

AIR FORCE SEEK EAGLE OFFICE

Customer Information Document



**Air Force SEEK EAGLE Office
205 WEST D AVENUE, SUITE
348 EGLIN AFB FL 32542-6865**

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Summary of Changes: This document has changed significantly and should be reviewed in its entirety.

This document complements Department of the Air Force Instruction (DAFI) 63-101/20-101, *Integrated Life Cycle Management* and Air Force Pamphlet (AFPAM) 63-129, *Air System Development and Sustainment Engineering Processes and Procedures*. It provides amplifying information about the SEEK EAGLE Office, Program, and Process, that complements mandatory policies and guidance in DAFI 63-101/20-101 and AFPAM 63-129. Readers will glean a better understanding of what the Air Force SEEK EAGLE Office can provide, and how to navigate the SEEK EAGLE Process.

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INTRODUCTION

The Air Force SEEK EAGLE Office (AFSEO) is located under the 96th Test Wing at Eglin AFB, FL. AFSEO serves as the United States Air Force (USAF) Center of Expertise for managing the SEEK EAGLE Process and Program. AFSEO does this by ingesting data to conduct Aircraft-Store Compatibility (ASC) engineering as well as maintaining the SEEK EAGLE Data Repository. Ultimately, the AFSEO is concerned with ensuring aircraft-store combinations are safe and acceptable in accordance with Military Standards, Handbooks and best practices. To accomplish this, the AFSEO consumes data and utilizes a wide range of engineering disciplines and tools including wind tunnel test, fitment and functional checks, modeling and simulation, and data analysis to generate engineering rationale and recommendations. While not a test organization, the AFSEO will task test units execute ground and flight test to generate the data when data does not exist.

The AFSEO functions as an engineering extension of aircraft System Program Offices (SPOs). Upon request, the AFSEO executes ASC processes and provides recommendations to the applicable aircraft SPO. The AFSEO products and recommendations are primarily used by aircraft SPOs as engineering artifacts supporting the Air Worthiness (AW) process. Note that the AFSEO is not a certification authority; all authority is retained by the respective aircraft SPOs.

The SEEK EAGLE Process, as outlined in DAFI 63-101/20-101, *Integrated Life Cycle Management* and AFPAM 63-129, *Air System Development and Sustainment Engineering Processes and Procedures*, is the USAF certification process for determining safe and acceptable carriage, release, loading, and unloading of stores on USAF and Foreign Military Sales (FMS) aircraft. It is critical to be familiar with the guidance in these publications, which can be found at www.e-publishing.com. As the primary support organization to the SEEK EAGLE Process, the AFSEO is responsible for overseeing its execution and sustainment in accordance with requirements set by lead Major Commands (MAJCOM). The certification process is managed by an AFSEO Program Manager (PM), with final decision authority residing with the AFSEO Director.

Aircraft and store SPO program managers are required to review Attachment 7 in AFPAM 63-129 to determine if the system they are managing requires Aircraft-Store Certification. A SEEK EAGLE Certification is required before a store is loaded or flown on an operational aircraft. Unless waived by the Program Executive Officer (PEO), the aircraft SPO PM must use the Air Force SEEK EAGLE Office's engineering services, facilities, and capabilities as the primary technical resources to support SEEK EAGLE certifications. If a waiver is granted by the PEO to allow another organization to complete the SEEK EAGLE Process, please notify the AFSEO so that data generated may be collected at the end of the project. A best practice is to always contact the AFSEO's Requirements and Plans Division with questions at 96sk.skw@us.af.mil.

SEEK EAGLE work can be broken down into two categories: operational and developmental. Operational work involves proliferating fielded stores across fielded platforms, while developmental work supports the development and modification of new aircraft and stores. When introducing new or modified stores, customers can partner with the AFSEO, prime

contractors, or other compatibility agencies for technical assistance during development and to conduct aircraft-store compatibility evaluations, generating the necessary artifacts for airworthiness certification.

The AFSEO is funded by the SEEK EAGLE Program by the Assistant Secretary of the Air Force for Acquisition, Technology and Logistics (SAF/AQP) to execute ASC activities related to the proliferation of fielded stores across platforms which are post-Engineering and Manufacturing Development (EMD). The appropriation supports enhancing warfighter combat capability, with Headquarters Air Combat Command (ACC/A5T) overseeing program requirements. ACC/A5TT also serves as the program element manager for the allocated funds, and champions the Program Objective Memorandum to SAF/AQP. SAF/AQP in turn advocates for the AFSEO during the Planning, Programming, Budgeting, and Execution (PPBE) process. For developmental programs, AFSEO works on a reimbursable basis.

The customer should understand what products and processes they need for test and fielding. Customers should be familiar with the key distinctions between the Air Worthiness process and its engineering subsets, and the SEEK EAGLE Process and its ASC engineering subsets. These processes impact the design and development of platforms and stores as well as the approvals for test and fielding. The SEEK EAGLE Process is a required compliance item and provides artifacts to satisfy the platform SPO's Air Worthiness process. It is often forgotten about until it is too late, or confused as "synonymous" with Air Worthiness. Additionally, SEEK EAGLE Certification for fielding addresses safety and acceptability, requires a more comprehensive dataset to complete, and involves a higher level of engineering rigor and risk identification as compared to SEEK EAGLE Products generated for flight test. The Air Worthiness process ultimately provides a Flight Clearance approval and Military Flight Release for both flight test and fielding.

Early involvement of the AFSEO in the design phase is critical to optimize outcomes and ensure on time delivery. This pamphlet is designed to help customers understand AFSEO processes and provide guidance on articulating their requirements clearly. For further questions or clarification, please contact SKW at email 96sk.skw@us.af.mil.

The following Military Handbooks (MIL-HDBK) will help customers understand the aircraft store compatibility process and terminology used by the AFSEO personnel.

- MIL-HDBK-516C, *Airworthiness Certification Criteria*
- MIL-HDBK-244A, *Guide to Aircraft/Store Compatibility*
- MIL-HDBK-1763, *Aircraft/Stores Compatibility: Systems Engineering Data Requirements and Test Procedures*

AFSEO STRUCTURE

The AFSEO is a Group-Level organization consisting of eight (8) Divisions led by the Director. The eight divisions consist of the following:

1. Front Office Group (FOG)
2. Requirements and Plans (SKW)

3. Weapons Certification (SKP)
4. Analysis (SKA)
5. Carriage Mechanics (SKC)
6. Interference Mechanics (SKI)
7. Finance (SKF)
8. Operations (SKO)

Front Office Group: The FOG consists of the Director, Deputy Director, Technical Director, Director of Operations, Director of Engineering, Principal Technical Advisors (PTAs) and Administrative Staff. PTAs report to the Technical Director but may reside within one of the AFSEO divisions to provide expertise and advise/assist.

Requirements and Plans: SKW is comprised of a Division Chief, Deputy Division Chief, Requirements Managers (RMs), and Compatibility Streamlined Process (CSP) Engineer. Two SKW PTAs reside under SKW. This division serves as the “front door” of the AFSEO and is the primary point of contact for customers to initiate a SEEK EAGLE Request (SER), seek information or guidance, or initiate a Data Request (DR). The SEEK EAGLE Program and Process is managed and coordinated within this office in conjunction with ACC/A5TT, providing direct support to all MAJCOMs. The RMs will establish initial funding, data and priority for a smooth handoff to production. SKW and the RMs are responsible for managing the entire lifecycle of a SER, from draft SERs and amendments to Tech Order inclusion and closure.

Weapons Certification: SKP, also known as Production, consists of a Division Chief, Deputy, and two aircraft branches, each staffed with aircraft production leads and project managers. The division's primary function is to develop, manage, and deliver compatibility packages to customers. This involves overseeing projects and deliverables associated with each SER, ensuring that all requirements are met and that customers receive high-quality products.

Compatibility engineering is performed by three specialized engineering divisions: Analysis (SKA), Carriage Mechanics (SKC), and Interference Mechanics (SKI). These divisions form the core of the AFSEO, where in-depth compatibility analysis and evaluations are conducted to ensure the safety of flight and acceptability of aircraft-store combinations. Each engineering Division is headed by a Division Chief. The engineering divisions are further subdivided into specialized disciplines, each with a Team Lead and Engineering Resource Managers (ERMs) as outlined in the below org chart:

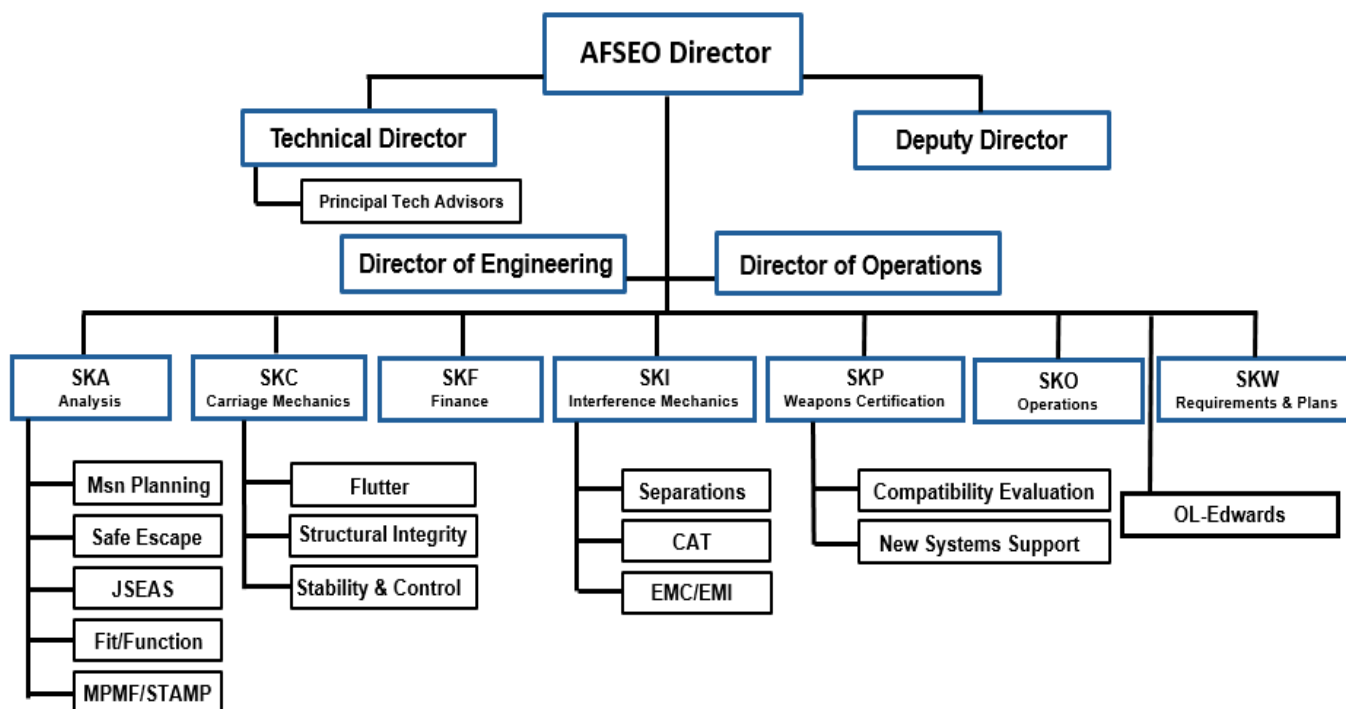


Figure 1. AFSEO Organization Chart

The AFSEO has two support divisions that play a critical role in ensuring the provision of essential operations and infrastructure, including Information Technology, facilities, funding, and human resources, to support the entire organization. The two support divisions within the AFSEO are:

Finance: SKF is comprised of a Division Chief and several financial managers who provide budgetary and financial support and expertise to the AFSEO. SKF works closely with the 96th Test Wing, Air Force Test Center, MAJCOMs, SAF/AQ and customers to ensure funding and labor hours are available, legal and timely.

Operations: SKO is comprised of a Division Chief and a diverse selection of personnel from HR to security to Information Technology. SKO spans the entire AFSEO enterprise, ensuring we have the spaces, faces, materiel, system access and software available to do the mission

For more detailed information regarding engineering capabilities, refer to the AFSEO Capabilities Document.

Locations

The AFSEO is advantageously headquartered at Eglin Air Force Base, Florida, co-located with the weapon development enterprise and several key test units. To provide relevant and effective support to USAF fighter, bomber and other programs, the AFSEO established a small geographically separated unit at Edwards Air Force Base, California. This Operating Location

(OL) puts the AFSEO capabilities closer to the customer increasing responsiveness and collaboration, and reducing travel. The OL also provides unique store measurement facilities to the west coast.

CUSTOMER SUPPORT

The AFSEO serves a diverse range of customers including the Department of Defense, other governmental agencies, defense industry and international partners. Customers may bring operational or developmental programs to the AFSEO to work. The type of program will determine the coordination and approval required to work. Customers may span from research and development organizations push the limits of technology, to the end user requesting envelope expansion or proliferation of a store to meet an immediate Combatant Commander's need.

Air Force Customers

Our primary customer base spans all Air Force MAJCOMs including operational and expeditionary units, test and evaluation units, training units, special operations units, the Air Force Nuclear Weapon center, Air Force Research Laboratory, SPO's and many others.

Other Customers

Other customers and working partners include Combatant Commands, the Department of the Navy and Army, the National Security Agency, the National Aeronautics and Space Administration, and defense contractors. Defense contractors may establish funding via Pre-Paid Check with the AFSEO Financial Management Division. Note that funds must be present up front, and can require more lead time to establish, so please contact the AFSEO early in your program.

Foreign Military Sales and Direct Commercial Sales

The SEEK EAGLE process for Foreign Military Sales (FMS) and Direct Commercial Sales (DCS) customers involves additional steps due to the implications and legal requirements for working with foreign governments. The AFSEO provides support to these customers to enhance their operational capabilities when it is deemed to be in the best interest of the United States. International customers may request the AFSEO support at a reimbursable rate through the Deputy Under Secretary of the Air Force, International Affairs (SAF/IA) and the Air Force Security Assistance and Cooperation Directorate (AFSAC). This process can take some time to run its course, and like with commercial sales, funding must be in place to begin work, so please contact the AFSEO early in your program.

SEEK EAGLE REQUEST

A SEEK EAGLE request is used to request, approve and initiate ASC engineering projects. The SER is a vessel to communicate information regarding the customer, requirements, platform, store, schedule, funding or any other pertinent data. It does not replace the AF Form 1067 (modification approval) but may fulfill or supplement sections of the 1067. If approved, the AFSEO executes the ASC process and provides a recommendation, product, or service to the requester, typically the applicable aircraft SPO.

The SER initiates the SEEK EAGLE Process, whether the AFSEO will complete all, some or none of the work. The SER is required for both developmental and store operational projects. A SER shall be signed by an O-6 equivalent or higher at the requesting organization. For certification (fielding), Operational Test, or the use of operational aircraft, the SER must be vetted and approved by Lead MAJCOM. For developmental projects, the user signature validates the need for the request and intent to fund.

Submitting a SER

Developing a signed SER can be an iterative process to find the right balance of requirements, completion date and budget. We typically hold an initial customer meeting to kick off this process and can have relevant engineers attend to answer questions or address concerns. SER templates may be received from SKW. Domestic customers with developmental programs may submit SERs directly to 96sk.skw@us.af.mil. All SERs will be forwarded to ACC/A5TT for portfolio awareness. For operational or certification projects, customers typically initiate their request with their Lead MAJCOM SEEK EAGLE point of contact as depicted in Table 1.

Table 1. MAJCOM Point of Contact

MAJCOM	Phone Number	Email
ACC	312-574-5270	ACC.A5TT@us.af.mil
AFGSC	318-456-7869, 318-456-3837	afgsca3itworkflow@us.af.mil
All Others	312-574-5270	ACC.A5TT@us.af.mil

If unsure, contact SKW for guidance. Once received by the AFSEO, the RM will guide the customer through revision, SER number assignment, technical data and funding. RMs review draft SERs for clarity and completeness, regardless of the initial submission path. Upon completion of a SER, subsequent requests require a new SER and new SER number. Any changes to the original scope (e.g., stores, configurations, aircraft, limitations) require a SER Amendment, which supersedes the original SER. For classified programs, please contact SKW to be directed to the appropriate personnel for your program.

International requests begin with reaching out to SAF/IA office. SAF/IA, assisted by HQ ACC/A5TT, creates a SER and sends it to AFSEO, with an informational copy to HQ ACC/A5TT. The process then follows standard SER procedures.

When drafting the SER, ensure the following information is addressed:

- Aircraft
- Store

- Aircraft Configuration
- Aircraft Limitations
- Requested Completion Date

Aircraft

Aircraft Mission Design Series (MDS) (i.e. F-15E) must be provided to ensure the AFSEO is providing the correct compatibility assessment for the aircraft and the store. Each SER is limited to a single MDS. Do not combine derivative aircraft such as F-15E with F-15EX or MC-130J with AC-130J. This is to promote better data management and prevent a situation where one MDS may complete while one lags or cancels.

Store

A store is a munition, pod, suspension equipment, fuel tank, or other component mounted at a station. Stores may be releasable, jettisonable or fixed. Please communicate up front if a component is novel, there is confusion on whether it fits the definition of a store, or has a non-standard function or release method. Required information includes:

- General description of the store configuration, including the following All Up Round (AUR) components such as sensor, fuze, warhead, and tail kit
- Mass properties recorded on a draft Stores Technical and Mass Properties (STAMP) Sheet. If you do not have this type of data, the AFSEO can measure your store at Eglin of Edwards AFB, or travel to your location to measure the store with portable equipment (limitations apply). Contact SKW for further details.
- Deltas between an original store and modified store

Store nomenclature is required for certification. Until the store nomenclature is defined, the program office/store manager will provide the name on the SER for the AFSEO to use. This is crucial for configuration management. As the store matures and modifications occur, a nomenclature reference standard should be in place to ensure configuration control. When nomenclature processes and standards are not followed, it creates confusion and leads to poor configuration management. This leads to difficulty in describing AUR configurations, completing accurate engineering, and publishing configurations in Tech Orders.

Aircraft Configuration

Aircraft configuration must be specific. Include all desired stores on all stations and any other configuration details for all requested test or fielding configurations. Be sure to request mixed loads rules if desired and appropriate for your platform. Test stores such as TSPI pods and required external fuel tanks for the mission set are often forgotten. If multiple flight test configurations are planned, please be specific. This allows us to determine whether a single SER can cover multiple flight test configurations, or whether creating multiple SERs is more efficient.

Aircraft Limitations

The AFSEO needs to know the desired aircraft operating envelope and limitations for the test or fielded configuration. Limits include altitudes, airspeeds, Mach numbers and accelerations for carriage, employment and jettison. Additional limits may apply due to release sequences and spacings or download rules. Customers should be prepared to discuss their limits needs. If unknown, the AFSEO will coordinate with the customer and test unit to determine the aircraft limitations based on historical data, aircraft knowledge and experience. Limits may be bounded by the Basic Aircraft limits, additional stores being carried, or other configuration rules and restrictions.

Limits may be a program accelerator or decelerator. Reducing desired limits may save time and cost due to reduced test and analysis required. Conversely, higher limits, or attempting to expand limits, tends to generate more work and/or risk. The customer must consider their needs to scope the right limits for each program.

Requested Completion Date

Requested Completion Dates must be justified by legitimate need such as program milestones, tests, exercises or deployments. The AFSEO cannot always guarantee that a program can be completed by the user's desired completion date. Customers who come late-to-need will require significant priority to achieve a quick turnaround. This was formerly called User Need Date.

SER Types

When submitting a SER, it is best to know what the type of request you will need as this will determine the product you will receive. Below is a list of SER Types and resulting Products:

- **Certification Recommendation (CR):** This product recommends fielding specific aircraft-store configurations supported by engineering rationale from all the AFSEO engineering disciplines. The CR encompasses all activities required to certify the configurations requested in the SER, including planning, analysis, testing, documentation, development, publication, and fielding of relevant technical manuals for loading, carriage, and employment. This includes incorporating verified ballistics data into the -34 and -25 Technical Orders and implementing necessary software changes based on Operational Flight Program ballistics accuracy verification. After completing the airworthiness process, the configurations covered by the CR are typically incorporated into flight manuals and other applicable technical orders.
- **Limited Certification Recommendation (LCR):** This product recommends fielding aircraft-store configurations with supporting engineering rationale from a subset of the AFSEO engineering disciplines. If the AFSEO provides an LCR, the aircraft program manager must address the remaining engineering disciplines to support airworthiness and certification.

- **Flight Clearance Recommendation (FCR):** This product recommends flight testing specific aircraft-store configurations, supported by engineering rationale from all the AFSEO engineering disciplines. FCRs typically address developmental stores or the need to expand the operational limits of existing certified stores. These two scenarios typically require flight tests to demonstrate safe and acceptable aircraft compatibility and/or gather data for the store owner. An FCR can be initiated by either the AFSEO or the customer. Because an FCR is typically generated for developmental test utilizing experienced test aircrew and extensive test planning, ASC for FCR's encompasses a different set of standards for engineering rigor and risk estimation.
- **Limited Flight Clearance Recommendation (LFCR):** Similar to above, this product recommends the developmental or operational flight-testing of specific aircraft-store configurations with supporting engineering rationale from a subset of the AFSEO engineering disciplines. If the AFSEO provides an LFCR, the aircraft program manager must address the remaining engineering disciplines to support airworthiness and the flight clearance.
- **Compatibility Assessment (CA):** This product recommends aircraft-store configurations, supported by engineering rationale, to satisfy SERs from SAF/IA (for FMS cases), US industry (for Direct Commercial Sales), and foreign owners/lessees of US-origin aircraft. The CA documents the results of any AFSEO analyses and/or tests performed to support customer requirements but does not formally recommend certification or flight clearance. It may address all or a subset of engineering disciplines.
- **Modification Assessment (MA):** This product formally documents the determination that a proposed incremental aircraft and/or store modification does not diminish existing aircraft-store compatibility and does not require recertification or a revised FCR or CR. Supporting engineering rationale is documented for future reference. Note: An MA is not appropriate for modified stores with new nomenclature or outstanding EMI requirements.
- **Technical Assistance (TA):** The AFSEO provides as-needed technical assistance across the aircraft-store compatibility spectrum. This service may or may not produce a physical product and includes engineering letters, ballistics and safe escape analyses, computerized physical fit (CPF), computational fluid dynamics (CFD), mass and physical property measurements, computer simulation technology (CST), program planning recommendations, and general meeting/conference support. Data requests may also require a TA SER if substantial or time-consuming. Contact the AFSEO Requirements and Plans Division (96 SK/SKW) to discuss specific needs.
- **Work Request (WR):** The WR is used when the AFSEO requires test support. The WR outlines test requirements (ground or flight) needed to gather engineering data supporting a SER. It typically includes the mission summary and any applicable AFI guidelines for conducting the test.
- **Information:** Used to document a SER action such as decertification of a store or completion of the SEEK EAGLE Process by an organization other than the AFSEO.

This type of SER allows the AFSEO to track ASC and other SEEK EAGLE-related data produced by external organizations for inclusion in the USAF's official data repository. Additionally, this SER type documents communications and other information related to SEEK EAGLE requests, even when a tangible product is not generated, ensuring a historical record is maintained.

The resulting SEEK EAGLE recommendation and assessment typically identifies as appropriate:

- Aircraft configuration and limits for carriage, jettison, and employment, plus other restrictions
- Information necessary for drag and stability calculations
- Cartridge and orifice combinations or settings
- Loading procedures and delivery information
- Store physical properties
- Any other SEEK EAGLE information affecting flight safety or mission accomplishment

Below is the typical SER process flow of how a SER comes into AFSEO's "Front Door" and becomes a final accepted signed SER. If operational customers are familiar with the process, they may go directly to their Lead MAJCOM POC for initial SER work, who will in-turn notify the AFSEO of the Draft SER.

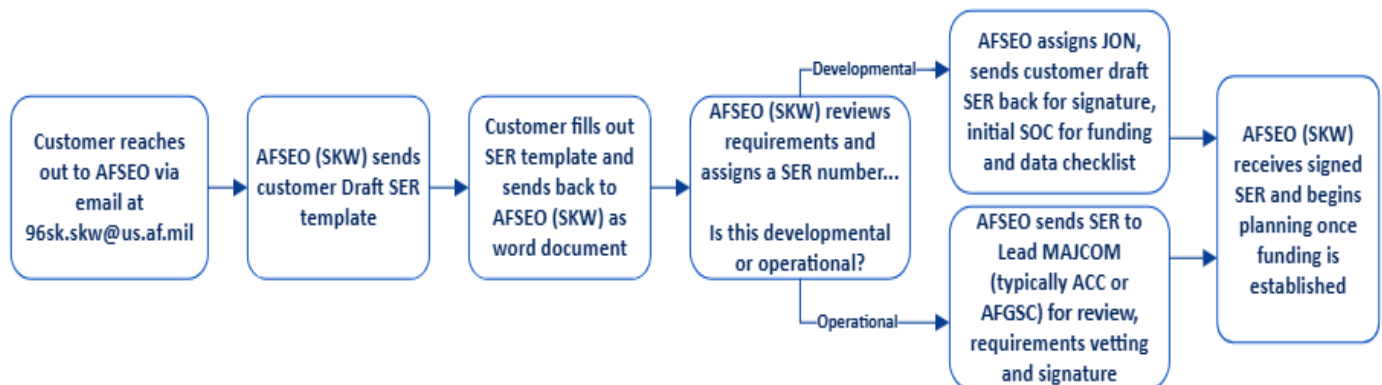


Figure 2. SER Process Flow

FUNDING

Developmental

The aircraft or weapons program office managing the development effort is responsible for all SEEK EAGLE-related costs, including stores required for flight testing. This applies to new

aircraft integrating existing Air Force stores, as well as stores under development, modified stores, or new stores being integrated onto surrogate or threshold aircraft. This includes funding for all AFSEO activities supporting development, modification, and initial integration, plus any expenses outside the AFSEO baseline budget (e.g., technical order publications and Operational Flight Program (OFP) updates). Furthermore, aircraft program offices must budget for integration efforts beyond initial certification/qualification and any work exceeding the SEEK EAGLE Program baseline.

Certification

SEEK EAGLE program funding is based on Inventory Stores on Inventory Aircraft, known as store proliferation. Inventory is defined as an asset that has a DD250 and Initial Operational Capability (IOC) approved, unless waived, then DD250 is only required. This may include envelopment expansion or certification of stores recently certified on threshold aircraft for use on objective aircraft. All other aircraft store compatibility efforts are considered developmental, modification, or threshold funded.

FMS and DCS

Funding for SEEK EAGLE support of activities associated with foreign aircraft-stores certification (US or foreign-origin stores on US-origin aircraft) can be obtained by including a line written into an FMS aircraft sale Letter of Offer and Acceptance or by establishing an FMS case purely to support an aircraft-stores certification effort. SAF/IA, through the Air Force Security Assistance Center is responsible for identifying funding sources available for SE efforts aimed at foreign customers.

Cost Share Factor

Developmental and modification efforts will have a cost sharing factor applied to offset the costs the program encompasses supporting these developmental efforts. The majority of these offset costs relate to software licensing and model improvements, which are needed to support multiple developmental and modification type of requests.

Initial Funds

For developmental, modification or threshold funded SERs only, the Requirements Manager (RM) will develop a Rough Order of Magnitude (ROM) cost estimate for the entire SER effort. The RM then creates a Statement of Capability (SOC), which requests total project funding based on the ROM. The SOC requests immediate disbursement of planning funds (typically \$15,000) plus funding for the first deliverable (product, test, or service). These planning funds cover activities such as meetings, technical data collection, engineering data reviews, compatibility planning, and project plan development. The remaining funds identified in the SOC will be requested incrementally as the SER progresses and additional resources are required. The customer is expected to coordinate with their Finance Department to transfer the initial funding (planning funds plus the cost of the first deliverable) to the AFSEO SKF division, as outlined in the SOC.

TECHNICAL DATA

In order to conduct an aircraft-store compatibility engineering the AFSEO must ingest technical data. Missing or insufficient technical data can jeopardize the completion of products, services and ability to meet the requested completion date. If any technical data is late, ensure you contact your RM or PM to determine schedule impact(s) and possible resolution.

Compatibility Engineering Data Package

During the drafting of the SER, the RM will send the customer the Compatibility Engineering Data Package which lists all data required for each engineering discipline. A meeting will be scheduled with the customer and AFSEO to review the CEDP and establish a list of required data to move the SER to production.

Note: When sending Scientific & Technical Information (STINFO) and/or Proprietary Information please ensure it is marked In Accordance With (IAW) AFI 61-201, Management of Scientific and Technical Information (STINFO) and DODI 5230-24, Distribution Statements on DoD Technical Information.

For more detailed information regarding required data, refer to the AFSEO Capabilities Document.

PRODUCTION

Once funding and sufficient data are received, the SER is handed off to the Weapons Certification Division. A Project Manager is assigned to the SER, who will begin initial production planning. Project scope is defined based on priority, current workload, milestone dates, and the technical data received. The PM then develops a Project Plan and sends it to the customer.

Project Plan

The project plan details the cost, schedule, and scope (performance) of the compatibility and/or testing activities required to support the customer's SER. The AFSEO provides each customer with a project plan that includes the planned delivery date(s) for recommendations to the aircraft SPO. For developmental, modification, or threshold efforts, the AFSEO requests additional incremental funding if within the original SOC or creates a SOC Amendment for additional funding requests. Customers can approve, reject, or request modifications to project plans. A project cannot proceed until the AFSEO receives an approved SOC, project plan, and funding.

Production Workflow

Production is based on the approved project plan, which is AFSEO's commitment to the customer for accomplishing the SER. The PM will lead and manage the project until the recommendation is delivered to the aircraft SPO. The Aircraft SPO reviews the recommendation, and then prepares the applicable documents using the recommendation information for the airworthiness board, which in turn provides the approval for a Military

Flight Release (MFR). Certification efforts are not complete until the applicable technical orders are updated and published, at which point AFSEO RMs close out the SER. Publishing of technical orders is the final activity that completes the certification effort.

Figure 3 shows the compatibility engineering areas the AFSEO reviews to complete a certification effort once a project plan is approved. These steps indicate the engineering disciplines required and thoroughness the AFSEO demands when addressing safety-of-flight and acceptability.

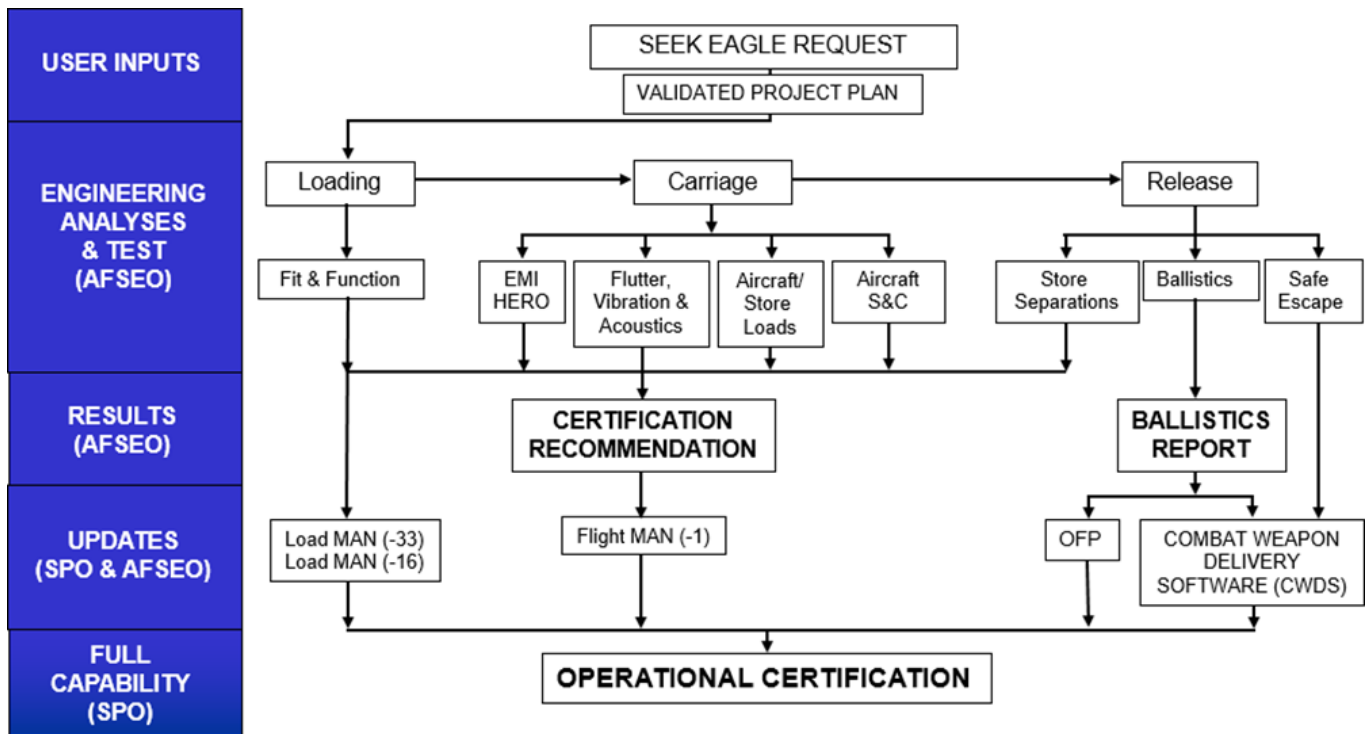


Figure 3. Requirement to Certification Workflow

SEEK EAGLE DATA REPOSITORY

Designated by SAF/AQ, the AFSEO is the central repository for all SEEK EAGLE data. Aircraft and store program offices are required to provide all Air Force aircraft-store compatibility engineering data to the AFSEO, regardless of whether the AFSEO is directly involved in the specific certification or compatibility effort. This centralized approach ensures comprehensive data collection and storage, enabling analogy analysis and data synergies (e.g., data mining, machine learning) that optimize future SEEK EAGLE efforts by minimizing cost and schedule impacts. Furthermore, it provides decision-makers and senior leaders with critical analytical information to enhance combat capabilities.

Data Request

A data request is a formal solicitation for an AFSEO product or engineering analysis. To initiate a request, contact the AFSEO Requirements and Plans Division (96sk.skw@us.af.mil). The Requirements and Plans Division will provide the necessary data request form and instructions. Upon approval, an AFSEO lead engineer will gather the requested data, apply the

appropriate STINFO markings, and deliver it to the customer. Data requests are typically for existing data requiring retrieval. Requests for new data generation, extensive analysis, or travel should be submitted as a Technical Assistance SER.

KEY TAKEAWAYS

SEEK EAGLE Planning Summit

The SEEK EAGLE Planning Summit (SEPS) is an annual event hosted by the AFSEO. SEPS is an opportunity for warfighters, program managers, aircraft and store program offices, MAJCOMs, lead commands, developmental and operational test aircrew and engineers, and the AFSEO to convene and discuss current and future SEEK EAGLE and aircraft store compatibility efforts. Key discussions involve cross-platform discussions and lessons learned, real-time problem solving, a review of the SEEK EAGLE Priority list, emerging technologies, deployment needs, future planning involving capability roadmaps, and the opportunity for open-dialogue feedback. The Summit is held in the April/May timeframe. This is also an opportunity to receive SK-100 Aircraft Store Compatibility Familiarization training.

Aircraft Store Compatibility Familiarization Training

The AFSEO offers the SK-100 Aircraft Store Compatibility Familiarization training course to all customers. This course provides an overview of certification and ASC processes, including the roles and responsibilities of each engineering discipline. The SK-100 course familiarizes customers with the SER process, product development, and the tasks performed by each engineering discipline. It also provides an excellent opportunity to ask ASC engineering questions and gain a better understanding of the AFSEO's functions.

SK-100 training is typically offered during the annual SEPS event. However, on-site training can be requested. We will work with you to explore funding options for associated travel expenses. To request SK-100 training, contact the AFSEO at 96sk.skw@us.af.mil. We will collaborate with you to arrange a training solution that meets your needs.

Considerations and Best Practices

- **Provide Complete Data & Realistic Requirements:** The AFSEO needs requirements, data, funding, and prioritization to begin work. Insufficient data or funding causes delays. Avoid broad requirements or ambiguous flight limits.
- **Address Common Data Gaps:** Common data deficiencies include missing HERO Assessment/Certification, structural/environmental data, and mass properties data. Provide engineering documents early for efficient compatibility evaluation
- **Define Configurations Upfront:** Identify desired flight test configurations/stores and operational limitations early to streamline processes.
- **Use Appropriate STINFO Markings:** Apply STINFO markings appropriately, avoiding over-classification.