort must accompany spouses at all times.

1.9.4.7.1.4.4. A qualified pilot will occupy the pilot seat and a qualified pilot or copilot will occupy the copilot seat for the entirety of the flight. A spouse will not fly on the same aircraft in which his or her spouse is acting as a crewmember IAW **paragraph 1.10.2.** of the basic instruction.

1.9.4.7.1.5. Obtaining the proper level of approval for flying an orientation flight requested by Public Affairs is the responsibility of the local base Public Affairs office. AFI 35-101, *Public Affairs Policies And Procedures*, and the AFSPC supplement to this instruction discuss the procedures concerning Public Affairs flights. These documents will be referenced when dealing with this type of request for travel. HF/CCs will coordinate with the base public affairs office to ensure that the proper level of approval has been granted prior to scheduling or flying any public affairs related flight.

**Table 1.1. Orientation/Public Affairs Flight Approval Authorities (by Type of Flight) (Note 1).**

LINE(s)	Type of Flight(s)	Authorized Participants	Approval Authority
13 -- 19	As written	As written	Space Wing Commander (AFSPC units)

1.10.1.3. See **paragraph 3.9.2.** of this supplement for information regarding Operational Support Fliers.

1.12.2.2. See **paragraph 1.9.3.2. (Added)** for Mission Essential Ground Personnel (MEGP) procedures.

1.12.2.3. Minimum crew requirements are listed in AFI 11-2H-1 V3, *H-1 Helicopter Operations Procedures*, and the AFSPC Supplement. The HF/CC may authorize passengers to occupy the copilot seat of the H-1 helicopter on single pilot missions when it is not detrimental to safety or aircraft limitations.

2.14. **Supervisory Flying.** The information concerning supervisory flights in the basic instruction applies only to rated supervisors. Non-rated supervisors will only fly in passenger status (MSP, familiarization, or DV) and will not occupy the copilot seat unless the flight profile is a single-pilot mission. Any supervisory flights involving the use of night vision goggle (NVG) equipment will include a prerequisite NVG training session covering preflight and use of the night vision goggles.

2.14.3.3. All AFSPC Lt Col and below rated supervisory positions (below MAJCOM level) require active flying. Incumbents will maintain mission ready status in their primary aircraft. The level of aircrew qualification will be determined by the individual's supervisor and the unit commander to which the person is attached for flying. **EXCEPTION:** The level of qualification of 20 AF API 8 positions will be determined by 20 AF/DO. 20 AF/DOH/DOHD/DOHV/SEF, 90 SW/SEF, 30 SW/SEF, 91 SW/SEF, 341 SW/SEF, 76 OG/OGV, 90 OG/OGV, 91 OG/OGV, and 341 OG/OGV are authorized one API 8 or API 6 position per office as applicable. Requests for additional API 6 and API 8 positions will be made through HQ AFSPC/XON to HQ AFSPC/XO for API 6 approval and to HQ USAF/XOOT for API 8 approval. Use AF Form 480, **Aircrew AFSC/Active Flying Justification**, for requesting any API actions.

2.15. **Supervisory Position Limitations.** When assigning Flying Status Code (FSC) "K" to API 6 or 8, supervisors will provide written notification to the HARM. This notification will serve as source documentation for subsequent AO publication. HARMs will send an information copy of the notification to OG/CC and NAF/DO and maintain the original in the member's FRF for as long as the member remains in FSC "K." Supervisors will reevaluate the status of individuals placed in FSC "K" every 180 days.

2.16.1. HQ AFSPC/CC has designated the following AFSPC rated staff positions for indoctrination flights to accomplish a specific operational task IAW **paragraph 2.16.** of the basic instruction: 14 AF/CC, 20 AF/CC, and SMC/CC. If the officer in the designated position is not rated, indoctrination flights do not apply; he or she must fly in DV passenger status (see **Figure 1.2. (Added)**).

2.16.3. Prior to the first flight, indoctrination fliers must complete a boldface review, accomplish ground egress training, receive life support equipment training, and review a sampling of aircraft systems. A current physical and physiological training is required.

2.16.4. In lieu of indoctrination flight status, the requestor should be designated as a MEGP/MSP whenever feasible due to limited crewmember training opportunities and flying hours in the operational units. If approved for indoctrination flights, HQ AFSPC/XO will provide the WG/CC of the unit possessing the aircraft with a memo identifying the individual(s), purpose of flights, and number of sorties/flight hours anticipated to accomplish the task. HQ AFSPC/XONH will ensure the 24-flight limit is not exceeded.

2.16.5. Indoctrination flyers will log OP (O-6 and above) or XP (O-5 and below) flight authorization duty codes on the AFTO Form 781. Do not credit flight time for OFDA, ACIP, or HDIP eligibility. Indoctrination fliers will not maintain aircraft qualification.

2.17. **Host Aviation Resource Management Office.** The 21 OSS/OSAF is designated as the HARM and OPR for ARMS and for FRF/JRF management of all aircrew/parachutists on base or in the locale of Peterson AFB, CO.

2.18. **Unit Aviation Resource Management (ARM) Office.** Unit commanders, operations officers, or resource managers will notify the HARM when a member's continuation training must be prorated because the member was not available due to non-flying TDYs, extended illness (DNIF), or emergency leave. ARMS products are a primary means for determining compliance. An attached aircrew member's currency will be tracked in the flying unit ARMS database.

2.20.1. HQ AFSPC and 20 AF helicopter aircrew assigned to API-8/D positions are attached to the 37 HF, F.E. Warren AFB, WY.

3.1.4.1. Units will not transfer records to the gaining HARM office for flying TDYs unless directed by the ETCA course requirements. Instead, crewmembers will document all continuation training events they complete on either a MAR or suitable substitute and obtain AFTO Form 781 extracts for each flight or log flights performed on an AF Form 3520, **ARMS Aircrew/Mission Flight Data Extract**. After returning to their duty station, individuals must provide the documentation to their unit to update the ARMS database.

3.1.4.1.1. (Added) If the records are not transferred, aircrew members are responsible for contacting the HARM/SARM office they are assigned/attached to in order to obtain a current copy of their Aeronautical Order, Individual Data Summary (IDS), Flying History Report (FHR), Individual Flight Data (30-60-90), and Individual Training Summary (ITS). These documents will be submitted, with a copy of the TDY orders, to the SARM office at the TDY location so they can validate the order to participate in flights at the TDY location and to validate all currency/Go-No Go items prior to flying at the TDY location.

3.1.4.4. Before signing out the FRF, print out an IDS and a FHR from ARMS. Conduct as FRF review with the individual to confirm accuracy of data on the IDS and fly history report. After completing the FRF review, have the individual sign and date the IDS and AF Form 614, **Charge Out Record**. File the IDS, FHR, and AF Form 614 in the unit's file. Ensure the AF Form 614 also has an approximate return date and contact phone number. Upon return of the FRF, the HARM specialist will verify the most recent review is still in the FRF before returning it to the unit file and destroying the temporary IDS and FHR.

3.4. **Definition of Flight Time Categories.** UH-1N crewmembers may log simulator time in either a UH-1N or Bell 212 aircrew training device.

3.4.1.4. If a flight engineer is on the flight orders, and is actively performing flight engineer duties (scanning, AIE operations, monitoring engine/transmission instruments, assisting the pilot or copilot with their duties, etc), log primary time. If two FEs are on the aircraft they can both log primary time if the above conditions are met.

3.4.1.4.1. (Added) A Medical Technician (MT) may log primary time if on the flight orders and actively performing duties (T3E, T3F, or T3AA/T3AB). One man-month a quarter is authorized for training per calendar quarter, provided a real world operational mission is not accomplished within that quarter. If more than one MT is on the aircraft they can log primary time if the above conditions are met.

3.4.1.4.2. (Added) A Security Forces member may log primary time if on the flight orders and actively performing duties (T3BA, T3BB, T3BC, T3BE, or T3C). Up to four Security Forces members may log primary time on the aircraft if required for the mission and if the above conditions are met.

3.4.3.4. If designated an IP on the flight authorization, the IP will only log Instructor Time for the period of the flight that actual instructor duties were performed and primary/secondary time for the remainder of the sortie. If no instructor duties were performed, only log primary and secondary time as appropriate.

3.5.4. AFSPC helicopter crewmembers will only log NVG time for that portion of primary and/or secondary time or instructor/evaluator time completed wearing night vision goggles. AFSPC pilots certified as NVG scanners and fulfilling primary scanner duties from the cabin will log other time and NVG time for that portion of the flight. Flight Surgeons will not log NVG time.

3.9.2. Operational support fliers (i.e. supported user security forces and medical technicians) occasionally on flying status for limited periods to perform essential and specific in-flight duties on AFSPC helicopters must adhere to the following guidelines in order to log flying time. Specifically, operational support fliers may only log primary flying time when actively performing in-flight duties related to their specialty. The flight time spent not performing those duties must be logged as “other time.” Additionally, the aircraft commander must document and certify the actual in-flight events accomplished during the period in which primary time was logged in the Remarks sections of the AFTO Form 781. For details, refer to AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*, chapter 8, Aviation Service of Operational Support Fliers.

3.19. **Forms Prescribed.** AFSPC Form 79, **Flight Authorization.**

**Table A2.1. AFTO Form 781 Entries According to TO-00-20-5.**

Item	Enter
6	The mission identifier from the AFSPC Form 79. <b>(AFSPC units).</b>
11	New lines or forms are not required if a flight begins on one Julian date and terminates on the next Julian date except for missions at the end of a month. A new form is required for the next leg of missions that begin on Julian days starting a new month. <b>(AFSPC units).</b>
16	Enter the flying organization that published the authorization for the flight. <b>(AFSPC units).</b>

**Table A2.2. Authorized Mission Symbols.**

<b>Use the following mission symbols (T3AA – O8A) for AFSPC UH-1N CF-coded aircraft</b>	
T3AA	Aircrew Currency Training (including recurring evaluations)
T3AB	Aircrew Upgrade Training (including associated evaluations)
T3BA	Security Force Insertion/Range Security, Surveillance, Protection
T3BB	ICBM Convoy Operations/NASA STS Operations
T3BC	Standard Security Operations/Aerial Photography
T3BD	Direct Mission Support
T3BE	Other Support (including Wing-Level Exercises)
T3C	Higher Headquarters-Directed Support/Exercises
T3D	Deployment/Redeployment From T3C Missions
T3E	MEDEVAC Missions
T3F	Search and Rescue (SAR) Missions
T3G	DV Flights (non Public Affairs)
T3H	Familiarization Flights
T3I	Incentive Flights
T3J	Spouse Orientation Flights
T3K	Public Affairs Orientation Flights
T3L	Static Display/Flyby
T3N	Low-level area survey
T3X	Other not covered above
O3A	Depot Input
O8A	Aircraft FCF Maintenance Test Flights

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