

UNITED STATES SPECIAL OPERATIONS COMMAND

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MacDill Air Force Base, Florida 33621-5323

USSOCOM DIRECTIVE

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Training

UNMANNED AIRCRAFT SYSTEMS TRAINING

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CHAPTER 1

GENERAL

1-1. Purpose. This directive implements policies and procedures, assigns responsibilities, and defines minimum training and qualification standards for Unmanned Aircraft Systems (UAS) that apply to the training of U.S. Special Operations Command (USSOCOM), UAS Operators, Instructors and Evaluators.

1-2. Applicability. This directive is applicable to: HQ USSOCOM; U.S. Army Special Operation Command (USASOC); Naval Special Warfare Command (NSWC); Air Force Special Operations Command (AFSOC); Marine Corps Forces Special Operations Command (MARSOC); Joint Special Operations Command (JSOC); the National Guard Special Operations Detachments and Units, Department of Defense (DOD), Department of the Army/Navy/Air Force and Marine civilians; and contractors involved in the operation, training, standardization, and maintenance of USSOCOM UAS. Policy contained in this directive will remain in effect unless revised by the Commander (CDR), USSOCOM (CDRUSSOCOM), or superseded by higher authority. USSOCOM components and personnel must follow this guidance if Service guidance is not available. If Service guidance is available, components may elect to follow Service guidance for UAS operations in lieu of this directive.

1-3. General.

a. The mission of USSOCOM is to provide fully capable Special Operations Forces (SOF) to plan and conduct Special Operations (SO) in worldwide support of U.S. policy and objectives. To that end, USSOCOM Major Subordinate Commands employ a dynamic, capabilities focused, training strategy based upon the Chairman of the Joint Chiefs of Staff Joint Training System ensuring SOF operators will continue to master the individual and collective war fighting skills that enable operational and tactical success in all combat environments.

b. This directive provides the policy foundation for the development of subordinate doctrine, tactics, techniques, and procedures, training literature, and the conceptual framework to facilitate interoperability. It describes the core tasks that make up the consolidated minimum qualification and evaluation standards for UAS training for the Enterprise.

c. This directive establishes joint standards to assist CDRs at all levels in preparing SOF for the employment of UAS. A systems approach is used to focus on major functional capability through individual and Courses of Instruction (COI) / Program of Instruction (POI). Each Subordinate Command's curriculum and requirements for UAS training were reviewed for the purpose of creating this directive.

d. For the purposes of this directive, USSOCOM defines skill sets required to successfully conduct UAS in support of assigned missions in all projected operational environments. This directive identifies UAS activities that are inherent in executing USSOCOM core activities and operations.

e. All UAS operations and training conducted under the cognizance of USSOCOM is conducted in accordance with (IAW) this directive and procedures established in the respective Service USSOCOM Major Subordinate Command publications. All Subordinate Command UAS publications will ensure basic alignment with this directive and insert overarching joint or Service publication.

f. Acronyms and abbreviations used in this directive are first spelled out, and then used repeatedly throughout this directive. All references to masculine pronouns ("he," "him," "his") in this directive refer to all Servicemen, both male and female.

(1) “**Will**” and “**Shall**” indicate a mandatory requirement.

(2) “**Should**” indicates a recommended procedure.

(3) “**May**” indicates an acceptable or suggested means of accomplishment.

1-4. Scope. The policies, procedures, and responsibilities established herein provide direction for the USSOCOM staff and all organizations, units, and forces conducting UAS training under the authority of USSOCOM.

1-5. Objective. CDRUSSOCOM directs that; SOF must train and fight as part of a joint team which includes Conventional Forces, interagency, and SOF with Partner Nations. To achieve this, CDRUSSOCOM directed an authoritative USSOCOM directive be published to establish joint minimum training standards for forces that conducting UAS training and operations.

a. The directive is the authoritative joint training reference:

(1) Establishes joint baseline interoperable standards address joint / common SOF training requirements, and coordinate SOF efforts by identifying activities and best practices for the conduct of UAS training across the SOF Enterprise under USSOCOM authority.

(2) Establishes minimum interoperability standards that institute a common understanding of SOF activities to facilitate and mature the interoperability of the force.

(3) Provides policy guidance to USSOCOM Major Subordinate Command training programs of record that produce and maintain sufficient numbers of appropriately trained SOF personnel to meet Geographic Combatant Commander (GCC) requirements.

(4) Provides USSOCOM guidance for the conduct of training in a safe manner IAW USSOCOM Major Subordinate CDR's Operational Risk Management (ORM) Program.

(5) Establishes the reference document for the periodic joint special operations observation teams on the integration interoperable standards in Service/USSOCOM Major Subordinate Command UAS training programs.

b. Provides CDRUSSOCOM visibility on all Major Force Program-11 (MFP-11) funded individual UAS training programs and visibility on the collective Enterprise.

1-6. Authorities.

a. USSOCOM derives authorities as the SOF Advocate, from Title 10, U.S. Code (U.S.C.), for all assigned Special Operations core activities and all additional skills and capabilities assigned in USSOCOM Directive (D) 10-1, *Terms of Reference-Roles, Missions, and Functions of Component Commands*. As the SOF Advocate, USSOCOM is responsible for the development of strategy, doctrine, and tactics; training of assigned forces; conduct of specialized COIs/POIs; validating and establishing priorities for requirements; ensuring the interoperability of equipment and forces assigned; ensuring the combat readiness of forces assigned; the development and acquisition of Special Operations-Peculiar (SO-P) equipment, material, supplies, and services; and exercising authority, direction, and control over the expenditure of MFP-11 funds.

b. USSOCOM Directorate of Joint SOF Development, (J7), Training & Education Division, (J7-T&E), Individual Training Branch (J7-T&E-T) relies upon Subordinate Command subject matter experts (SME), through the assignment as Lead Component (LC) or Coordinating Component (CC), to ensure all Title 10 U.S.C. responsibilities are met across joint SOF.

c. Unless otherwise assigned within this directive, CDRUSSOCOM retains approval, validation, and certification authority.

d. CDRUSSOCOM has designated AFSOC as the LC for the UAS Enterprise. As the LC, AFSOC serves as the SME on all matters pertaining to the operations, training, doctrine, safety, equipment, and interoperability of assigned USSOCOM forces in the area of UAS.

e. AFSOC in coordination with J7-T&E shall:

(1) Recommend standardized UAS minimum qualification.

(2) If required, call meetings, establish agendas, establish Plans of Action and Milestones (POA&M) and recommend joint interoperable tasks, for UAS capabilities.

(3) If required, develop, publish, and forward safety messages, equipment bulletins, and quality deficiency reports to J7 T&E for distribution across the SOF Enterprise IAW USSOCOM messaging / reporting requirements.

(4) Participate in or maintain oversight on the development, testing and standardization of UAS related equipment that affect the joint SOF Enterprise.

(5) It is imperative AFSOC view its roles and responsibilities with a joint perspective. Unless otherwise stated in the Service / USSOCOM Memorandum of Agreement (MOA), when Service or Subordinate Commands, USSOCOM authorities conflict this publications takes precedence.

(6) AFSOC will coordinate with J7 T&E for staffing any recommendations that establish and / or change existing doctrine, requirements that affect the joint SOF Enterprise IAW change recommendation (CR) procedures described in USSOCOM D 350-1, *USSOCOM Military Training (Individual)*.

(7) When requested, provide UAS SME support for J7-T&E led Joint Special Operations Observation Team (JSOT) to review UAS Training Programs, school houses and COIs/POIs as needed. The JSOT observes, not assesses, the execution of SOF advanced skill sets in an operational environment and provides trip reports with recommendations to the Component and USSOCOM staffs.

f. JSOC, NSWC, MARSOC, and USASOC are designated CC. The CCs shall:

(1) When directed by USSOCOM: assist AFSOC with drafting or revising joint policy for training and standards, doctrine, Research, Development, Testing & Engineering (RDT&E), or equipment.

(2) In coordination with USSOCOM J7, CCs, can call meetings, establish agendas, POA&Ms, and establish tasks for the UAS capability. Additionally, CCs are recognized as SMEs in the UAS functional areas listed in this directive (if required).

(3) CC will coordinate with J7 T&E to staff any recommendations that establish and / or change existing doctrine, requirements that affect the joint SOF Enterprise IAW CR procedures described in [USSOCOM D 350-1](#), *USSOCOM Military Training (Individual)*.

CHAPTER 2

ADMINISTRATION PROCESS AND RESOURCES

SECTION I--ADMINISTRATION PROCESS

2-1. Administration Process.

a. **Realistic Military Training (RMT).** RMT is defined as DOD training conducted off federal property using private or non-federal public property and infrastructure. Because RMT can develop into a high visibility event, the Secretary of Defense and Joint Staff have issued updated DOD policy guidance that establishes uniform planning and approval procedures for RMT events conducted in civilian settings in the continental U.S., including its territories and possessions. It is the responsibility of individuals planning, approving, and conduct RMT to be thoroughly familiar with the DOD Instruction (DODI) 1322.28, *Realistic Military Training off Federal Real Property* and [USSOCOM Directive 350-27](#), *Realistic Military Training*.

b. Foreign Disclosure.

(1) CDRUSSOCOM is the DOD proponent for release of Special Operations training activities. All planned disclosures require coordination with the USSOCOM Foreign Disclosure Office (FDO).

(2) Foreign disclosure planning shall be incorporated into all combined training events. Expect that cross-training will require some level of sharing USSOCOM Major Subordinate Command activities. SOF joint activities are advanced training, sensitive in nature, and can be disclosed only IAW Subordinate Command and USSOCOM Foreign Disclosure publications and [USSOCOM D 550-2](#), (U) *USSOCOM Foreign Disclosure Program and Disclosure of Information to Foreign Nationals (U//FOUO)*. All briefing slides and text must be approved by FDO prior to presentation to a foreign individual or audience. Commitments shall not be expressed or implied, and no disclosures in support of the evolution shall be made pending the required disclosure decision.

(3) Disclosure authority delegated by [USSOCOM D 550-2](#) pertains only to USSOCOM originated/controlled Classified Military Information that meets the limitations and disclosure criteria stipulated in National Disclosure Policy 1. Disclosure authority resides with designated FDOs.

(4) If operationally deployed, Theater Special Operations Commands and JSOC CDR-appointed FDOs may authorize disclosure of information IAW National Disclosure Policy, USSOCOM Directives, and Service guidance.

(5) All persons/units are required to be knowledgeable of and responsible for complying with Foreign Disclosure regulations in [USSOCOM D 550-2](#). USSOCOM Major Subordinate Commands will provide training and guidance to personnel with regards to the Foreign Disclosure Program. The HQ POC for foreign disclosure is USSOCOM J2 FDO, [SOCOMFDO@socom.\(smil\).mil](mailto:SOCOMFDO@socom.(smil).mil).

c. **Waivers.** Training waiver authority is granted to USSOCOM Major Subordinate CDRs. It may be delegated to appropriate subordinate CDRs. Waivers are applicable only to the hazards and exposures specified in the request. Waivers will not be interpreted to other operations, locations, conditions, equipment, or units, not specifically, mentioned in the initial requests, enclosures, and endorsements. Waivers are generally granted for as a specific training event such as an exercise, or a short period of time approximately 30 days, or pending cancellation or correction of the waived condition or equipment. Notification of waivers granted for UAS training will be reported prior to training to CDRUSSOCOM, Attention (ATTN): J7-T&E, 7701 Tampa Point Boulevard (Blvd), MacDill Air Force Base (AFB), FL 33621-5323, and to the AFSOC Operations Directorate, as the LC: UAS Integration Office (AFSOC/A3OU); 100 Bartley Street, Suite 110 S, Hurlburt Field, Florida 32544, Defense Switch Network (DSN) 579-4064/4074 Commercial (850) 884-4064 / 4074.

d. **Exception to Policy (ETP).** Training ETP authority is USSOCOM Chief of Staff (COS). An ETP permits a long term departure from safety and operational standards and directives for compelling reasons. Long-term is defined as the length of a deployment, or 6 months or more. ETPs will not be interpreted as applying to other operations, locations, conditions, equipment, or units not specifically mentioned in the initial request, enclosures, and endorsements. ETPs will be reviewed by USSOCOM J7-T&E every 2 years at a minimum. Each ETP request will be forwarded prior to conducting training to USSOCOM COS, ATTN: J7-T&E, 7701 Tampa Point Blvd, MacDill AFB, Florida 33621-5323, and to the AFSOC Operations Directorate UAS Integration Office (AFSOC/A3OU); 100 Bartley St, Suite 110 S, Hurlburt Field, Florida 32544, DSN 579-4064 / 4074 Commercial (850) 884-4064 / 4074.

e. **USSOCOM Joint Training Policy Change Procedures.** CRs will be processed and staffed IAW [USSOCOM Regulation 25-31](#), *Official Publications*. Additionally, refer to [USSOCOM D 350-1](#) for detailed procedures which ensure CRs are fully staffed across the SOF Enterprise. CRs involving a non-USSOCOM or Service publication referenced by the SOF training program will follow the procedures prescribed in that publication. J7-T&E and the LC will be notified of the CR in order to determine its effect, if any, on SOF training, and provide comment or endorsement, if required. The HQ USSOCOM POC for CRs is USSOCOM J7-T&E.

2-2. Interagency and Foreign Training. The purpose of combined training and operations with foreign military forces is to foster familiarity with procedures, enhance interoperability, and promote goodwill, rapport, and camaraderie through SOF military-to-military relations. If the primary purpose of training is for U.S. forces to develop capabilities of partner forces through Security Forces Assistance, there must be specific statutory authority to conduct such training. This Chapter provides guidance for CDRs, when authorized, to safely and legally conduct combined training. USSOCOM personnel are governed by Title 10 U.S.C. Chapter 18, 371-382, *Military Support for Civilian Law Enforcement Agencies*. All units involved in joint and combined training are required to have knowledge of and responsible for complying with all the relevant regulations contained in this section.

a. **U.S. Law Enforcement Agencies.**

(1) USSOCOM/DOD support to civilian law enforcement agencies is governed by DODI 3025.21, *Defense Support of Civilian Law Enforcement Agencies*.

(2) USSOCOM military and civilian personnel are prohibited from providing advanced military training to civilian law enforcement agencies. DOD policy on providing Advanced Military Training is addressed in DODI 3025.21, and Deputy Secretary of Defense (DSECDEF) Memorandum, *Request for Exception to Policy*, and DOD Training Support to U.S. Civilian Law Enforcement Agencies.

(a) Advanced military training includes: advanced marksmanship, sniper, Military Operations in Urban Terrain, Close Quarter Battle, Visit, Board, Search, and Seizure, and exercises which incorporate scenario-based events.

(b) Advanced military training does not include basic skills such as: basic marksmanship, patrolling, mission planning, medical, and survival.

(3) ETP, specific to support to civilian law enforcement agencies, are addressed in DSECDEF Memorandum. An ETP may be requested on a case-by-case basis, and shall be forwarded through the Assistant Secretary of Defense for Homeland, America's Security Affairs and Foreign Law Enforcement Agencies.

b. Foreign Military Forces.

(1) To function effectively, personnel supporting a combined training program must be aware of a variety of guidelines. The training of Foreign Nationals (FNs) shall be in compliance with DOD Manual 5105.38M, *The Security Assistance Management Manual*, and Title 10 and Title 22 U.S.C., sub-Chapter 3, §2420 *Police Training Prohibition*. Under no circumstances will the foreign visits system be utilized to schedule training for FNs.

(2) Because many military activities take place within the Host Nation (HN), applicable legal guidelines may include those of the HN government and the status of U.S. personnel while in country. These include provisions of applicable Status of Forces Agreement, as well as restrictions on the transfer of equipment and on other types of assistance that may be requested. Accordingly, a country law briefing, cultural orientation, review of the applicable rules of engagement, and review of any international agreements affecting status of forces and foreign disclosure will be included in pre-mission preparation.

(3) Combined training taking place within a HN requires detailed planning and coordination. The USSOCOM unit CDR will, as appropriate, integrate qualified U.S. personnel to assist in planning and conducting the combined evolution(s) to ensure that procedures used are in compliance with this publication and applicable USSOCOM Major Subordinate Command publications, are well coordinated and clearly understood by both USSOCOM and all foreign personnel participating.

c. Specific Equipment Responsibilities.

(1) FNs may use U.S. equipment provided they already possess the requisite capability (i.e., the qualifications and training currency) to use or operate such equipment, according to U.S. baseline standards are authorized for foreign release. If FNs are qualified in the use of similar equipment as that to be used in combined training, but are not familiar with the specific U.S. equipment, the unit CDR will ensure FNs are sufficiently trained in equipment use to conduct safe operations.

The unit CDR will the delegated approval authority for foreign military forces utilizing U.S. equipment IAW applicable USSOCOM Major Subordinate Command publications.

(2) U.S. personnel may use foreign equipment provided they are trained in its use and equipment meets U.S. military safety standards per applicable USSOCOM Major Subordinate Command publications. If they are qualified in the procedure but not familiar with the specific equipment, the unit CDR will ensure his personnel receives sufficient training in the equipment use to conduct a safe operation. The qualified U.S. person will inspect the equipment prior to use. The unit CDR will be delegated authority to approve the use of foreign equipment IAW applicable USSOCOM Major Subordinate Command publications.

2-3. Resources.

a. **POC.** Direct specific UAS questions to CC SME. CC SMEs may forward questions to AFSOC as the Lead Component if additional expertise is needed.

Table 2-1. SOF Small UAS Enterprise POC.

Organization	Office	Commercial
USSOCOM	J7-T&E	(813) 826-1805
AFSOC (Operations & Airspace)	A3OU	(850) 884-4064 / 4074
AFSOC (Standards & Evaluation)	A3VU	(850) 884-4610
MARSOC	G81 UASPM	(910) 440-0888
NSWC	NSWC N37	(619) 537-1679
USASOC	G3 UAS Division	(910) 907-0535

b. **Authorized Supplements.** Supplementation to this directive is permitted. USSOCOM Major Subordinate Commands are authorized and expected to supplement this directive to address unique operating environments, and to further refine SUAS. When USSOCOM and DOD Issuances conflict, DOD takes precedence. When Services or USSOCOM Major Subordinate Command publications conflict, USSOCOM publications take precedence. USSOCOM Major Subordinate Commands will not publish directives and supplements less restrictive than this directive.

c. **Decentralized Printing of Publication.** The Publication Control Officers at the USSOCOM Major Subordinate Commands not located at HQ USSOCOM will:

(1) Secure adequate copies of this publication for distribution to their subordinate elements.

(2) Maintain a copy of this publication on file for reprints to provide resupply when required.

(3) USSOCOM Publications page is located on the HQ USSOCOM COS, Command Support Portal at: <https://hq.sof.socom.smil.mil/sites/socs/SJS/Pubs/PubsPages/Publications.aspx>

d. This is not an all-inclusive publication. The information contained in this directive serve as a common baseline for conducting UAS interoperability training. It is the responsibility of the individual users to ensure they are utilizing the most current Service/USSOCOM Major Subordinate Command publications with all applicable changes. The list of references used in this directive is located in the [Glossary, Section III--References](#).

CHAPTER 3

ROLES AND RESPONSIBILITIES

3-1. General. Every individual involved with UAS operations has the responsibility to attain and maintain awareness of established policy and procedures. This is necessary for the safe and successful execution of UAS training and operations.

3-2. Specific Responsibilities.

a. HQ USSOCOM. IAW the Title 10 U.S. Code, § 164 *Commanders of Combatant Commands: Assignment; powers and duties* and Title 10 U.S.C. §167, *Unified Combatant Command for Special Operations Forces*; Chairman of the Joint Chiefs of Staff Instruction (CJCSI) 3500.01 Series, *Joint Training Policy and Guidance for the Armed Forces of the United States*, and CJCSI 3255.01, *Joint Unmanned Aircraft Systems Minimum Training Standards*, HQ USSOCOM is responsible for:

- (1) Training assigned UAS personnel in UAS operations.
- (2) Validating SO-P UAS training requirements.
- (3) Ensuring combat readiness of assigned UAS forces.
- (4) Ensuring interoperability of SO-P UAS equipment and assigned UAS forces.
- (5) Monitoring the preparedness of SOF UAS operators assigned to other Combatant Commands (CCMD) to conduct their assigned mission.
- (6) Developing common Special Operations joint interoperable tasks for UAS operations.
- (7) Training CDRs, staffs, and individuals to those common tasks under common conditions and to specific coordinated standards.
- (8) Documenting CCMD joint UAS training requirements derived from the development of a command Joint Mission Essential Task List (JMETL) with associated conditions and standards and command assessment of current capability.

b. USSOCOM Directorate for Intelligence (J2) shall:

- (1) Identify USSOCOM and Component UAS-related intelligence programs.
- (2) Assist in the development of UAS individual and collective joint intelligence tasks, conditions, and standards based upon USSOCOM and GCC JMETLs.
- (3) Identify SO-P Processing, Exploitation, and Dissemination COIs / POIs relating to UAS and provide support where appropriate.

c. USSOCOM Directorate for Operations (J3) shall:

- (1) Notify USSOCOM J7 of training shortfalls identified during operations.
- (2) Validate and facilitate accomplishment of emergent training required in theater.
- (3) Support the collection and reporting of operational lessons learned (LL).
- (4) Assist with identifying pre-deployment training events.

d. USSOCOM J7 shall:

- (1) Supervise the development of concepts, policies, and programs for UAS training.
- (2) Serve as the waiver authority for training requirements specified in CJCSI 3255.01.
- (3) Serve as the SOF Advocate and Office of Primary Responsibility (OPR) for UAS training.

e. USSOCOM Special Operations Forces Acquisition, Technology, and Logistics (SOF AT&L) shall:

- (1) Ensure USSOCOM D 350-9, is included in procedural requirements for all SO-P UAS request for proposal and contract solicitations.
- (2) Track USSOCOM UAS Programs of Record (POR) to recommend training improvements and efficiencies, to include mission systems training.
- (3) Execute resources for cradle-to-grave acquisitions of UAS training material assets (e.g., part-task trainers, desktop trainers).
- (4) Ensure J7-T is a full-time member of Program Integrated Process Teams established under USSOCOM D 70-1cc, *Acquisition Management System Policy*, for all UAS programs.
- (5) Update SOF AT&L Directives/Standard Operating Procedures (SOP) and acquisition strategies to ensure J7-T&E review of training COIs/POIs for POR UAS prior to fielding and deployment release.
- (6) Host an Integrated Process Team (IPT) to conduct an annual review and recertification of SO-P UAS EP.

f. USSOCOM Communications Systems Directorate (J6) shall:

- (1) Provide Components and USSOCOM staff guidance for UAS activities, should network connectivity be required.

(2) Assist components and USSOCOM Staff with planning, programming, execution, and implementation of network support for UAS if network connectivity is required.

g. USSOCOM Directorate for Resources and Requirements (J8) shall:

(1) Assist in the establishment of USSOCOM UAS training requirements.

(2) Ensure emerging UAS training requirements are staffed through J7-T&E.

(3) Ensure applicable SO-P UAS requirements contained in this directive, are included in applicable requirement documents.

(4) Ensure basis of issue for training systems sufficient to meet training requirements are addressed in requirement documents.

h. USSOCOM Joint Safety Office (SOSE) shall:

(1) Provide safety guidance and assistance to Components and USSOCOM staff as requested.

(2) Ensure UAS mishaps are reported and investigated if required, IAW applicable directives.

(3) Coordinate with applicable Service Safety Centers to determine responsibility for investigating and reporting a joint UAS mishap or a mishap involving a USSOCOM owned or operated UAS.

(4) Review and endorse UAS Mishap Investigation Reports as requested.

(5) Provide cross flow of critical UAS safety information between applicable components.

(6) Ensure the CDR and key staffs are kept informed on significant UAS safety issues.

i. USSOCOM Office of Command Surgeon shall: Review UAS operator medical requirements documented in this directive.

j. J7 T&E in coordination with AFSOC shall:

(1) Recommend standardized SOF baseline qualifications for UAS.

(2) Maintain and update basic UAS Qualification Level I and II courseware to ensure compliance with requirements specified in CJCSI 3255.01.

(3) Act as OPR for UAS Airspace Integration for all groups of UAS.

k. All USSOCOM Major Subordinate Commands shall:

(1) Train and maintain the combat readiness of assigned SOF to carry out UAS missions.

- (2) Program resources to successfully implement UAS training and forward training requirements to the Services and USSOCOM for influencing the budget process.
- (3) Develop COI/POI and conduct specialized UAS COIs/POIs to include MQT for each fielded UAS. MQTs shall, at a minimum, cover Joint Mission Qualification (JMQ) requirements specified in CJCSI 3255.01.
- (4) When appropriate to develop and/or conduct an IQT COI/POI due to potential resourcing efficiencies or specialized equipment peculiar to a particular unit, develop and conduct IQT COI/POI that:
 - (a) Ensure the joint interoperable tasks are achieved IAW Service guidance and this directive.
 - (b) Ensure equipment utilized is DOD and/or USSOCOM authorized.
 - (c) Capture and incorporate SOF unique LL.
- (5) In coordination with other USSOCOM Components and HQ USSOCOM, develop SOF UAS training publications and training materials, as required.
- (6) Coordinate with other USSOCOM Components and HQ USSOCOM for required upgrades to the training base in support of UAS training.
- (7) Designate an individual to serve as Lead UAS Evaluator (UAS-E) for each specific UAS.
- (8) Accept nominations and certify IQT-I for SOF training venues.
- (9) Accept documentation from IQT providers as course completion authority for UAS IQT accomplished through a USSOCOM approved COI/POI.
- (10) Ensure subordinate units providing IQT follow procedures in this directive for training and certifying prospective IQT-Is.
- (11) Define additional requirements and specific restrictions for an IQT-I to be qualified in more than one platform, IAW Chapter 3 of this directive.
- (12) Ensure new UAS related observations, insights, and LL entered into the Joint Lessons Learned Information System–SOF (JLLIS-SOF) are addressed with actions taken documented in the JLLIS-SOF database.
- (13) Establish a crew endurance program tailored to the unit mission and UAS platform and include it in their Operating Instruction (OI)/SOP.

1. All USSOCOM Major Subordinate Commands Operating Commercial-Off-The-Shelf Systems (COTS) shall:

NOTE: COTS is a term that references non-developmental items that are commercially made and available for sale, lease, or license to the commercial market and requires little or no unique government modifications to meet the needs of the procuring organization.

(1) USSOCOM J3 and J7 will have oversight of all COTS activities of components and AFSOC will provide training and policy guidance if requested.

(2) COTS UAS will not exceed Group 1 & 2 as designated in applicable CJCSIs, joint publications and this directives restrictions. Any COTS acquired outside of groups 1 & 2 will follow normal procurement procedures.

(3) Employment of COTS UAS should follow all applicable Federal Aviation Administration (FAA) regulations and LC airspace coordination process.

(4) Additionally, subordinate commands should review any COTS SUAS hardware and software in consideration of information assurance / protection and a review of any possible INFOSEC vulnerabilities.

(5) Training waivers or ETPs for COTS UAS authority is USSOCOM COS. An ETP permits a long term departure from safety and operational standards and directives for compelling reasons. Long-term is defined as the length of a deployment, or 6 months or more. ETPs will not be interpreted as applying to other operations, locations, conditions, equipment, or units not specifically mentioned in the initial request, enclosures, and endorsements. ETPs will be reviewed by USSOCOM J7-T&E every 2 years at a minimum. Each ETP request will be forwarded prior to conducting training to USSOCOM COS, ATTN: J7-T&E, 7701 Tampa Point Blvd, MacDill AFB, Florida 33621-5323, and to the AFSOC Operations Directorate UAS Integration Office (AFSOC/A3OU); 100 Bartley St, Suite 110 S, Hurlburt Field, Florida 32544, DSN 579-4064 / 4074 Commercial (850) 884-4064 / 4074.

m. Component Unit CDRs that Operate UAS shall:

(1) Operate unit UAS Program IAW this directive. Responsibilities include:

(a) Designate in writing individuals to serve as UAS-I.

(b) Designate in writing individuals to serve as UAS-E.

(c) Designate in writing individuals to serve as UAS-O.

(d) Designate in writing individuals to serve as UAS-Training Managers (UAS-TM).

(e) Utilize a Component approved electronic application for tracking flight hours, operator currency, and qualifications. AFSOC maintains SOF UAS Manager (SUASMAN) as a web-based application available to all Components for this purpose. Subordinate Commands are highly encouraged to use this application or a Service-common equivalent capability.

(f) Designate in writing an individual to act as UAS Safety Officer (UAS-SO). The UAS-SO can be a collateral duty.

(2) Publish unit OIs and/or SOPs.

(3) Establish a Standardization and Evaluation (Stan/ Eval) Program.

(4) Track currency status for all unit assigned UAS-Os, UAS-Is, and UAS-Es (UAS-O/I/Es).

(5) Maintain currency of UAS-Os during deployment; however, CDRs may waive currency requirements for UAS-Os who were current prior to deployment.

(6) Ensure airspace and frequency usage is approved prior to operating UAS.

(7) Develop and approve unit MQT to meet unit mission specific taskings.

CHAPTER 4

TRAINING AND QUALIFICATION REQUIREMENTS

4-1. UAS Training Requirements. UAS training requirements established in this chapter ensure UAS-Os meet all required qualification standards prior to conducting UAS operations.

4-2. UAS Medical Requirements to Participate in Training. In lieu of Service guidance, Components will follow medical requirements in this Chapter. All visual observers, IQT-Is, and UAS-O/I/Es must have a FAA Class III Medical Certificate or military equivalent on file to operate in a Certificate of Authorization or Waiver (COA). UAS-O/I/E medical qualification requirements for operations in restricted areas, warning areas, and combat airspace are specified by the parent Service. In the absence of Service specific guidance, FAA Class III Medical Certificate or military equivalent is the documents that state no medical condition present which may incapacitate an individual suddenly or without warning, distant visual acuity and near visual acuity corrected to 20/20 or better in both eyes, and color vision as demonstrated by the Pseudoisochromatic Plates (PIP I). A failure of the PIP I will necessitate a referral to Optometry for D15 color vision testing. If the member passes D15 Oculus Uteroue (OU) per Optometry, he/she is considered qualified. Additionally, the following medical restrictions shall be observed:

- a. An exacerbation of any previously waived medical condition will render the individual medically disqualified.
- b. Personnel may not perform or participate in UAS duty while using medications whose known common adverse effect or intended action(s) affect alertness, judgment, cognition, special sensory function, or coordination.
- c. U.S. Food and Drug Administration-approved over-the-counter medications and commercially available (in the U.S.) substances, to include herbal and nutritional supplements, may generally be used provided the product is used IAW manufacturers' directions for its intended purpose and the common adverse effects or intended actions do not affect alertness, judgment, cognition, special sensory function, or coordination.

4-3. UAS Training Process. The training process outlined in this directive is designed to ensure combat readiness. This training process is mandated for all UAS crewmembers assigned to operational flying positions. A UAS crewmember is a specifically trained and qualified aviation professional who exercises direct control of unmanned aircraft systems, aircraft, and/or payload.

- a. Training requirements of this directive are designed to outline the basic requirements for UAS-Os to progress from Basic UAS Qualification (BUQ) to UAS-E status. UAS-O IQT qualifies an individual in basic operator duties of a specific UAS without regard to operational mission tasks and training requirements. To be a UAS-O the individual must be medically qualified, have successfully completed BUQ requirements, have successfully completed an IQT COI/POI, and be designated in writing by the unit C D R . The CDR's designation letter will be entered into the individual's training record.

b. Unit CDRs will designate a UAS-TM. The UAS-TM is responsible for administering a unit's UAS Training Program. The UAS-TM will monitor and track UAS-O/I/E qualifications, currency training, and conduct record reviews. The UAS-TM will notify UAS-Os of training requirement deficiencies and any lapses in currency.

4-4. Joint UAS Minimum Training Standards (JUMTS). This section details the JUMTS requirements as established by CJCSI 3255.01. There are five critical skill sets identified in JUMTS required to effectively operate and employ UAS, regardless of operational environment. The five skill sets, listed below, are included in the USSOCOM IQT and MQT programs. Specifically, IQT is inclusive of BUQ and UAS Flight Crew Skills (UASFCS), and MQT is inclusive of JMQ, UAS Mission Crew Skills (UASMCS), and unique Service skills.

a. **BUQ.** There are four BUQ levels which correlate to general aviation knowledge and UAS knowledge-based skills that are required to safely operate a UAS. UAS crewmembers involved in flight path deconfliction, navigation, or airspace-related communication duties must complete Service /USSOCOM approved academic instruction comparable to civil or military operators/pilots operating in similar airspace. USSOCOM approval authority rests with USSOCOM J7-T&E. BUQ knowledge elements include weather, aerodynamics, human factors, operational risk management, and flight regulations for the types of airspace in which the UAS will operate (both combat and non-combat).

NOTE: Airspace Class is defined by the FAA Pilot's Handbook of Aeronautical Knowledge, FAA-H-8083-25B). Complete Airspace Class definitions are located in the Glossary.

Airspace			Flight Visibility	Distance from Clouds
Class A			Not applicable	Not applicable
Class B			3 statute miles	Clear of clouds
Class C			3 statute miles	1,000 feet above 500 feet below 2,000 feet horizontal
Class D			3 statute miles	1,000 feet above 500 feet below 2,000 feet horizontal
Class E	At or above 10,000 feet MSL		5 statute miles	1,000 feet above 1,000 feet below 1 statute mile horizontal
	Less than 10,000 feet MSL		3 statute miles	1,000 feet above 500 feet below 2,000 feet horizontal
Class G	1,200 feet or less above the surface (regardless of MSL altitude).	Day, except as provided in section 91.155(b)	1 statute mile	Clear of clouds
		Night, except as provided in section 91.155(b)	3 statute miles	1,000 feet above 500 feet below 2,000 feet horizontal
	More than 1,200 feet above the surface but less than 10,000 feet MSL.	Day	1 statute mile	1,000 feet above 500 feet below 2,000 feet horizontal
		Night	3 statute miles	1,000 feet above 500 feet below 2,000 feet horizontal
	More than 1,200 feet above the surface and at or above 10,000 feet MSL.		5 statute miles	1,000 feet above 1,000 feet below 1 statute mile horizontal

Figure 4-1 - Visual Flight Rule Weather Minimums.

(1) **BUQ Level I (BUQ-I).** BUQ-I ensures UAS-Os possess required aviation knowledge and UAS knowledge-based skills to fly under Visual Flight Rules (VFR) in Class E, G, and restricted / combat airspace <1200' above ground level (AGL).

(2) **BUQ Level II (BUQ-II).** BUQ II ensures UAS-Os possess required aviation knowledge and UAS knowledge-based skills to fly under VFR in class D, E, G, and restricted / combat airspace <18,000' mean sea level (MSL).

(3) **BUQ Level III (BUQ-III).** BUQ III ensures UAS-Os possess required aviation knowledge and UAS knowledge-based skills to fly VFR in all classes of airspace except U.S. and International Civil Aviation Organization (ICAO) Class A.

(4) **BUQ Level IV (BUQ-IV).** BUQ IV ensures UAS-Os possess required aviation knowledge and UAS knowledge-based skills to fly in all weather conditions and classes of airspace to Flight Level (FL) 600.

b. **UASFCS.** UASFCS shall satisfy practical flight requirements for the appropriate BUQ Level operating environment. UAS-O will complete a Service/USSOCOM approved training program that will enable UAS crewmembers to demonstrate control of a specific UAS throughout its performance parameters and potential operating conditions, including responding to an emergency or system malfunction during a mission.

c. **JMQ.** JMQ provides the UAS-O with general knowledge of the UAS mission / objective. This is critical to ensure crews understand their role in accomplishing a larger military objective. There are three JMQ Levels (A, B, and C) that correlate to appropriate joint missions.

(1) **JMQ-A.** These qualifications support unit-level Intelligence, Surveillance, and Reconnaissance (ISR) and Fires tasks.

(2) **JMQ-B.** These qualifications support theater-level ISR.

(3) **JMQ-C.** These qualifications support strategic-level Fires and Combat Search and Rescue / Personnel Recovery tasks.

d. **UASMCS.** A group of skills required to ensure accomplishment of the assigned UAS tasking. UASMCS encompass skills used to execute joint activities to meet mission objectives through UAS employment. UASMCS shall satisfy practical mission requirements for the appropriate JMQ Level, based on capabilities/limitations of UAS, and the Unit's Mission Essential Task List (METL).

e. **Unique Service Skills.** A group of skills that provide UAS-O with the knowledge and understanding of Service specific missions and associated requirements. Component CDRs shall specify Component specific UAS skills where appropriate.

NOTE:

- Both the BUQ and JMQ Levels are cumulative. Therefore, to meet BUQ II or JMQ B requirements, a UAS-O must complete all BUQ I or JMQ A tasks respectively.
- USSOCOM J7-T&E shall review and certify BUQ equivalent training programs provided by the Services, Components, or other sources as meeting the requirements of this directive. Component HQs will nominate BUQ equivalent training programs to USSOCOM J7-T&E for consideration.
- [Appendix A](#) lists UAS Groups and recommended JUMTS requirements; however, actual JUMTS requirement is based on the airspace in which the UA will operate.
- JMQ, UASMCS, and unique Service skills training requirements are satisfied by a unit specific MQT syllabus which addresses unit METLs and other expected missions.

4-5. IQT. IQT supporting a POR shall be IAW a USSOCOM or Service- approved C O I / POI. A UAS C O I / POI shall satisfy both BUQ and UASFCS applicable training requirements.

a. For C O I / POI designed with BUQ training completed as a prerequisite, IQT shall meet UASFCS training requirements.

b. The following requirements must be met to provide IQT:

(1) IQT-Is designated by the Component CDR or designated representative.

(2) Sufficient IQT-Is to satisfy the student ratio for the approved COI / POI. For all UAS, there shall be a minimum of one instructor for each two crewmembers actively flying a UA. Apportioned flight time per student shall be considered when determining class size.

(3) Authorized airspace, frequencies, and ranges or land or water access.

c. An IQT-I shall be physically located with the student and positioned to assume direct control of the UAS.

d. All UAS flights conducted by students shall be documented on grade sheets.

e. Upon successful completion of an IQT course, the course provider will provide documentation to be entered into the student's individual training record. Acceptable course completion documentation includes memorandums, after action reports, certificates, or any document containing course name, student names, and date of completion. Additionally, school registrars, vendors, or the senior IQT-I, as applicable, shall forward a list of UAS-O graduates to the respective Component HQ.

f. An IQT course shall not contain a training break of greater than 30 days. Waiver authority is USSOCOM Major Subordinate CDRs.

4-6. MQT. The purpose of MQT is to qualify UAS-Os in unit-specific UAS mission tasks to support the unit's METL (e.g., convoy escort, squitter control, overwatch, etc.). Generally, these are tasks not taught or emphasized during IQT. MQT shall be completed before a UAS-O is certified mission ready. Each operational unit will develop an MQT syllabus based on unit mission tasking that meets JMQ, UASMCS, and unique Service skills requirements as detailed in this directive. MQT shall be documented in the individual's training record. The unit CDR will approve in writing the MQT syllabus. The syllabus shall include academic instructions and a minimum of one flight event (flight event may be completed in a Component CDR approved ATD IAW this directive).

4-7. Continuation Training (CT). CT provides unit UAS-Os with the volume, frequency, and mix of training necessary to maintain operator proficiency in unit-specific UAS mission tasks. Unit CDRs shall identify in writing the minimum CT tasks required for mission training.

- a. Maintaining the minimum CT requirements is required to maintain mission capable status.
- b. Units shall identify local and mission-specific training requirements in the unit OIs and/or SOPs that govern their UAS training program.
- c. A UAS-O who fails to maintain the minimum currency requirements shall be prohibited from operating UAS unless under the direct supervision of a UAS-E/I. The unit UAS-TM shall notify their respective unit CDR of any lapses in currency requirements.
- d. CT shall be monitored and tracked by the unit UAS-TM. The UAS-TM will notify UAS-Os of training requirement deficiencies and any lapses in currency.
- e. The unit CDR may excuse a UAS crewmember scheduled for retirement, separation, or cessation from UAS duties from all currency requirements. Crew members that are excused are prohibited from performing further flight duties.

4-8. Currency Requirements. When a Service has specified currency requirements for a particular Service common UAS, those currency requirements may be followed in lieu of those specified in this directive. When following Service currency requirements, waiver authority is governed by Service guidance.

- a. Unit UAS-TMs, or designated representative, shall maintain UAS-O training records and advise the CDR of the currency status for all unit assigned UAS-O/I/Es.
- b. Currency Sortie. For the purposes of currency requirements specified in this directive, a 'currency sortie' shall be defined as an event that includes a minimum of 0.3 hours of actual flight time. UAS-I flight time achieved while directly supervising a UAS-O or student counts toward currency even though the UAS-I may not physically control the UA. If a UAS-I supervises multiple crew positions (not to exceed two) during a sortie, either crew position may be logged for currency purposes, but not both.

c. Currency minimums.

(1) **Group 1:** UAS-Os shall complete a minimum of one live or ATD sortie every 90 days for each crew position in which the UAS-O is qualified. This currency event shall include an EP review that consists, at a minimum, verification of all EP memory item knowledge. UAS-Os shall complete a total of three sorties in each crew position every 180 days. These sorties shall include a launch and recovery. USSOCOM approved ATD may be used to satisfy up to two of the three sorties required. A minimum of one live launch and recovery for each crew position in which a crewmember is assigned launch and recovery related duties shall be accomplished every 180 days. Additional sortie event requirements shall be completed IAW Component directives.

(2) **Group 2 – 5:** UAS-Os shall complete a minimum one live or ATD sortie every 60 days for each crew position in which the UAS is qualified. This currency event shall include a EPs review that consists, at a minimum, of verification of all emergency procedure memory item knowledge. UAS-Os shall complete a total of six sorties in each crew position every 180 days. USSOCOM approved ATD may be used to satisfy up to five of the six sorties required. A minimum of one live launch and recovery for each crew position in which a crewmember is assigned launch and recovery related duties shall be accomplished every 180 days. Additional sortie event requirements shall be completed IAW component directives.

(3) **18 Months:** UAS-O/I/Es shall complete one evaluation every 18 months IAW Chapter 5 of this directive. UAS-Os will receive an operator evaluation. UAS-Is and UAS-Es will receive an instructor evaluation. All evaluations shall be maintained in the individual's training record.

d. Deployments. Unit CDRs should make every attempt to maintain currency requirements for UAS-O/I/Es while deployed; however, CDRs may waive currency and evaluation requirements for UAS-O/I/Es who were current when deployed. Upon return from deployment, a UAS-O/I/E will have 90 days to complete overdue currency and evaluation requirements.

4-9. Refresher Training. When a UAS-O fails to meet currency requirements, the UAS-O will be required to receive refresher training on the lapsed qualification(s). Specific refresher training requirements as outlined in the unit OI and/or SOP shall be conducted by a UAS-I. At the completion of refresher training the UAS-O will be current and qualified to perform duties. Completion of refresher training shall be documented in the UAS-O's individual training record. When a Service has specified refresher training requirements, those currency requirements may be followed in lieu of those specified in this directive.

a. Over 60/90 days, as applicable, without a currency sortie: UAS-O/I/Es shall complete a minimum of one live or ATD sortie under the supervision of a UAS-I. This live or ATD sortie shall be documented in the individuals training records.

b. Over 180 days without a currency sortie: In addition to refresher training, UAS-O/I/Es shall complete a graded flight or ATD sortie under the supervision of a UAS-I. This live or ATD sortie shall be documented in training records.

c. Over 39 months without a currency sortie: UAS-O/I/Es shall complete a USSOCOM certified formal refresher course administered by an IQT-I. In the absence of a formal refresher course, IQT will be completed. Training shall be documented in the individuals training records.

4-10. Removal from Flight Status. Where Service-specific guidance exists, Service-specific guidance will have precedence for disqualification, elimination from flight duty, or occupational reclassification.

a. Unit CDRs may rescind any designation they granted.

b. A designation rescinding letter from the CDR will be entered into the individual's training record. The CDR's letter will include the reason for removal from flight status. This individual will be immediately removed from the UAS program and will not perform duties as a UAS-O/I/E.

c. Unit CDRs may approve an individual's re-entry into the UAS program. A letter from the CDR re-instating the individual will be entered into the individual's training record.

4-11. UAS Operator Flight Logs. The following provides the minimum requirements for USSOCOM units. All UAS operator flights and ATD events shall be documented using SUASMAN or a Component approved electronic flight log. Individual flight logs shall start at the beginning of an IQT course and shall be maintained throughout a UAS-O's career. Flight logs shall be reviewed monthly by the unit's lead UAS-E and certified annually by the unit CDR or designated representative. This requirement may be waived during operational deployments. Flights shall be logged based on duties performed:

a. UAS-Os will log operator time only.

b. UAS-Is will log instructor time only when performing Instructor duties. When not performing instructor duties, UAS-Is will log operator time.

c. UAS-Es will log evaluator time only if performing evaluator duties. UAS-Es performing instructor duties will log instructor time. When not performing evaluator or instructor duties, UAS-Es will log operator time.

d. Computation of flying time. With the extended flight time capability of some UAS, flying hour computation for the aircraft may differ from that of the UAS crewmembers. Flying time starts when a fixed wing UAS begins to move forward on the takeoff roll (or takeoff launch for other operations) or when vertical takeoff UAS lifts off the ground. Flying time ends when the aircraft has landed and the engines are stopped. However, flying hour computation for the individual crewmembers will be logged only for that portion of the in-flight operations during which the crewmember is actually performing crew duty functions on the UAS and / or any of its mission / sensor systems.

CHAPTER 5

ADVANCED UAS QUALIFICATION REQUIREMENTS

5-1. UAS Instructor (UAS-I). When a Service has specified instructor qualification requirements for a particular Service common UAS, those qualification requirements may be followed in lieu of those specified in this directive. The UAS-I trains unit UAS-Os IAW the appropriate training/operator manual. The UAS-I must be designated in writing by the unit CDR and be qualified and current in the UAS to be operated. CDRs shall select the best qualified individuals to perform UAS-I duties based on the following criteria:

- a. Unit lead UAS-E shall recommend UAS-I candidates to the unit CDR.
- b. Instructor candidate selection will be based on demonstrated operator knowledge, experience, maturity, judgment, and ability to effectively mitigate risk to the UAS mission and ground force CDR.
- c. Minimum operator flight hours required for UAS-I selection are depicted below. These minimums assume there is no prior experience with UAS of the same Group.

Table 5-1. Minimum Operator Flight Hours Required for UAS-I Selection.

Group	Minimum Hours
1	25 Hours
2	50 Hours
3	50 Hours

d. Successfully complete a UAS-I evaluation, administered by a UAS-E, using the criteria in [Appendix D and E](#). All evaluations shall be maintained in the individual's training record. UAS-Is who receive two unqualified ("U") ratings will receive an overall rating of unqualified and shall be suspended from UAS-I duties. A "U" in area 11, "Integrated Safety Principles," will automatically result in an overall rating of unqualified. A suspended UAS-I shall be re-evaluated after completing training in the area(s) marked "U", and may be re-instated upon successful completion of a re-evaluation. UAS-Is shall be removed from UAS-I duties if the re-evaluation results in a second failure. Subsequent retraining and recertification shall be at the discretion of the unit CDR.

e. UAS-Is shall be designated in writing by the unit CDR. The CDR's designation letter will be entered into the individual's training record.

f. UAS-Is are qualified to perform unit UAS-O and UAS-I duties. See [Chapter 3](#) for flight logging requirements.

g. UAS-Is are not authorized to perform IQT-I duties.

5-2. UAS Evaluator (UAS-E). CDRs shall select the best qualified UAS-Is for evaluation duties and UAS-E designation.

The UAS-E will primarily train and evaluate unit assigned UAS-Os, UAS-Is, and subordinate unit UAS-Es. A UAS-E has technical supervision of the unit standardization/evaluation program as specified by the unit CDR. The UAS-E is the CDR's technical advisor on all levels of UAS standardization within the command and assists the CDR to develop, implement, evaluate, and manage the unit training program. There are three levels of UAS-E: Unit, Group, and Component Lead.

a. A UAS-E will be:

- (1) A current and qualified UAS-I in the UAS to be flown.
- (2) Recommended for evaluator status by the unit lead UAS-E or CDR.
- (3) Successfully completes a certification program with the unit UAS-E.
- (4) Designated in writing by the unit CDR.

(5) When a Service has specified currency requirements for a particular Service common UAS, those currency requirements may be followed in lieu of those specified in this directive.

b. Evaluator designation is an additional duty for CDR designated UAS-Is and does not require a recurring UAS-E evaluation unless Service specific guidance requires it. When a UAS-E requires an 18-month evaluation, he/she will receive a UAS-I evaluation. All evaluations shall be maintained in the individual's training record. If a UAS-E is removed from UAS-I status, he/she is also removed from UAS-E status. UAS-Es must be current and qualified to perform UAS-O and UAS-I (UAS-O/I) duties. There are three levels of UAS-Es: Unit, Group, and Component Lead (Figure 5-1). UAS-E selection will be based on the following criteria:

c. Unit UAS-E:

(1) Unit Lead UAS-E shall recommend UAS-I candidate(s) to the unit CDR. In the absence of a unit UAS-E, the unit CDR will recommend candidate(s). This will require a Group UAS-E to administer the certification program; see (4).

(2) Evaluator candidate selection will be based on superior operator knowledge, experience, and maturity.

(3) An evaluator candidate shall be a current and qualified UAS-I. As an evaluator, UAS-Es will maintain UAS-I qualification and currency requirements.

(4) An evaluator candidate will complete a UAS-E certification program. The certification program is the CDR's program and shall consist of a minimum of two events: observe an evaluation and conduct an evaluation under the supervision of a qualified UAS-E. Upon successful completion of the certification program, the UAS-E will recommend UAS-E designation of the candidate to the CDR.

The CDR's designation letter documents successful completion of this process.

(5) Unit UAS-Es shall be designated in writing by the unit CDR. The CDR's designation letter will be entered into the individual's training record.

(6) The unit UAS-TM will maintain a list containing all unit UAS-Es.

(7) If a unit has more than one UAS-E, the CDR will designate one individual as the unit Lead UAS-E. For units with only one UAS-E, that individual is the unit Lead UAS-E.

(8) Unit UAS-Es will administer evaluations of unit assigned UAS-O/Is. The Unit Lead UAS-E will administer evaluations of unit assigned UAS-O/I/Es.

(9) A Unit Lead UAS-E 18-month UAS-I evaluation will be administered by the Group UAS-E. This requirement may be waived by the CDR with approval from the Group UAS-E; the Group Lead UAS-E will identify an alternate evaluator to administer the evaluation.

d. Group Lead UAS-E:

(1) All applicable requirements for Unit and Group Lead UAS-E apply.

(2) A Group Lead UAS-E is designated in writing by the group CDR, or equivalent CDR, to manage the Group Lead UAS Standardization and Evaluation (Stan/Eval) program and conduct evaluations of Group Lead UAS-O / Is and Unit Lead UAS-Es. A Group CDR is defined as the reporting senior for O-5 level unit CDRs.

(3) A Group Lead UAS-E 18-month UAS-I evaluation will be administered by the Component Lead UAS-E. This requirement may be waived by the CDR with approval from the Component Lead UAS-E, in which case the Component Lead UAS-E will identify an alternate evaluator to administer the evaluation.

e. Component Lead UAS-E:

(1) All applicable requirements for Unit and Group Lead UAS-E apply.

(2) Component Lead UAS-E is designated in writing by the Component CDR or designated representative to manage the component UAS program and conduct evaluations of Group Lead UAS-Es.

(3) If the Component Lead UAS-E does not hold a UAS-E certification prior to appointment by Component CDR, a UAS-E in the next echelon below the Component CDR shall assess and provide a recommendation prior to Component lead UAS-E appointment by the Component CDR or designated representative.

(4) Component CDR, or designated representative, will designate an alternate UAS-E to administer UAS-I 18-month evaluations of the Component Lead UAS-E.

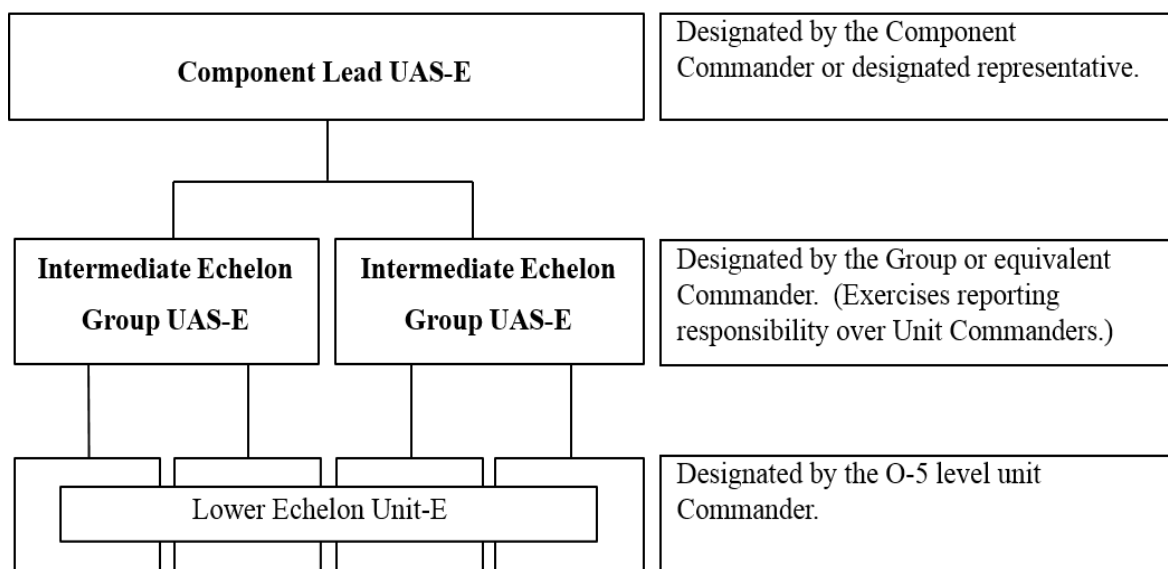


Figure 5-2. UAS Evaluator Hierarchy.

5-3. IQT Instructor (IQT-I). Unit CDRs or their designated representative shall nominate only the best-qualified individuals based on the criteria listed below to become IQT-Is. An IQT-I is a UAS-O/I who has significant UAS experience and knowledge, is recommended for IQT Instructor status by the unit CDR or designated representative, successfully completes a formal instructor training course, and is designated in writing by the responsible CDR. Only IQT-Is may instruct IQT.

- a. The following matrix describes minimum IQT-I experience requirements for certification.

	None	UAS-O	UAS-I
Previous Experience Level	X		
Complete COI / POI	X	X	X
Formal Instructor Training Course	X	X	X
Met Minimum Flight Hour Required in Table 5-1	X	X	X
Evaluator Recommendation	X	X	X
Observe COI / POI	X	X	X
Teach COI / POI Under Instruction of an IQT-I	X	X	X
Complete Instructor Evaluation	X	X	

Figure 5-3. Minimum IQT-Instructor (IQT-I) Requirements for Certification.

- b. IQT-Is shall be designated in writing by Component CDRs or their designated representative. This designation shall be entered into the individual's training record.

- c. Prospective IQT-Is should be a current and qualified UAS-O with a minimum of 1-year retain ability.
- d. An IQT-I is authorized to become qualified to teach additional platforms. Additional requirements and specific restrictions to be qualified in more than one platform shall be defined by Component CDRs.

CHAPTER 6

STANDARDIZATION AND EVALUATION

6-1. General. The Stan/Eval program is designed to ensure a high degree of efficiency in accomplishing the mission. The Stan/Eval program provides the unit CDR a tool to validate mission readiness and effectiveness of his UAS operations, including documentation of individual UAS-O qualifications and capabilities. Stan/Eval provides a method of quality control by providing a structured program with clearly defined guidelines, division of responsibilities, and standards. Stan/Eval is a total concept in which everyone is responsible for maintaining standards. Objective evaluations are a method of checks and balances that utilize and reinforce the training program. The Stan/Eval Program provides an indicator of training effectiveness and unit capability. The program also ensures assigned personnel are capable of performing duties in support of the unit's METL. Specific objectives of the program include:

- a. Develop and ensure standardization of unit UAS procedures.
- b. Provide a system to assess and document individual operator proficiency and capability to accomplish unit specific UAS mission tasks.
- c. Recognize trends and recommend improvements to training programs, lesson plans, OIs, SOPs, and directives.
- d. Provide feedback to senior, lateral, and Subordinate HQs.

6-2. Unit Operating Instructions (OIs) / Standard Operation Procedures (SOPs). At a minimum, the following unit UAS training requirements shall be incorporated in the unit's OIs and/or SOPs:

- a. Unit UAS-TM, UAS-E, UAS-I, and UAS-O duties and responsibilities.
- b. UAS-I and UAS-E selection criteria.
- c. Training progression and timeline beginning with IQT entry.
- d. Method of training documentation and evaluation procedures.
- e. Stan/Eval Program.
- f. CT requirements and frequency.
- g. Incident and mishap reporting.
- h. Flight Log management.
- i. Local flying procedures.

j. USSOCOM Major Subordinate Commands shall establish a crew endurance program tailored to the unit mission and UAS platform and include it in their guidance to Subordinate Commands.

6-3. Timing of Evaluations. Evaluations expire 18 months from the last day of the month from last evaluation (e.g., an 18-month evaluation completed on 9 January 2017 will expire on 31 July 2018).

6-4. Written Examination. A closed-book written examination shall be completed during 18-month evaluations. The written exam should be completed prior to the flight evaluation. Completion of the written exam shall be entered into the individual's training record. The addition of an open-book examination as part of the evaluation is at the discretion of the Component or unit CDR.

6-5. Flight Evaluations. Scheduled flight evaluations should be completed after the written examination and shall be conducted IAW Appendixes [B](#) and [C](#). Flight evaluations shall be completed using a fully operational UAS or a UAS ATD as suitable for accomplishing flight evaluations.

6-6. Administration.

a. All UAS related evaluations, certifications, designations, appointments, authorizations, recommendations, suspensions, re-instatements, and similar actions shall be entered into the individual's training record.

b. An individual training record review shall be conducted annually.

c. The use of USSOCOM approved automated products for management of the Stan/Eval Program is authorized and recommended.

6-7. UAS Training Assessment Program. IAW CDRUSSOCOM Joint Training Assessment Plan, CDRs, as the primary trainers, are responsible for evaluating and assessing the effectiveness and efficiency of their training programs. Component CDRs will establish UAS Training Assessment Programs (TAP) that ensure every UAS capable unit is observed periodically. [Appendix I](#) provides a tool for component HQ to self-assess their implementation of this directive.

a. **Purpose.** The purpose of UAS TAP is for Component CDRs to:

(1) Determine the progress of training programs relative to the desired levels of proficiency of their staffs and forces to perform assigned missions.

(2) Ensure compliance with the standards established by this directive.

(3) Review SOF skills and competencies and identify and report training gaps by linking the results of training observations to readiness assessments via the Defense Readiness Reporting System.

b. **Methodology.** The JSOT's methodology should consist of physical inspections of documentation, observation of training flights, written testing, and interviews of UAS-Os. UAS-Is, and the chain of command.

c. **Joint SOF Observation Team (JSOT).** The JSOT will consist of SME from within the Component and may be supplemented by other Component SME.

CHAPTER 7

UAS AIRSPACE COORDINATION PROCESS

7-1. General. UAS operators and planners shall utilize the procedures in paragraph 6-2 to facilitate airspace coordination and comply with the most restrictive guidance appropriate to the location and Class of airspace being used. The most common airspace coordinating measures are: time separation, altitude separation, lateral separation, relocation of an airspace user, elimination of an airspace user, or acceptance of the risk by applicable approving authorities (range, airspace, and participating units) for simultaneous operations. Personnel engaged in the operation of UAS shall comply with the following:

- a. Applicable Federal Aviation Regulations.
- b. ICAO regulations.
- c. Host country regulations, laws, and rules.
- d. Military regulations.
- e. DOD Flight Information Publications (FLIP) (e.g., General Planning, Area Planning).
- f. Published airspace control policy.
- g. UAS manuals, checklists, and OIs / SOPs.

7-2. Coordination Procedures. The OPR within USSOCOM for all Group 1 – 5 UAS integration and procedures is the USSOCOM UAS Integration Office (AFSOC/A3OU); 100 Bartley Street, Suite 110, Hurlburt Field, Florida 32544, DSN 579-4064/4074 Commercial (850) 884-4064/4074.

a. UAS Use in the Continental U.S. and Alaska.

(1) All Component and Sub-unified Command requests for use of the National Airspace System (NAS) (i.e., airspace outside of restricted areas and warning areas) shall be coordinated through the Sub-unified Command using the Airspace Operations Checklist ([Appendix G](#)) and the OPR. The OPR provides representation to the Policy Board for Federal Aviation and coordinates directly with the FAA for UAS airspace in the NAS. USSOCOM Major Subordinate Commands are not authorized to coordinate directly with the FAA.

(2) For planning purposes, COAs for operations outside of warning areas and restricted areas require a minimum of 90 days for coordination. FAA approval is not guaranteed. UAS operations outside of warning or restricted airspace are not authorized until the requestor receives verbal or written approval from the USSOCOM UAS Integration Office (AFSOC / A3OU).

(3) DOD has entered into a MOA with the FAA that allows for enhanced DOD UAS access to the NAS.

The provisions of the MOA allows small UAS that weigh 55 pounds or less (Group 1 and 2) to conduct operations within certain Class G airspace, below 1200' AGL, over military bases, reservations, or land protected by purchase, lease, or other restriction. Any Component that believes it qualifies to operate under the provision of the DOD/FAA MOA **must** complete the Airspace Operations Checklist ([Appendix G](#)) and submit to USSOCOM UAS Integration Office (AFSOC/A3OU) 90 days prior to the flight event for evaluation. If approved by USSOCOM UAS Integration Office (AFSOC/A3OU) to conduct operations under the DOD/FAA MOA, USSOCOM (AFSOC) UAS Integration Office (AFSOC/A3OU) will complete the FAA notification process and request a Notice to Airmen be issued.

(4) Units shall coordinate with the appropriate frequency manager for authorized use of UAS and communication frequencies (e.g., control and data links, Wireless Fidelity (WIFI), Land Mobile Radio (LMR), etc.). Frequency Managers may require significant amounts of time (greater than 60 days) to secure UAS Command and Control frequency approval due to extensive coordination with multiple federal government frequency-regulating agencies.

(5) If required, maintain radio contact with the controlling agency.

(6) Remain within the boundaries of the approved COA or pre-coordinated and approved airspace. If operations spill out of the assigned airspace or a Loss of Link (LOL) condition occurs and the UAS does not return to the designated return home point, contact the controlling agency immediately and provide at least the following information to the controlling agency: UAS- type/size, last known location and time of LOL, heading, altitude, and estimated flight time remaining.

(7) If required by local guidance, notify the airspace, land, or range owner if/when the mission is cancelled or terminated early.

b. Use of UAS outside the Continental U.S.

(1) Contact the regional airspace Functional Manager to assist with coordination of UAS operations. Ensure UAS-Os understand and follow HN/ICAO regulations for UAS operations. Questions regarding use of other than special use-like airspace should be directed to the USSOCOM UAS Integration Office (AFSOC/A3OU).

(2) Coordinate with appropriate HN Frequency Manager for authorized use of UAS and communication frequencies (e.g., control and data links, WIFI, LMR etc.).

(3) If required, maintain radio contact with the controlling agency.

(4) Remain within boundaries of scheduled / requested airspace. If operations spill out of the assigned airspace or a LOL condition occurs and the UAS does not return to the designated return home point, contact the controlling agency as soon as possible. Provide at least the following information to the controlling agency: UAS type / size, last known location and time of LOL, heading, altitude, and estimated flight time remaining.

(5) Contact airspace/range owner if mission is cancelled or terminated early.

c. Warning Areas and Restricted Airspace.

(1) Units must coordinate and receive approval to use any warning area or restricted area from the scheduling agency. Information on scheduling these can be found in DOD Flight Information Flight Information Products Area Planning/1A. For assistance call the USSOCOM UAS Integration Office (AFSOC/A3OU) at DSN 579-4064/4074, Commercial 850-884-4064/4074.

(2) Most managers of warning and restricted areas will require the requestor to provide system, frequency, copy of airworthiness, and other operational data before flight operations can begin.

d. Frequencies.

(1) It is the UAS operator's responsibility to coordinate the use of any/all UAS frequencies regardless of the type or Class of airspace this includes warning and / or restricted areas.

(2) Units are required to contact their local Spectrum Manager prior to the start of any operations. Once a frequency authorization is received, the USSOCOM UAS Integration Office (AFSOC/A3OU) will finalize airspace coordination.

NOTE: Spectrum Managers may require significant amounts of time (greater than 60 days) to secure UAS Command and Control frequency approval due to extensive coordination with multiple federal government frequency-regulating agencies.

e. Airworthiness. It is the Components responsibility to obtain an approved airworthiness (IFC, Airworthiness Release, ASR, etc.) for the area of intended operations.

7-3. Visual Observers. A visual observer is a person trained in the appropriate BUQ Level for the class of airspace in which the UAS is operated and who assists the UAS-O in avoiding midair collisions or near misses. This includes, but is not limited to, avoidance of other traffic, clouds, obstructions, and terrain. In most cases, UAS operations in other than restricted, prohibited, or warning areas, or Class A airspace require a COA. Operations shall be conducted IAW the provisions of the COA and shall require visual observers as stated in the COA. The BUQ I and BUQ II courses, available on SUASMAN, satisfies the general knowledge portion of BUQ-I/II and is sufficient to qualify a UAS visual observer to fly VFR in Class D, E, G, and restricted/combat airspace <18,000' MSL. When a visual observer is required, the Visual Observer shall abide by all provisions stated in the approved COA.

CHAPTER 8

SAFETY

8-1. General. Conducting UAS operations in a safe manner ensures the preservation of a critical warfighting capability through the prevention of UAS related mishaps, injuries, and fatalities. Operators need to be aware of the unique challenges their specific UAS operations present. Conducting safe UAS operations is the responsibility of all operators and CDRs. The unit UAS SO is responsible for the unit's compliance with requirements of this Chapter.

8-2. Personnel. USSOCOM Major Subordinate Commands will ensure personnel are properly trained in handling the hazardous materials associated with the systems they are operating. Personnel involved in UAS operations will comply with their component and Service's hazardous materials training requirements. UAS-Os may be exposed to hazardous materials, fuels, power cells, oxidizers, etc. Personal protective equipment will be worn when required. Personnel will adhere to proper hazardous material handling instructions as required by their Component and Service, system operations manuals, and all applicable regulations.

8-3. Emergency Situations. Emergency situations are unpredictable by nature; however, proper mission planning, detailed mission briefings, adherence to checklist procedures and established standards, systems knowledge, and situational awareness will minimize the impact of UAS emergencies on UAS operations and personnel. UAS do not provide operators with the same visual, auditory, and tactile cues available to crews of manned aircraft. This sensory deprivation requires the UAS-Os to exercise greater vigilance to maintain a high level of situational awareness during UAS operations.

8-4. Emergency Procedures (EP). UAS manuals and checklists shall contain system specific EPs to include general warnings, cautions, and notes. Critical Action Items (boldfaced, boldfaced and underlined, asterisked, etc.) shall be committed to memory and executed without reference to the checklist. All other emergency or abnormal procedures will be executed by reference to the checklist. Emergency or abnormal procedures will be handled as a crew. SO-P UAS EPs will be reviewed annually by respective Program Manager during training IPTs and updated as required by the IPT.

8-5. Collision Avoidance. UAS operators are responsible for ensuring operations do not constitute a hazard to other aircraft in the air or on the ground. Airspace scheduling and deconfliction procedures will be IAW published airspace control policy. If procedures are not published, airspace will be coordinated with and approved by the appropriate airspace control authority. Contact USSOCOM UAS Integration Office (AFSOC/A3OU) for all airspace related issues at DSN 579-4064/4074 or 850-884-4064/4074.

8-6. Operational Risk Management (ORM). The fundamental goal of risk management is to enhance operational capabilities and mission accomplishment. Identification and assessment of hazards and their associated risks, implementing controls, and supervising operations is critical to safely executing any UAS. CDRs will integrate risk management into UAS mission planning and execution at every level. The risk management process begins at mission conception and continues until mission completion. The process is applied with the goal of eliminating hazards where possible and reducing residual risks to acceptable levels. ORM fundamentals will be integrated into the planning and execution process of SOF UAS operations to the maximum extent practicable. A complete discussion of the ORM process can be found in the Air Land Sea Application Center publication on Risk Management.

8-7. Storage and Maintenance. CDRs will ensure UAS are stored IAW Service requirements when not in use so that potentially hazardous materials do not pose a risk to personnel or equipment. UAS maintenance, including battery storage and charging, will be conducted in a facility or location that does not place personnel or equipment at undue risk. Risk that cannot be mitigated, acceptance must be approved in writing by the first CDR in the chain of command.

8-8. Reporting. UAS mishap investigation and reporting is vital to the preservation of equipment and combat effectiveness of SOF units. All mishaps shall be reported IAW Component and Service directives as well as [USSOCOM D 385-1](#), *Joint Safety Program*. The goal of the USSOCOM Joint Safety Program is to assist CDRs in mitigating risk through identification of mishap root causes and application of controls. To accomplish this, the USSOCOM Joint Safety Program leverages the requirements of Service Safety Programs. Unit UAS training managers and safety representatives shall be knowledgeable of the UAS investigation and reporting requirements outlined in this and Service documents, and unit CDRs shall implement local procedures to ensure compliance. USSOCOM Major Subordinate Commands shall follow the below reporting requirements in addition to Service guidance:

- a. All UAS damage and airspace violations shall be reported to the first line CDR.
- b. All incidents of UAs flying outside authorized airspace shall be reported immediately to the Controlling Agency and to the USSOCOM UAS Integration Office within 24 hours at DSN 579-4064/4074 or Commercial (850) 884-4064/4074.
- c. AFSOC, NSWC, MARSOC, and JSOC units will submit the USSOCOM Small UAS Incident Report, [Appendix F](#), to address incidents with Group 1 and 2 UAS that do not meet Service defined mishap criteria, but exceed the definition of fair wear and tear, or cause the UAS to be unable to complete its mission due to failure of the system or one of its components. This report is used to track system deficiencies and determine whether or not further investigation and reporting are required to mitigate risk to current and future SOF UAS training and operations. Army reporting requirements already address Group 1 and 2 UAS; therefore, USASOC units shall continue to reference Service guidance for all UAS mishaps, while simultaneously notifying HQ USASOC and HQ USSOCOM Safety Office via the addresses listed on the USSOCOM Small UAS Incident Report.

d. Mishap severity classification thresholds were updated by Under Secretary of Defense for Acquisition, Technology, and Logistics memorandum, dated 5 October 2009, to the following: Class A-\$2M; Class B-\$500,000; Class C-\$50,000. In some cases, Service directives have not accounted for these updated thresholds. USSOCOM Major Subordinate Commands shall classify Class A, B, or C mishaps utilizing the above guidance.

8-9. Data Recording. All flights will be recorded using the ground control station's recording or position reporting capability or similar recording device. This recording is used to review a mishap in the case of an incident or lost aircraft. There is no requirement to maintain recordings of mishap free flights, however, recordings may need to be retained for operational, maintenance, or training purposes.

8-10. Crew Endurance. USSOCOM Major Subordinate Commands shall establish a crew endurance program tailored to the unit mission and UAS platform and include it in their guidance to Subordinate Commands.

8-11. Proponent. The proponent and OPR for provisions of this directive is Directorate of Joint SOF Development (J7), Training & Education Deputy Directorate (J7-T&E), Individual Training Division (J7-T&E-T). Users are encouraged to send suggested improvements to USSOCOM J7-T&E, ATTN: Training Standards and Assessments Branch, 7701 Tampa Point Blvd, MacDill AFB, Florida 33621-5323.

(J7-T&E)

FOR THE COMMANDER



OFFICIAL:

JAMES C. SLIFE
Major General, U.S. Air Force
Chief of Staff



JEFFERY P. LUCAS
Colonel, U.S. Army
Secretary Joint Staff

DISTRIBUTION: A, B, C, D

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SUMMARY OF CHANGES

This revision removes responsibility for conducting Simulation Certification and Aircraft Training Devices Chapters. Service guidance regarding SUAS training has matured significantly since the last review of this directive and sufficiently addresses minimum individual training requirements. Additionally, this removes HQ USSOCOM employment of JSOT (previously Staff Assistance Visit) responsible for inspecting and assessing Component UAS training programs. Service guidance provides detailed instructions for assessing lower echelon programs.

RECORDS MANAGEMENT NOTICE: ALL RECORDS PERTAINING TO U.S. SPECIAL OPERATIONS COMMAND THAT ARE CREATED BASED ON THIS PUBLICATION MUST BE MAINTAINED AND RETAINED IAW THE CHAIRMAN OF THE JOINT CHIEFS OF STAFF MANUAL (CJCSM) 5760.01, VOLUMES I AND II; DODD 5015.2, AND [USSOCOM D 25-51](#), *RECORDS MANAGEMENT PROGRAM*.

APPENDIX A

UAS CATEGORIES

	Maximum Gross Take-off Weight (lbs)	Normal Operating Altitude	Airspeed (Kts)	JUMTS Requirements*
Group 1	0 – 20 lbs	< 1200' AGL	< 100 Kt	BUQ I & JMQ A
Group 2	21 – 55 lbs	< 3500' AGL	< 250 Kt	BUQ II & JMQ A
Group 3	< 1320 lbs	< 18,000' MSL		Any Airspeed
Group 4	>1320 lbs		BUQ III & JMQ B	
Group 5		> 18,000' MSL	BUQ IV & JMQ B	

NOTE: Regardless of UAS grouping, Basic UAS Qualification Levels enable operation only in specific Classes of airspace under VFR or Instrument Flight Rules. For example, operation of an RQ-11 Raven (Group 1 UAS) in Class D airspace requires BUQ II qualification.

BUQ I: Individual requires aviation knowledge and UAS knowledge-based skills to fly under VFR in Class E, G, and restricted / combat airspace <1200' AGL.

BUQ II: Individual requires aviation knowledge and UAS knowledge-based skills to fly under VFR in Class D, E, G, and restricted / combat airspace <18,000' MSL.

BUQ III: Individual requires aviation knowledge and UAS knowledge-based skills to fly under VFR in all classes of airspace except U.S. and ICAO Class A.

BUQ IV: Individual requires aviation knowledge and UAS knowledge-based skills to fly in all weather conditions and classes of airspace up to FL 600.

APPENDIX B

UAS-O FLIGHT EVALUATION GRADING CRITERIA

(Subordinate Commands may substitute a Service-common form for this Grade Sheet.)

UAS-O FLIGHT EVALUATION GRADING CRITERIA			
Grading Criteria	Q (Qualified)	Q- (Qualified)	U (Unqualified)
	A "Q" is the desired level of performance. The examinee demonstrated a satisfactory knowledge of all required information, performed UAS-O duties within the prescribed tolerances, and accomplished the assigned mission.	A "Q-" indicates the examinee is qualified to perform the assigned area tasks, but requires debriefing or additional training as determined by the UAS- I/E. Minor deviations from established standards that did not jeopardize mission accomplishment or flight safety.	Assign a "U" area grade for any breach of flight discipline or deviations from prescribed procedures that adversely affected mission accomplishment or compromised flight safety.
Area 1. Mission Planning	Conducted mission planning IAW Service and component directives and unit SOPs to include weather, aircraft, and personnel planning factors.		
Area 2. Brief	Conducted briefing IAW applicable Service and component directives, regulations, and unit SOPs.		
Area 3. Pre-Flight	Conducted preflight using an approved operator's manual or checklist.		
Area 4. Launch and Departure	Completed launch and departure procedures IAW an approved operator's manual or checklist.		
Area 5. Enroute	Conducted enroute procedures IAW unit SOP.		
Area 6. Mission Execution	Conducted mission execution within the guidelines of the unit SOPs.		
Area 7. Arrival and Recovery	Conducted arrival and recovery procedures IAW unit SOPs.		
Area 8. Post Flight	Completed post flight checks IAW an approved operator's manual or checklist. Conducted post flight administration functions IAW Service and component directives and regulations.		
Area 9. Debrief	Conducted debrief IAW unit SOP		
Area 10. General Knowledge	Has a working knowledge of the following areas: Service and component directives and regulations, aircraft operating limitations, aircraft emergency procedures, and airspace requirements.		
Area 11. Emergency Procedures / Checklist Usage	Can recite or conduct immediate action step for emergency procedures from memory. Conducts non-immediate action emergency procedures utilizing an approved operator's manual or checklist.		
Area 12. Safety of flight	Successfully implements the risk management process when planning and conducting flight operations.		

APPENDIX C

UAS-O FLIGHT EVALUATION AND CERTIFICATION FORM INDIVIDUAL GRADE SHEET

(Subordinate Commands may substitute a Service-common form for this Grade Sheet.)

UNMANNED AIRCRAFT SYSTEMS EVALUATION AND CERTIFICATION			
PART I - EXAMINEE			
NAME (LAST, FIRST, MIDDLE)	RANK	DUTY POSITION	UNIT AND LOCATION
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
TYPE OF EVALUATION	EVALUATION DATE	EXPIRATION DATE	
<input type="text"/>	<input type="text"/>	<input type="text"/>	
OVERALL QUALIFICATION			
<input type="text"/>			
PART II - QUALIFICATION DATA			
INITIAL/ RECURRING TRAINING COMPLETION DATE	TYPE	CATEGORY	NOTIFICATIONS
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
EVALUATION TYPE	NOTICE	CONFIRM OBJECTIVITY	
<input type="checkbox"/> INITIAL	<input type="checkbox"/> PRIOR NOTICE	<input type="text"/>	
<input type="checkbox"/> REEVALUATION	<input type="checkbox"/> NO NOTICE		
<input type="checkbox"/> RECURRING			
<input type="checkbox"/> SPOT			
PART III - EVALUATION			
EVALUATION DESCRIPTION (INCLUDE ITEM(S) REQUIRING ADDITIONAL TRAINING)			
<div style="border: 1px solid black; height: 150px;"></div>			

UNMANNED AIRCRAFT SYSTEMS CERTIFICATION AND EVALUATIONS (Cont.)

EVALUATION TASKS AND GRADES: (NOTE * REQUIRED TO BE PERFORMED IN THE FIELD)

TASK	GRADE (Q, Q-, U)			COMMENTS
AREA 1: MISSION PLANNING	Q <input type="checkbox"/>	Q- <input type="checkbox"/>	U <input type="checkbox"/>	<input type="text"/>
AREA 2: BRIEF	Q <input type="checkbox"/>	Q- <input type="checkbox"/>	U <input type="checkbox"/>	<input type="text"/>
AREA 3: PRE-FLIGHT	Q <input type="checkbox"/>	Q- <input type="checkbox"/>	U <input type="checkbox"/>	<input type="text"/>
AREA 4: LAUNCH AND DEPARTURE	Q <input type="checkbox"/>	Q- <input type="checkbox"/>	U <input type="checkbox"/>	<input type="text"/>
AREA 5: ENROUTE	Q <input type="checkbox"/>	Q- <input type="checkbox"/>	U <input type="checkbox"/>	<input type="text"/>
AREA 6: MISSION EXECUTION	Q <input type="checkbox"/>	Q- <input type="checkbox"/>	U <input type="checkbox"/>	<input type="text"/>
AREA 7: ARRIVAL AND DEPARTURE	Q <input type="checkbox"/>	Q- <input type="checkbox"/>	U <input type="checkbox"/>	<input type="text"/>
AREA 8: POST FLIGHT	Q <input type="checkbox"/>	Q- <input type="checkbox"/>	U <input type="checkbox"/>	<input type="text"/>
AREA 9: DEBRIEF	Q <input type="checkbox"/>	Q- <input type="checkbox"/>	U <input type="checkbox"/>	<input type="text"/>
AREA 10: GENERAL KNOWLEDGE	Q <input type="checkbox"/>	Q- <input type="checkbox"/>	U <input type="checkbox"/>	<input type="text"/>

UNMANNED AIRCRAFT SYSTEMS CERTIFICATION AND EVALUATIONS (Cont.)

AREA 12: SAFETY OF FLIGHT	Q <input type="checkbox"/>	Q - <input type="checkbox"/>	U <input type="checkbox"/>	COMMENTS <input type="text"/>
AREA 13	Q <input type="checkbox"/>	Q - <input type="checkbox"/>	U <input type="checkbox"/>	COMMENTS <input type="text"/>
AREA 14	Q <input type="checkbox"/>	Q - <input type="checkbox"/>	U <input type="checkbox"/>	COMMENTS <input type="text"/>
AREA 15	Q <input type="checkbox"/>	Q - <input type="checkbox"/>	U <input type="checkbox"/>	COMMENTS <input type="text"/>
AREA 16	Q <input type="checkbox"/>	Q - <input type="checkbox"/>	U <input type="checkbox"/>	COMMENTS <input type="text"/>
AREA 17	Q <input type="checkbox"/>	Q - <input type="checkbox"/>	U <input type="checkbox"/>	COMMENTS <input type="text"/>
AREA 18	Q <input type="checkbox"/>	Q - <input type="checkbox"/>	U <input type="checkbox"/>	COMMENTS <input type="text"/>
AREA 19	Q <input type="checkbox"/>	Q - <input type="checkbox"/>	U <input type="checkbox"/>	COMMENTS <input type="text"/>
AREA 20	Q <input type="checkbox"/>	Q - <input type="checkbox"/>	U <input type="checkbox"/>	COMMENTS <input type="text"/>
AREA 21	Q <input type="checkbox"/>	Q - <input type="checkbox"/>	U <input type="checkbox"/>	COMMENTS <input type="text"/>
AREA 22	Q <input type="checkbox"/>	Q - <input type="checkbox"/>	U <input type="checkbox"/>	COMMENTS <input type="text"/>
AREA 23	Q <input type="checkbox"/>	Q - <input type="checkbox"/>	U <input type="checkbox"/>	COMMENTS <input type="text"/>

UNMANNED AIRCRAFT SYSTEMS CERTIFICATION AND EVALUATIONS (Cont.)

PART IV - REMARKS

PART V - CERTIFICATION

TYPED NAME AND GRADE	ORGANIZATION	Q / Q- / U	SIGNATURE	DATE
<input type="text"/>	<input type="text"/>	<input type="checkbox"/> Q <input type="checkbox"/> Q- <input type="checkbox"/> U	<input type="text"/>	<input type="text"/>
TYPED NAME AND GRADE	ORGANIZATION	Q / Q- / U	SIGNATURE	DATE
<input type="text"/>	<input type="text"/>	<input type="checkbox"/> Q <input type="checkbox"/> Q- <input type="checkbox"/> U	<input type="text"/>	<input type="text"/>
TYPED NAME AND GRADE	ORGANIZATION	Q / Q- / U	SIGNATURE	DATE
<input type="text"/>	<input type="text"/>	<input type="checkbox"/> Q <input type="checkbox"/> Q- <input type="checkbox"/> U	<input type="text"/>	<input type="text"/>

A. EVALUATION DESCRIPTION

B. ITEMS REQUIRING ADDITIONAL TRAINING

I certify that I have been briefed and understand the action being taken.

TYPED NAME AND GRADE OF EXAMINEE	SIGNATURE	DATE
<input type="text"/>	<input type="text"/>	<input type="text"/>

APPENDIX D

UAS-I INSTRUCTIONAL CRITERIA

(Subordinate Commands may substitute a Service-common form for this Grade Sheet.)

UAS-I INSTRUCTIONAL CRITERIA		
Evaluated Task	Evaluation Rating	
	Satisfactory (Q)	Evaluated Task (U)
Equipment required is ready for use.	Required equipment was immediately available and set up for use.	Required equipment was not available or not in working condition.
Stated lesson overview and included a clear statement of objectives.	Clear step-by-step overview of lesson objectives clearly understood by student.	Objectives of the lesson not stated and no overview given.
Used appropriate techniques (examples, scenarios) to assist and motivate student.	Assured student understood material and related material to actual job performance.	Did not use appropriate techniques to assist and motivate student.
Used training aids effectively.	Training aids and devices used in a manner that enhances the training outcome.	Training aids did not enhance training or not used effectively.
Verbalized clearly, easily heard, and used correct grammar.	All technical terms clearly pronounced and vocal quality conveyed enthusiasm.	Mispronounced technical terms which distracted from the lesson.
Administered student measurement appropriately.	All procedures for administering measurement devices were followed exactly.	Measurement device administered improperly.
Demonstrated knowledge of subject matter/procedures.	Demonstrated thorough knowledge of the subject matter and used examples to clarify problem areas.	Instructor did not fully understand the subject matter.
Managed time effectively/completed all phases of lesson and reviewed main points.	All objectives covered in detail with no time wasted.	All objectives not covered and time wasted.
Clearly identified procedure vs. technique.	Thoroughly explained instructions as procedures and technical methods as techniques.	Did not clearly identify procedures vs. techniques.
Ensured equipment was properly configured and addressed problems appropriately.	Ensured equipment available for use had all safety devices in proper working order.	Did not ensure proper equipment configuration, did not address problems.
Integrated safety principles into lesson and applied safety precautions at all times.	Ensured students complied with personnel and equipment safety procedures.	Did not integrate general safety procedures into lesson.

APPENDIX E

UAS-I EVALUATIONS CRITERIA INDIVIDUAL GRADE SHEET

(Subordinate Commands may substitute a Service-common form for this Grade Sheet.)

UAS-I EVALUATION CRITERIA INDIVIDUAL GRADE SHEET			
INSTRUCTOR		GRADE	DATE
<input type="text"/>		<input type="text"/>	<input type="text"/>
EVALUATOR		GRADE	SUBJECT
<input type="text"/>		<input type="text"/>	<input type="text"/>
<p>INSTRUCTIONS: Check each item in Section I as Q = Qualified, Q- = Qualified but requires retraining or U = Unqualified. Ratings less than "Qualified" will require written justification in Section II and additional training. Overall ratings of Q- or U will require a follow up evaluation.</p>			
SECTION I - RATINGS			
1. Equipment required is ready for use.	Q <input type="checkbox"/>	Q- <input type="checkbox"/>	U <input type="checkbox"/>
2. Stated lesson overview and included a clear statement of objectives.	Q <input type="checkbox"/>	Q- <input type="checkbox"/>	U <input type="checkbox"/>
3. Used appropriate techniques (examples, scenarios) to assist and motivate the student.	Q <input type="checkbox"/>	Q- <input type="checkbox"/>	U <input type="checkbox"/>
4. Used training aids effectively.	Q <input type="checkbox"/>	Q- <input type="checkbox"/>	U <input type="checkbox"/>
5. Verbalized clearly, easily heard, and used correct grammar.	Q <input type="checkbox"/>	Q- <input type="checkbox"/>	U <input type="checkbox"/>
6. Administered student measurement appropriately.	Q <input type="checkbox"/>	Q- <input type="checkbox"/>	U <input type="checkbox"/>
7. Demonstrated knowledge of subject matter / procedures.	Q <input type="checkbox"/>	Q- <input type="checkbox"/>	U <input type="checkbox"/>

UAS-I EVALUATION CRITERIA INDIVIDUAL GRADE SHEET (Cont.)

8. Managed time effectively / completed all phases of lesson and reviewed main points.

Q Q- U
☐ ☐ ☐

9. Clearly identified procedure vs. technique.

Q Q- U
☐ ☐ ☐

10. Ensured equipment was properly configured and addressed problems appropriately.

Q Q- U
☐ ☐ ☐

11. Integrated safety principles into lesson and applied safety precautions at all times.

Q Q- U
☐ ☐ ☐

12. (SUAS Control) Provided thorough feedback and debriefed all items.

Q Q- U
☐ ☐ ☐

SECTION II - COMMENTS

SECTION III - OVERALL PERFORMANCE RATING

Circle the overall performance as derived from the evaluation in Section I.

Q Q- U
☐ ☐ ☐

Signature of Evaluator

Signature of Instructor

APPENDIX F

USSOCOM UAS INCIDENT REPORT

USSOCOM UAS INCIDENT REPORT - FOR OFFICIAL USE ONLY WHEN FILLED IN

Forward via chain of command to component HQ UAS office and USSOCOM Safety Office. USASOC: DO NOT USE THIS FORM. USE DA FORM 2397U.

Distribute to applicable SOF Component HQs address below:
AFSOC A3OU: AFSOC.A3OU.WF@HURLBURT.AF.MIL
NAVSPECWARCOM N37: WARCOM-
N370UASTRAINING@NAVSOC.SOCOM.MIL
MARSOC G8 UAS:
MARSOC.G8.VENDOR.CONTACT@USMC.MIL

Distribute to below office: USSOCOM Safety
Office: SAFETY@SOCOM.MIL

1. COMPONENT

2. UNIT

INCIDENT DATE

TIME

LOCATION

3. UAS TYPE:

4. AIRCRAFT INFORMATION:

AV NO:
LOCATION:

5. PERSONNEL

NAME:

NAME:

RANK:

RANK:

POSITION:

POSITION:

MODEL / TIME:

MODEL / TIME:

60 DAY TIME:

60 DAY TIME:

IQT DATE AND LOCATION:

IQT DATE AND LOCATION:

6. COULD THIS MEET MISHAP CRITERIA? (\$50,000 DAMAGE OR ONE LOST WORKDAY)
____ YES (SEE BELOW) ____ NO
(ARMY MISHAP CRITERIA IS ANY DAMAGE BEYOND FAIR WEAR AND TEAR)

USSOCOM UAS INCIDENT REPORT (Cont.)

ANTICIPATED MISHAP CLASS: A B C D E					OPREP STATUS:
WAS ANOTHER AIRCRAFT INVOLVED IN THE INCIDENT? YES NO					
7. UAS INFORMATION:					
UP LINK FREQUENCY:	GCS:	BATTERY / FUEL TYPE	FLIGHT RECORDED?		
			<input type="radio"/> YES		
			<input type="radio"/> NO		
GPS KEYED:	RVT:	PAYLOAD:			
8. INCIDENT MISC INFORMATION:					
LAUNCH TIME:	LAND / CRASH TIME:	TOTAL DURATION (HOURS, TENTHS):			
WEATHER:	CEILING:	VISIBILITY (SM) AND OBSCURANTS:			
TEMPERATURE (F):	WINDS SPEED:	WIND DIRECTION	LIGHTING:		
ILLUMINATION	PRECIPITATION:				
9. MISSION INFORMATION					
ORIGIN / LAUNCH SITE:		MISSION:			
GPS START UP ISSUES / PROBLEMS:					
LAUNCH ISSUES / PROBLEMS:					
PROBLEMS / ISSUES DURING FLIGHT:					

USSOCOM UAS INCIDENT REPORT (Cont.)

FLIGHT MODE AT TIME OF LOSS: <input style="width: 100%;" type="text"/>		COMMANDED ALTITUDE AND THROTTLE SETTING: <input style="width: 100%;" type="text"/>	
LAST KNOWN AV ALTITUDE (AGL): <input style="width: 100%;" type="text"/>		LAST KNOWN AV HEADING (MAGNETIC): <input style="width: 100%;" type="text"/>	
LAST KNOWN AV LOCATION (LAT / LONG): <input style="width: 80%;" type="text"/>			AV RECOVERED? <input style="width: 100%;" type="text"/>
LAST KNOWN WINDSPEED ALOFT (KNOTS): <input style="width: 100%;" type="text"/>		LAST KNOWN WIND DIRECTION ALOFT (MAGNETIC): <input style="width: 100%;" type="text"/>	
10. LOSS OF LINK INFORMATION:			
LOL MODE SETTING: <input style="width: 100%;" type="text"/>			
LOL LOCATION: <input style="width: 100%;" type="text"/>		LOL END DESTINATION / WAYPOINT: <input style="width: 100%;" type="text"/>	
LOL ALTITUDE <input style="width: 80%;" type="text"/>			IS AV PROGRAMED TO LAND UPON LOSS OF LINK? <input type="radio"/> YES <input type="radio"/> NO
11. PROPERT DAMAGE (TYPE AND ESTIMATED COST IF KNOWN. INCLUDE PAYLOAD DAMAGE.):			
DOD PROPERTY DAMAGE: <input style="width: 100%;" type="text"/>			
NON-DOD PROPERTY DAMAGE: <input style="width: 100%;" type="text"/>			

USSOCOM UAS INCIDENT REPORT (Cont.)

12. EVENT SUMMARY (PROVIDE A BRIEF EXPLANATION)

13. ACTIONS TAKEN UPON / AFTER LOSS (SEARCH PATTERN USED, NUMBER OF SEARCHERS, DURATION OF SEARCH, ETC).

14. SUMMARY OF DAMAGE (PROVIDE A DESCRIPTION OF THE DAMAGE TO THE AV).

15. SENDER'S NAME:

16. UNIT SAFETY POC:

PHONE #:

PHONE #:

APPENDIX G

CLASS G AIRSPACE OPERATIONS CHECKLIST

CLASS G AIRSPACE OPERATIONS CHECKLIST
(APPLIES TO GROUP ONE UAS ONLY)

INITIALS

This is a DOD or DOD-contracted UAS certified by one of the military departments as airworthy to operate IAW applicable DOD and Military Department standards.

INITIALS

The UAS pilots, operators and observers are trained, certified and medically qualified by the appropriate Military Department to fly in Class G airspace.

INITIALS

The Unmanned Aircraft (UA) weighs 20 pounds or less.

INITIALS

The UA operations will be contained in Class G airspace, below 1200' AGL.

INITIALS

The Class G airspace is located over a military base, reservation, or land protected by purchase, lease or other restrictions.

INITIALS

The UA will remain within clear visual range of the pilot, or certified observer in ready contact with the pilot, to ensure separation from other aircraft.

INITIALS

The UA operations will remain more than 5 miles from any civil use airport or heliport.

CLASS G AIRSPACE OPERATIONS CHECKLIST (Cont.)

INITIALS

The applicant verifies that this operation has been thoroughly coordinated and approved with a government official within the unit and that the applicant has the unit requesting authority.

POINTS OF CONTACT:

NAME:

UNIT:

PHONE:

E-MAIL:

GOVERNMENT APPROVING / RESPONSIBLE OFFICIAL:

NAME:

UNIT:

PHONE:

E-MAIL:

TYPE OF AIRCRAFT:

DESCRIPTION OF OPERATING AREA

CLASS G AIRSPACE OPERATIONS CHECKLIST (Cont.)

PROVIDE DATES AND FREQUENCY OF OPERATION:

HOURS PER DAY

DAYS PER WEEK

INITIALS

Review the area to verify that operating area meets the requirements in the FAA/DOD MOA.

INITIALS

Verify that ops area does not lie within 14 CFR 91.215 (b) (2) airspace.

INITIALS

Notify the FAA of the Class G UAS Operations. Location, altitude, estimated frequency, type of UA, POC for the operation to included telephone #, statement that ops will conform to guidance contained in the FAA/DOD MOA.

INITIALS

Request a NOTAM through the National Automated Flight Service Station (AFSS) 1 (877) 487-6867.

Note: A NOTAM must be published NLT 24 hours in advance of UAS operations. For recurring operations a "blanket" NOTAM should be used.

AFSS will expect UA ops area to be identified from a NAVAID and times in GMT

Example: "Unmanned aircraft operating below 700 AGL within an area bounded by HRT270R at 010 NMs from 01 (month) 09 (day) 1800Z - 01121500Z."

Any issues obtaining the NOTAM should be directed to: Lt Col Mills (703-904-4464) or Mr. Bradshaw (703-904-4478).

INITIALS

Flight Service Station Representative Initials:

INITIAL

CLASS G AIRSPACE OPERATIONS CHECKLIST (Cont.)

INITIALS

Notify the requester:

NAME OF PERSON:

INITIALS

Verify/check NOTAM: <https://www.notams.faa.gov/dinsQueryWeb/>

Email completed checklist to AFSOC/A3OUI,

Email address: AFSOC.A3OUI@Hurlburt.af.mil

Phone: 850-884-4074 / 5462 / 6333 (DSN 579), FAX: 850-884-2026 (DSN 579)

APPENDIX H

BUQ LEVEL I-IV ATD TRAINING TASK LIST

BUQ LEVEL I-IV ATD TRAINING TASK LIST				
TLL NUMBER	BUQ LEVEL I TRAINING TASK	PREVIOUSLY ASSESSED TVC	CURRENT TVC	COMMENTS
1.1	Ground Operations			
1.1.01	Before Flight Category			
1.1.01.01	Review maintenance logs			
1.1.01.02	Conduct mission brief			
1.1.01.03	Operate integrated computerized flight planning systems and mission tools			
1.1.01.04	Complete launch / takeoff and recovery/landing planning			
1.1.01.05	Mission route selection and analysis			
1.1.01.06	Conduct fuel / fuel cell / battery planning			
1.1.01.07	Compute time and plan course control			
1.1.01.08	Plan route to final destination and alternate landing sites			
1.1.01.09	Select en route altitudes			
1.1.01.10	Perform verbal comm. / radio procedures (i.e., SATCOM, UHF, VHF, Have Quick, Secure Voice, as applicable)			
1.1.01.11	Perform data link checks			
1.1.01.12	Perform control surface checks			

BUQ LEVEL I-IV ATD TRAINING TASK LIST (Cont.)

TLL NUMBER	BUQ LEVEL I TRAINING TASK	PREVIOUSLY ASSESSED TVC	CURRENT TVC	COMMENTS
1.1.01.13	Perform GPS position check	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.1.01.14	Perform preflight check	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.1.01.15	Perform engine start checks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.1.01.16	Perform engine start	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.1.01.17	Perform before launch / takeoff check	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2	Flight Operations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.01	In-Flight Category	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.01.01	Perform launch, initial climb, and associated checks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.01.02	Accelerate to climb airspeed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.01.03	Establish and maintain altitude	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.01.04	Perform all applicable in-flight checks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.01.05	Set, establish, and maintain proper altitude / attitude throughout flight	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.01.06	Conduct gaining hand-off procedures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.01.07	Conduct losing hand-off procedures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

BUQ LEVEL I-IV ATD TRAINING TASK LIST (Cont.)

TLL NUMBER	BUQ LEVEL I TRAINING TASK	PREVIOUSLY ASSESSED TVC	CURRENT TVC	COMMENTS
1.2.01.08	Conduct relay operations	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.2.01.09	Perform basic manual navigation	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.2.01.10	Perform low level flying	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.2.01.11	Perform each maneuver within assigned airspace	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.2.01.12	Performs turns, climbs, descents, straight and level in all available flight modes as applicable	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.2.01.13	Perform level speed changes	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.2.01.14	Identify appropriate visual landmarks and perform visual navigation with onboard sensors and map correlation	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.2.01.15	Identify and avoid weather hazards (i.e. precipitation, icing, thunderstorms)	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.2.01.16	Operate integrated navigation systems	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.2.01.17	Monitor actual fuel / battery consumption	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.2.01.18	Perform in-flight navigation	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.2.01.19	Calculate / compensate for in-flight winds	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.2.01.20	Calculate estimated time of arrival	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.2.01.21	Perform time and fuel/battery management	<input type="text"/>	<input type="text"/>	<input type="text"/>

BUQ LEVEL I-IV ATD TRAINING TASK LIST (Cont.)

TLL NUMBER	BUQ LEVEL I TRAINING TASK	PREVIOUSLY ASSESSED TVC	CURRENT TVC	COMMENTS
1.2.01.22	Perform approach to recovery / landing check	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.01.23	Perform automatic approach and landing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.01.24	Perform manual approach and landing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.01.25	Perform go-around / waveoff on final approach turn	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.01.26	Perform go-around / waveoff / missed approach check	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.01.27	Perform go-around / waveoff from final approach / flare	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.01.28	Perform post-landing checks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.02	Emergency/Abnormal Category	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.02.01	Recognize and perform all emergency procedures (including GCS emergencies)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.02.01.01	Recognize and respond to fuel / battery	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.02.01.02	Recognize and respond to navigation emergencies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.02.01.03	Recognize and respond to electrical emergencies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.02.01.04	Recognize and respond to payload emergencies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.02.01.05	Recognize and respond to flight control emergencies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

BUQ LEVEL I-IV ATD TRAINING TASK LIST (Cont.)

TLL NUMBER	BUQ LEVEL I TRAINING TASK	PREVIOUSLY ASSESSED TVC	CURRENT TVC	COMMENTS
1.2.02.01.06	Recognize and respond to aircraft lighting emergencies	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.2.02.01.07	Recognize and respond to weapons emergencies	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.2.02.01.08	Recognize stalls and perform recovery	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.2.02.01.09	Recognize unusual attitude and perform recoveries	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.2.02.01.10	Recognize and analyze system malfunctions/abnormalities	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.2.02.01.11	Recognize and respond to unplanned lost C2 link events	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.2.02.01.12	Recognize and respond to engine failure	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.3	Post-Flight Operations	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.3.01	After Flight Category	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.3.01.01	Perform engine shutdown check	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.3.01.02	Perform all safety procedures for securing aircraft	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.3.01.03	Perform post landing / recovery procedures	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.3.01.04	Conduct post mission data retrieval	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.3.01.05	Complete maintenance logs	<input type="text"/>	<input type="text"/>	<input type="text"/>

BUQ LEVEL I-IV ATD TRAINING TASK LIST (Cont.)

TLL NUMBER	BUQ LEVEL I TRAINING TASK	PREVIOUSLY ASSESSED TVC	CURRENT TVC	COMMENTS
1.3.01.06	Complete flight time logs	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.3.01.07	Conduct mission debrief	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.4	Special Considerations	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.4.01	Payload Categories	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.4.01.01	Perform payload ground & in-flight checks	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.4.01.02	Perform route reconnaissance	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.4.01.03	Perform zone reconnaissance	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.4.01.04	Perform target surveillance	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.4.01.05	Acquire and track a static target in all modes of flight	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.4.01.06	Acquire and track a moving target in all modes of flight	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.4.01.07	Perform battle damage assessment	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.4.02	Weapons Category	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.4.02.01	Perform weapons ground and in-flight checks	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.4.02.02	Perform weapons delivery	<input type="text"/>	<input type="text"/>	<input type="text"/>

BUQ LEVEL I-IV ATD TRAINING TASK LIST (Cont.)

TLL NUMBER	BUQ LEVEL I TRAINING TASK	PREVIOUSLY ASSESSED TVC	CURRENT TVC	COMMENTS
1.4.02.03	Assess weapon effectiveness / performance	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.4.03	Enviornmental Category	<input type="text"/>	<input type="text"/>	<input type="text"/>
1.4.03.01	Perform high altitude / hot weather operations	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.1	Ground Operations	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.1.01	Before Flight Category	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.1.01.01	Perform interior inspection checks	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.1.01.02	Compute takeoff and landing data	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.1.01.03	Check operation of navigation	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.1.01.04	Perform before taxi check	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.1.01.05	Taxi to runway	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.1.01.06	Taxi into takeoff position	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.1.01.07	Perform line up check	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.1.01.08	Perform Air Traffic Surveillance Equipment Checks (IFF, TCAS, NACWS, Sense & Avoid Sensors)	<input type="text"/>	<input type="text"/>	<input type="text"/>

BUQ LEVEL I-IV ATD TRAINING TASK LIST (Cont.)

TLL NUMBER	BUQ LEVEL I TRAINING TASK	PREVIOUSLY ASSESSED TVC	CURRENT TVC	COMMENTS
2.2	Flight Operations	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.2.01	In-Flight Category	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.2.01.01	Perform basic departure procedures	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.2.01.02	Perform level off from climb	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.2.01.03	Perform dead reckoning navigation	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.2.01.04	Configure aircraft to land and perform appropriate checks	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.2.01.05	Perform rollout after landing	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.2.01.06	Perform Normal and Closed Traffic	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.2.01.07	Perform Overhead and / or Straight-in Patterns, as applicable	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.2.01.08	Perform touch and go landing	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.2.01.09	Operate Air Traffic Surveillance Equipment	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.2.01.10	Respond to Air Traffic Conflicts	<input type="text"/>	<input type="text"/>	<input type="text"/>

BUQ LEVEL I-IV ATD TRAINING TASK LIST (Cont.)

TLL NUMBER	BUQ LEVEL I TRAINING TASK	PREVIOUSLY ASSESSED TVC	CURRENT TVC	COMMENTS
2.2.02	Emergency / Abnormal Category	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.2.02.01	Recognize and Respond to Air Traffic Surveillance Emergencies	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.3	Post-Flight Operations	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.3.01	After Flight Category	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.3.01.01	Taxi clear of runway	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.3.01.02	Perform after landing check	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.3.01.03	Perform rollout after landing	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.4	Perform Normal and Closed Traffic	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.4.01	Perform Overhead and / or Straight-in Patterns, as applicable	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.4.01.01	Perform touch and go landing	<input type="text"/>	<input type="text"/>	<input type="text"/>
2.4.01.02	Operate Air Traffic Surveillance Equipment	<input type="text"/>	<input type="text"/>	<input type="text"/>
3.1	Ground Operations	<input type="text"/>	<input type="text"/>	<input type="text"/>
3.1.01	Before Flight Category	<input type="text"/>	<input type="text"/>	<input type="text"/>
3.1.01.01	Perform Heavyweight taxi	<input type="text"/>	<input type="text"/>	<input type="text"/>

BUQ LEVEL I-IV ATD TRAINING TASK LIST (Cont.)

TLL NUMBER	BUQ LEVEL I TRAINING TASK	PREVIOUSLY ASSESSED TVC	CURRENT TVC	COMMENTS
3.2	Flight Operations	<input type="text"/>	<input type="text"/>	<input type="text"/>
3.2.01	In-Flight Category	<input type="text"/>	<input type="text"/>	<input type="text"/>
3.2.01.01	Perform Heavy Weight Takeoff / Landing	<input type="text"/>	<input type="text"/>	<input type="text"/>
3.2.01.02	Perform Crosswind Takeoff / Landing	<input type="text"/>	<input type="text"/>	<input type="text"/>
3.2.01.03	Perform Radio Aid (or radio aid emulation) Navigation	<input type="text"/>	<input type="text"/>	<input type="text"/>
3.2.01.4	Perform Basic Instrument Flight Procedures	<input type="text"/>	<input type="text"/>	<input type="text"/>
3.2.01.05	Perform Strange Field Departure	<input type="text"/>	<input type="text"/>	<input type="text"/>
3.2.01.06	Perform Strange Field Visual Approaches	<input type="text"/>	<input type="text"/>	<input type="text"/>
3.2.01.07	Perform Slow Flight	<input type="text"/>	<input type="text"/>	<input type="text"/>
3.2.01.08	Establish and Maintain Constant Altitude, Airspeed, and Heading During Instrument Flight	<input type="text"/>	<input type="text"/>	<input type="text"/>
3.2.01.09	Perform Flight Control Inputs (turns, climbs, descents, straight and level) in All Available Flight Modes Under Instrument Conditions	<input type="text"/>	<input type="text"/>	<input type="text"/>
3.2.01.10	Perform Course Intercept	<input type="text"/>	<input type="text"/>	<input type="text"/>
3.2.02	Emergency/Abnormal Category	<input type="text"/>	<input type="text"/>	<input type="text"/>
3.2.02.01	Perform Partial Panel Instrument Flight	<input type="text"/>	<input type="text"/>	<input type="text"/>

BUQ LEVEL I-IV ATD TRAINING TASK LIST (Cont.)

TLL NUMBER	BUQ LEVEL I TRAINING TASK	PREVIOUSLY ASSESSED TVC	CURRENT TVC	COMMENTS
3.2.02.4	Perform Basic Instrument Flight Procedures	<input type="text"/>	<input type="text"/>	<input type="text"/>
3.2.02.02	Perform Payload Sensor Landing	<input type="text"/>	<input type="text"/>	<input type="text"/>
3.2.02.03	Recognize Unusual Attitudes and Perform Recoveries Under Instrument Conditions	<input type="text"/>	<input type="text"/>	<input type="text"/>
3.2.02.04	Recognize Improper Nose Low Condition	<input type="text"/>	<input type="text"/>	<input type="text"/>
3.3	Post-Flight Operations	<input type="text"/>	<input type="text"/>	<input type="text"/>
3.3.01	After Flight Category	<input type="text"/>	<input type="text"/>	<input type="text"/>
3.4	Special Considerations	<input type="text"/>	<input type="text"/>	<input type="text"/>
4.1	Ground Operations	<input type="text"/>	<input type="text"/>	<input type="text"/>
4.1.01	Before Flight Category	<input type="text"/>	<input type="text"/>	<input type="text"/>
4.1.01.01	Configure Departure and Arrival Instruments / Systems	<input type="text"/>	<input type="text"/>	<input type="text"/>
4.2	Flight Operations	<input type="text"/>	<input type="text"/>	<input type="text"/>
4.2.01	In-Flight Category	<input type="text"/>	<input type="text"/>	<input type="text"/>
4.2.01.01	Perform Auto / Instrument Launch / Takeoff, Climb, & Departure	<input type="text"/>	<input type="text"/>	<input type="text"/>
4.2.01.02	Perform Instrument Cross Check	<input type="text"/>	<input type="text"/>	<input type="text"/>

BUQ LEVEL I-IV ATD TRAINING TASK LIST (Cont.)

TLL NUMBER	BUQ LEVEL I TRAINING TASK	PREVIOUSLY ASSESSED TVC	CURRENT TVC	COMMENTS
4.2.01.03	Establish and Maintain Appropriate Heading	<input type="text"/>	<input type="text"/>	<input type="text"/>
4.2.01.04	Perform Instrument Flight Procedures / Navigation (All phases of flight, Auto & Manual)	<input type="text"/>	<input type="text"/>	<input type="text"/>
4.2.01.05	Perform Fix-to-Fix (Point-to-Point) Navigation	<input type="text"/>	<input type="text"/>	<input type="text"/>
4.2.01.06	Perform Procedure Turn	<input type="text"/>	<input type="text"/>	<input type="text"/>
4.2.01.07	Enter, Maintain and Depart Holding Pattern / Airspace	<input type="text"/>	<input type="text"/>	<input type="text"/>
4.2.01.08	Maintain Wind-Corrected Courses / Patterns	<input type="text"/>	<input type="text"/>	<input type="text"/>
4.2.01.09	Establish and Maintain Arc	<input type="text"/>	<input type="text"/>	<input type="text"/>
4.2.01.10	Perform Precision Approach	<input type="text"/>	<input type="text"/>	<input type="text"/>
4.2.01.11	Perform Non-Precision Approach	<input type="text"/>	<input type="text"/>	<input type="text"/>
4.2.01.12	Perform IMC Approach	<input type="text"/>	<input type="text"/>	<input type="text"/>
4.2.01.13	Perform Circling Approach	<input type="text"/>	<input type="text"/>	<input type="text"/>
4.2.01.14	Perform Instrument Penetration	<input type="text"/>	<input type="text"/>	<input type="text"/>
4.2.01.15	Perform Radar Pattern	<input type="text"/>	<input type="text"/>	<input type="text"/>
4.2.01.16	Perform Half-Standard Rate Turns on Final	<input type="text"/>	<input type="text"/>	<input type="text"/>

APPENDIX I

USSOCOM DIRECTIVE 350-9 COMPONENT HEADQUARTERS COMPLIANCE CHECKLIST

USSOCOM DIRECTIVE 350-9 COMPONENT HEADQUARTERS COMPLIANCE CHECKLIST			
SECTION 1. DUTIES AND RESPONSIBILITIES	YES	NO	N/A
1.1 Does the command ensure the combat readiness of assigned SOF to carry out UAS missions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2 Has the command adequately resourced UAS training? If there are resource shortfalls, is leadership aware? If there are resource shortfalls, is there a plan to address the shortfall? USSOCOM D 350-9 Para 2-2.k(2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.3 Has the command established and implemented a UAS Training Assessment Program that ensures every UAS capable unit is assessed biennially for compliance with Service and USSOCOM guidance? USSOCOM D 350-9 Para 2-2.k(3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.4 Does the command implement, maintain, and assess policy for development of Mission Qualification Training (MQT) for each fielded UAS? Has the policy resulted in MQT programs at all operational units, as reflected by biennial assessment reports? USSOCOM D 350-9 Para 2-2.k(4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.5 Does the component provide IQT for a POR UAS? If so, has the IQT POI been certified by USSOCOM J1/7? USSOCOM D 350-9 Para 2-2.d(3d)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.6 Do command UAS Training offices coordinate with offices handling UAS current and future operations to identify appropriate SO-Peculiar training requirements? This includes identification of training requirements such as SO-peculiar training tasks, training venues, dedicated training UAS for instructor and operator currency, Aircrew Training Devices, and O&M funds to execute required training. USSOCOM D 350-9 Para 2-2.k(2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.7 Do command UAS Training Offices coordinate with requirement and resourcing offices through the SOFCIDS and POM processes to request resources that will enable successful implementation of long-range UAS training plans, including those items identified in paragraph 1.5 above? USSOCOM D 350-9 Para 2-2.k(2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.8 Does the command carry out responsibilities of the M&S User, Application Sponsor, Accreditation Agent, and Accreditation Authority for all new and legacy Special Operations (SO)-peculiar UAS ATDs in use? USSOCOM D 350-9 Para 2-2k(13)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.9 Does the command include applicable SO-peculiar UAS ATD accreditation requirements contained in D 350-9 into applicable requirement documents or proposal modifications? USSOCOM D 350-9 Para 2-2.k(13)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.10 Does the command develop, annually review and report for all ATDs in their use, to include Training Task Lists (TTL), IAW the format contained in D 350-9? Are new and revised SPEs and TTLs forwarded to USSOCOM FMD-J1/7? USSOCOM D 350-9 Para 2-2.k(13)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

COMPONENT HEADQUARTERS COMPLIANCE CHECKLIST (Cont.)

SECTION 1. DUTIES AND RESPONSIBILITIES	YES	NO	N/A
1.11 Does the command have a component level UAS Training publication that further refines guidance found in D 350-9 and Service guidance? Does that publication define UAS training-related responsibilities of all appropriate component level office codes? USSOCOM D 350-9 Para 2-2.k(6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.12 Does the command coordinate with other USSOCOM components and HQ USSOCOM through the appropriate Integrated Process Teams for the development and fielding of constructive training devices to support UAS training? USSOCOM D 350-9 Para 2-2.k(8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.13 Has the command defined additional requirements and specific restrictions for an IQT-I to be qualified in more than one platform? USSOCOM D 350-9 Para 2-2.k(14)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.14 Does the command ensure new UAS related observations, insights, and lessons learned entered into the Joint Lessons Learned Information System – Special Operations Forces (JLLIS-SOF) are addressed with actions taken documented in the JLLIS-SOF database? USSOCOM D 350-9 Para 2-2.k(15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SECTION 2. UAS INSTRUCTOR AND EVALUATOR REQUIREMENTS			
2.1 Has the command designated an individual to serve as Lead UAS Evaluator (UAS-E) for each UAS platform? USSOCOM D 350-9 Para 2-2.(9)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.2 Does the command have a process to accept nominations and certify Initial Qualification Training Instructors (IQT-I) for SOF training venues? USSOCOM D 350-9 Para 2-2.k(10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SECTION 3. SAFETY			
3.1 Does the command ensure personnel are properly trained in handling the hazardous materials associated with the UAS they are operating? USSOCOM D 350-9 Para 3-2.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.2 Does the command ensure all mishaps are reported IAW component and Service directives, including USSOCOM D 350-9 and USSOCOM D 385-1, Joint Safety Program, dated 3 July 2007? USSOCOM D 350-9 Para 3-8.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.3 For AFSOC, NAVSPECWARCOM, and MARSOC only. Has the command submitted the USSOCOM Small UAS Incident Report to address incidents with Group 1 and 2 UAS that do not meet Service-defined mishap criteria? USSOCOM D 350-9 Para 3-8.c.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

APPENDIX J

USSOCOM DIRECTIVE 350-9 COMPLIANCE CHECKLIST

USSOCOM DIRECTIVE 350-9 COMPLIANCE CHECKLIST			
SECTION 1. TRAINING AND QUALIFICATION STANDARDS	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
1.1 Critical Items			
1.1.1. Have any UAS-Is instructed IQT? USSOCOM D 350-9 Para 4.1g & 4.3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2 Non-Critical Items			
1.2.1 Does a UAS-TM (or equivalent) monitor and track UAS-O/I/E qualifications, currency training, and conduct records reviews? USSOCOM D 350-9 Para 3-3.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.2. Are UAS-O designation letters entered into the individual training records? USSOCOM D 350-9 Para 3-3.a.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.3. Are IQT course completion letters entered into individual training records? USSOCOM D 350-9 Para 3-5d.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.4. Did IQT contain a training break of greater than 30 days? If so, was a waiver granted by USSOCOM J1/7-TS? USSOCOM D 350-9 Para 3-5.f.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.5. Has the unit implemented an MQT syllabus in writing and signed by the Commanding Officer, IAW D 350-9 Para 3-6?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.6. Is MQT documented in individual training records? USSOCOM D 350-9 Para 3-6.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.7. Has the unit commander identified in writing the minimum Continuation Training (CT) tasks deemed critical and required for recurring training? USSOCOM D 350-9 Para 3-7.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.8. Have units identified local and/or mission-specific additional training requirements in an OI/SOP that governs their UAS training program? USSOCOM D 350-9 Para 3-7a.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.9. Is there a process to notify unit commander of lapses in UAS-O currency status? USSOCOM D 350-9 Para 3-7b.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.10. Have all UAS-O / I / Es received an 18-month evaluation? USSOCOM D 350-9 Para 3-8c.3.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

USSOCOM DIRECTIVE 350-9 COMPLIANCE CHECKLIST (Cont.)

SECTION 1. TRAINING AND QUALIFICATION STANDARDS	YES	NO	N/A
1.2.11. Is there a process to conduct refresher training? Does refresher training consist of academic courses and practice of all core UAS tasks, review of emergency procedures, set-up/tear-down of the system, and at least one flight? USSOCOM D 350-9 Para 3-9.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.12. For disqualified individuals, has a letter signed by the unit commander been entered into the individual's training record? USSOCOM D 350-9 Para 3-10.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.13. If an individual is disqualified, are they immediately removed from the UAS program? Has the commander approved in writing re-entry of a disqualified individual into the UAS program, and is this letter a permanent part of the individual's training record? USSOCOM D 350-9 Para 3-10.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.14. Are all UAS operator flights documented using an individual flight log or USSOCOM-approved automated electronic product? USSOCOM D 350-9 Para 3-11.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2.15. Are flight logs started during IQT and maintained throughout the UAS-O's career? Are flight logs reviewed monthly by the unit's lead UAS-E and certified annually by the unit commander or designated representative? USSOCOM D 350-9 Para 3-11.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SECTION 2. UAS INSTRUCTOR AND EVALUATOR REQUIREMENTS			
2.1 Critical Items			
2.1.1. Are there any IQT-Is? Have they been designated by Unit Commanders? USSOCOM Para 4-3.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.2 Non-Critical Items			
2.2.1. Are UAS-Is designated in writing by the commander (must be an experienced and qualified UAS-O, recommended by an UAS-E, should complete a UAS-I evaluation)? USSOCOM D 350-9 Para 4-1.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.2.2. Are UAS-Es designated in writing by the commander (must be an experienced and qualified UAS-I, recommended by the unit UAS-E, and pass a certification program with the unit UAS-E (or higher))? USSOCOM D 350-9 Para 4-2.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SECTION 3. STANDARDIZATION AND EVALUATION			
3.1 Critical Issues			

USSOCOM DIRECTIVE 350-9 COMPLIANCE CHECKLIST (Cont.)

SECTION 3. STANDARDIZATION AND EVALUATION (CONT)	YES	NO	N/A
3.1.1. Is there a Standardization and Evaluation program in place that provides a system to assess both the individual and unit proficiency levels as well as capability to accomplish unit specific UAS mission tasks, recommend improvements to the training program, lesson plans, OI / SOP, and directives based on evaluation results, and provide after action feedback to senior, lateral, and subordinate headquarters? USSOCOM D 350-9 Para 5-1.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.2 Non-Critical Items			
3.2.1. Are D 350-9 delineated UAS Training requirements incorporated in the unit's OI and / or SOP? USSOCOM D 350-9 Para 5-2.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.2.2. Are written examinations completed during 18-month evaluations? Is the written exam completed before the flight evaluation? USSOCOM D 350-9 Para 5-4.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SECTION 4. SAFETY			
4.1 Critical Items			
4.1.1. Are personnel properly trained in handling hazardous material associated with the systems they are operating? USSOCOM D 350-9 Para 7-2.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.1.2. Are UAS crews conducting mission planning, conducting mission briefings, and utilizing checklists? USSOCOM D 350-9 Para 7-3.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.1.3. Does UAS mission planning include mishap prevention planning/Operational Risk Management (ORM)? USSOCOM D 350-9 Para 7-6.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.1.4. Are UAS stored IAW Service requirements when not in use? USSOCOM D 350-9 Para 7-7.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.1.5. Are all flights recorded using the system's video recorder? USSOCOM D 350-9 Para 7-9.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.2 Non-Critical Items			
4.2.1. Are all mishaps reported IAW component and Service directives as well as USSOCOM D 385-1? USSOCOM D 350-9 Para 3-8.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.2.2. Are all incidents of Unmanned Aircraft Vehicles flying outside authorized airspace reported to the USSOCOM (AFSOC) Airspace Integration Office and Component Safety Offices within 24 hours? USSOCOM D 350-9 Para 7-8.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

USSOCOM DIRECTIVE 350-9 COMPLIANCE CHECKLIST (Cont.)

SECTION 4. SAFETY (CONT)	YES	NO	N/A
4.2 Non-Critical Items			
4.2.3. Has crew endurance been addressed in the unit OI / SOP? USSOCOM D 350-9 Para 7-10.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SECTION 5. UAS AIRSPACE COORDINATION / DECONFLICTION PROCESS			
5.1 Critical Items			
5.1.1. Do personnel engaged in UAS operations comply with the directives outlined in USSOCOM D 350-9 Chapter 6-1?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.1.1. Do personnel engaged in UAS operations comply with the directives outlined in USSOCOM D 350-9 Chapter 6-1?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.1.2. Is the use of airspace properly coordinated? USSOCOM D 350-9 Para 6-2.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.1.3. Has coordination with the appropriate Frequency Manager occurred, and are the UAS frequencies required approved for use? USSOCOM D 350-9 Para. 6-2d.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.1.4. Are operations conducted in other than Restricted, Prohibited, or Warning Areas? If so, are visual observers used? USSOCOM D 350-9 Para 6-3.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.2 Non-Critical Item			
None			

GLOSSARY

SECTION I--ABBREVIATIONS AND ACRONYMS

AFB	Air Force Base
AFSOC	Air Force Special Operations Command
AGL	Above Ground Level
ATD	Aircrew Training Device
ATTN	Attention
Blvd	Boulevard
BUQ	Basic UAS Qualification
CDR	Commander
CC	Coordinating Component
CDRUSSOCOM	Commander, U.S. Special Operations Command
CJCSI	Chairman of the Joint Chiefs of Staff Instruction
COA	Certificate of Waiver or Authorization
COI	Course of Instruction
COS	Chief of Staff
COTS	Commercial-Off-The-Shelf
CR	Change Recommendation
CT	Continuation Training
DOD	Department of Defense
DODD	Department of Defense Directive
DODI	Department of Defense Instruction
DSN	Defense Switch Network
EP	Emergency Procedures
ETP	Exception to Policy
FAA	Federal Aviation Administration
FDO	Foreign Disclosure Officer
FLIP	Flight Information Publication
FN	Foreign Nation
FOIA	Freedom of Information Act
GCC	Geographic Combatant Command
HN	Host Nation
HQ	Headquarters

SECTION I--ABBREVIATIONS AND ACRONYMS (Cont.)

IAW	In Accordance With
ICAO	International Civil Aviation Organization
IQT	Initial Qualification Training
IQT-I	Initial Qualification Training Instructor
ISR	Intelligence, Surveillance, Reconnaissance
IPT	Integrated Process Team
J2	Directorate for Intelligence Support
J3	Directorate of Operations
J7	Directorate for Joint SOF Development
J7-T	Directorate for Joint SOF Development, Training and Education Division
J8	Directorate for Resources and Requirements
JLLIS	Joint Lessons Learned Information System
JMETL	Joint Mission Essential Task List
JMQ	Joint Mission Qualification
JSOC	Joint Special Operations Command
JSOT	Joint Special Operations Observation Team
JUMTS	Joint UAS Minimum Training Standards
LC	Lead Component
LL	Lessons Learned
LOL	Loss of Link
LMR	Land Mobile Radio
MARSOC	Marine Corps Forces Special Operations Command
METL	Mission Essential Task List
MFP-11	Major Force Program-11
MOA	Memorandum of Agreement
MQT	Mission Qualification Training
NWSC	Naval Special Warfare Center
OI	Operating Instructions
OPR	Office of Primary Responsibility
OPSEC	Operations Security
ORM	Operational Risk Management
PIP-I	Pseudoisochromatic Plates
PM	Program Manager
POA&M	Plan of Action and Milestones

SECTION I--ABBREVIATIONS AND ACRONYMS (Cont.)

POC	Point of Contact
POI	Program of Instruction
POR	Program of Record
RMT	Realistic Military Training
SME	Subject Matter Expert
SOF	Special Operations Forces
SOF AT&L	Special Operations Forces Acquisition, Technology and logistics
SOP	Standard Operations Procedures
SO-P	Special Operations Peculiar
Stan/Eval	Standardization and Evaluation
SUAS	Small Unmanned Aircraft Systems
SUASMAN	SOF Unmanned Aircraft Systems (UAS) Manager
TAP	Training Assessment Program
TTL	Training Task List
UA	Unmanned Aircraft
UAS	Unmanned Aircraft System
UAS-E	Unmanned Aircraft System Evaluator
UASFCS	Unmanned Aircraft System Flight Crew Skills
UAS-I	Unmanned Aircraft System Instructor
UASMCS	Unmanned Aircraft System Mission Crew Skills
UAS-O	Unmanned Aircraft System Operator
UAS-O/I/E	Unmanned Aircraft System Operator / Instructor / Evaluator
UAS-SO	Unmanned Aircraft System Operator-Safety Officer
UAS-TM	Unmanned Aircraft System Training Manager
USASOC	U.S. Army Special Operations Command
U.S.C.	U.S. Code
USSOCOM	U.S. Special Operations Command
VFR	Visual Flight Rules
WIFI	Wireless Fidelity

SECTION II—TERMS

Aircrew Training Device (ATD)—A training device used to prepare aircrew members for the actual performance of flight duties. The official categories for ATDs are Flight Training Devices, Aircraft System Trainers, and other (for those that do not fall into the first three categories). ATDs are cockpit familiarization trainer, cockpit procedures trainer, operational flight trainer, part task trainer, and weapon system trainer to name a few. (Air Force Pamphlet (AFPAM) 36-2211).

Class A Airspace. Class A airspace is generally the airspace from 18,000 feet mean sea level (MSL) up to and including flight level (FL) 600, including the airspace overlying the waters within 12 nautical miles (NM) of the coast of the 48 contiguous states and Alaska. Unless otherwise authorized, all operation in Class A airspace is conducted under instrument flight rules (IFR). (Pilot's Handbook of Aeronautical Knowledge, FAA-H-8083-25B, Chapter 15).

Class B Airspace. Class B airspace is generally airspace from the surface to 10,000 feet MSL surrounding the nation's busiest airports in terms of airport operations or passenger enplanements. The configuration of each Class B airspace area is individually tailored, consists of a surface area and two or more layers (some Class B airspace areas resemble upside-down wedding cakes), and is designed to contain all published instrument procedures once an aircraft enters the airspace. ATC clearance is required for all aircraft to operate in the area, and all aircraft that are so cleared receive separation services within the airspace. (Pilot's Handbook of Aeronautical Knowledge, FAA-H-8083-25B, Chapter 15).

Class C Airspace. Class C airspace is generally airspace from the surface to 4,000 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational control tower, are serviced by a radar approach control, and have a certain number of IFR operations or passenger enplanements. Although the configuration of each Class C area is individually tailored, the airspace usually consists of a surface area with a five NM radius, an outer circle with a ten NM radius that extends from 1,200 feet to 4,000 feet above the airport elevation. Each aircraft must establish two-way radio communications with the ATC facility providing air traffic services prior to entering the airspace and thereafter must maintain those communications while within the airspace. (Pilot's Handbook of Aeronautical Knowledge, FAA-H-8083-25B, Chapter 15).

Class D Airspace. Class D airspace is generally airspace from the surface to 2,500 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational control tower. The configuration of each Class D airspace area is individually tailored and, when instrument procedures are published, the airspace is normally designed to contain the procedures. Arrival extensions for instrument approach procedures (IAPs) may be Class D or Class E airspace. Unless otherwise authorized, each aircraft must establish two-way radio communications with the ATC facility providing air traffic services prior to entering the airspace and thereafter maintain those communications while in the airspace. (Pilot's Handbook of Aeronautical Knowledge, FAA-H-8083-25B, Chapter 15).

Class E Airspace. Class E airspace is the controlled airspace not classified as Class A, B, C, or D airspace. A large amount of the airspace over the United States is designated as Class E airspace. (Pilot's Handbook of Aeronautical Knowledge, FAA-H-8083-25B, Chapter 15).

SECTION II—TERMS (Cont.)

- a. This provides sufficient airspace for the safe control and separation of aircraft during IFR operations. Chapter 3 of the Aeronautical Information Manual (AIM) explains the various types of Class E airspace.
- b. Sectional and other charts depict all locations of Class E airspace with bases below 14,500 feet MSL. In areas where charts do not depict a class E base, class E begins at 14,500 feet MSL.
- c. In most areas, the Class E airspace base is 1,200 feet AGL. In many other areas, the Class E airspace base is either the surface or 700 feet AGL. Some Class E airspace begins at an MSL altitude depicted on the charts, instead of an AGL altitude.
- d. Class E airspace typically extends up to, but not including, 18,000 feet MSL (the lower limit of Class A airspace). All airspace above FL 600 is Class E airspace.

Class G Airspace. Uncontrolled airspace or Class G airspace is the portion of the airspace that has not been designated as Class A, B, C, D, or E. It is therefore designated uncontrolled airspace. Class G airspace extends from the surface to the base of the overlying Class E airspace. Although ATC has no authority or responsibility to control air traffic, pilots should remember there are visual flight rules (VFR) minimums that apply to Class G airspace. (Pilot's Handbook of Aeronautical Knowledge, FAA-H-8083-25B, Chapter 15).

Model—A physical, mathematical, or otherwise logical representation of a system, entity, phenomenon, or process (MIL-STD-3022).

Program (or project) Manager (PM)—A PM is a designated individual with responsibility for and authority to accomplish acquisition project or program objectives for system development, production, and sustainment to meet the user's approved operational needs. A PM is responsible for the cost, schedule, and technical performance of the assigned project or program and reports directly to a Program Executive Officer. A Deputy PM serves as the PM in his / her absence and executes additional roles and responsibilities assigned by the PM. ([USSOCOM D 70-1](#)).

System Performance Evaluation (SPE)—A physical/visual inspection of trainer assemblies and a review of software and hardware functional tests to determine if they are in the correct configuration and perform according to specifications (Air Force Instruction (AFI) 36-2248).

Training Task List (TTL)—Documentation of total training tasks developed for a defense system and its respective mission. It includes the entire spectrum of tasks in each functional area (operations, maintenance, and support) requiring training. The TTL provides the training task baseline for all acquisition, modification, support, management, and funding actions through comparison with predecessor or future weapon systems (AFPAM 36-2211).

SECTION III—REFERENCES

CJCSI 3255.01 Series, *Joint Unmanned Aircraft Systems Minimum Training Standards*.

CJCSI 3500.01 Series, *Joint Training Policy and Guidance for the Armed Forces of the United States*.

CJCSM 5760.01 Series, *Joint Staff and Combatant Command Records Management Volume I (Procedures) and Volume II (Disposition)*.

DODI 1322.28, *Realistic Military Training Off Federal Real Property*.

DODI 3025.21, *Defense Support of Civilian Law Enforcement Agencies*.

DODM 5105.38M, *The Security Assistance Management Manual*.

Title 10 U.S.C. Chapter 18, 371-382, *Military Support for Civilian Law Enforcement Agencies*.

Title 10 U.S.C.; §164, *Commanders of Combatant Commands: Assignment; powers and duties*.

Title 10 U.S.C. §167, *Unified Combatant Command for Special Operations Forces*.

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