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**BULLET BACKGROUND PAPER**

**ON**

**SAF/AQ RESPONSE TO DACOWITS' RFI #6 FOR JUNE 2020**

**PURPOSE**

Respond to the Defense Advisory Committee on Women in the Services (DACOWITS) RFI 6 for the June 2020 Quarterly Business Meeting.

**RFI #6**

The Committee requests a written response from the Military Services on guidance or policies that address how new aircraft procurement accommodates the widest range of Service members, to include:

- a. Does this guidance or policy consider anthropometric factors to ensure aircraft designs accommodate smaller female measurements?
- b. What aircraft (by type and function) currently are not in accordance with these policies?
- c. What are the current limitations associated with having some types of aircraft (e.g., trainers) that do not meet policy requirements?
- d. Are there accommodations that have been/can be made to legacy aircraft in the current inventory that are not in accordance with the policy to better accommodate the widest range of Service members? If so, what are those accommodations? If not, why not?

**RESPONSE**

- The MIL-STD-1472G DoD Design Criteria Standard – Human Engineering provides in paragraph 3.3.5 the Central 90 percent accommodation, “wherein 90 percent of a defined target design population will be able to use and fit the system to accomplish required physical tasks under consideration.”
- The Air Force Instructions (AFI) 48-123 for Medical Examinations and Standards provides the physical regulations and standards for Air Force pilots.
- Those not meeting the standard may apply for a waiver from the 19 AF/CC.
- Between 2015 and 2019, for those females that did apply, the vast majority were approved for a waiver (~89%), only 24 were denied.
- WebPASS (Web-based Pilot Accommodation Screening Software) captures the measurements for exception-to-policy pilot candidates. The system informs the waiver authority on the airframes the candidate may safely fit and fly.

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- In most cases, the T-1 and T-38 are the aircraft that limit pilot accommodation across the USAF due to their position as training aircraft for all Combat Air Forces (CAF) or Mobility Air Forces (MAF) platforms.
- For specific accommodations with the T-1A, AETC has provided a Memorandum for T-1A Anthropometric Policy (17 July 2017). This policy allows for waiver considerations to use a seat cushion for pilots that do not meet the sitting eye height requirement.

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