

**BY ORDER OF THE
SECRETARY OF THE AIR FORCE**

**AIR FORCE INSTRUCTION 11-2AC-130W,
VOLUME 1**



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Flying Operations

AC-130W AIRCREW TRAINING

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This instruction implements Air Force Policy Directive (AFPD) 11-4, *Aviation Service*, and Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*. It applies to Air Force members operating AC-130W aircraft and establishes standards for their qualification, mission qualification, and continuation and upgrade training. This instruction is not applicable to Air National Guard (ANG) or Air Force Reserve Command (AFRC) units. MAJCOMs/Direct Reporting Units (DRUs)/Field Operating Agencies (FOAs) are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to AF/A3OI, through AFSOC/A3TA, for approval prior to publication IAW AFI 11-200. Copies of MAJCOM/DRU/FOA-level supplements, after approved and published, are provided by the issuing MAJCOM/DRU/FOA to AFSOC/A3TA, and the user MAJCOM/DRU/FOA. Field units below MAJCOM/DRU/FOA level forward copies of their supplements to this publication to their parent MAJCOM/DRU/FOA office of primary responsibility for post publication review. Note: The terms DRU and FOA as used in this paragraph refer only to those DRUs/FOAs that report directly to HQ USAF. Keep supplements current by complying with AFI 33-360, *Publications and Forms Management*. The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. See AFI 33-360 for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the Publication OPR for non-tiered compliance items. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the United States Air Force. This instruction requires the collection, maintenance, or dissemination of information protected by the Privacy Act of 1974. When personal information is collected, personnel are

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SUMMARY OF CHANGES

This publication has been substantially revised and must be completely reviewed. Major changes to this instruction include: Modification of **Chapter 1** duties and responsibilities; removal of SMT, courseware, forms, and service commitment guidance that is located in AFI 11-202, Vol 1, AFSOC SUP; Upgrade hour definitions have been added for upgrade eligibility clarification and standardization of PAA hours; and Tiers have been added to clarify waiver authority levels and align with Headquarters Air Force guidance.

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Chapter 1

POLICY

1.1. General. This instruction implements AFI 11-202, Vol 1, *Aircrew Training*, and provides for training management of AC-130W aircrew members. Training policy, guidance, and requirements are set forth for each phase of aircrew training. The objective of training should be the progressive development of aircrew combat readiness.

1.1.1. Qualification Training (**Chapter 2**) qualifies aircrew members for basic, non-tactical aircrew duties.

1.1.2. Mission Qualification Training (**Chapter 3**) qualifies aircrew members in an assigned crew position for a specific aircraft, to perform the command or their unit mission.

1.1.3. Continuation Training (**Chapter 4**) provides the capability for aircrew members to reinforce and build upon previous training and conduct Air Force Task List (AFTL), United States Special Operations Command (USSOCOM) Joint Mission Essential Task List (JMETL), and MAJCOM Mission Essential Task List (METL) based, combat-oriented aircrew training.

1.1.4. Upgrade/Specialized Training (**Chapter 5**) upgrades copilots (CP) to aircraft commanders (AC) and all aircrew members to instructor and flight examiner status. It also provides aircrew members training leading to special mission event qualification or certification.

1.2. Training Program. The training program develops aircrew the skills, knowledge, and attitudes (SKA) required in accomplishing assigned missions. Regulatory/directive and authoritative sources of required information include but may not be limited to AFI 11-202, Vol 3, *General Flight Rules*; MAJCOM guidance; Mission Design Series (MDS)-specific instructions (AFI 11-2AC-130W, Vol 3 (or equivalent), AC-130W Operations Procedures); Federal Aviation Regulations (FARs); International Civil Aviation Organization (ICAO) Standards and Recommended Practices (SARPs); Flight Information Publication (FLIP); Foreign Clearance Guide (FCG); Notice to Airmen (NOTAM); Technical Orders (TOs); Air Traffic Control (ATC) instructions; and Air Force Tactics, Techniques, and Procedures (AFTTP) 33.AC-130, *Combat Fundamentals–AC-130*; and AFTTP 3-1.AC-130, *Tactical Employment–AC-130*, volumes (or AC-130W Tactics Bulletin until incorporated). The AFTTP 3-3.AC-130 provides the authoritative, standardized, and fundamental tactics, techniques, and procedures (TTP) for tactical employment of the AC-130. This document is the primary source of combat aircraft fundamentals and Formal Training Unit (FTU) mission qualification courseware and instruction. The AFTTP 3-1.AC-130 provides classified and advanced, combat/threat-driven TTPs.

1.3. Responsibilities: AFSOC/CC is responsible for overall management of Air Force flying training programs supporting Air Force special operations forces (AFSOF) and USSOCOM. AFSOC is designated as the lead command for this MDS.

1.3.1. MAJCOM/A3 is the focal point for all formal aircrew training management and is responsible for formal school training matters such as curriculum, standardization of training programs, and flying hour management. MAJCOM/A3 may issue updated mission

continuation training guidance via Ready Aircrew Program (RAP) Tasking Memorandum as necessary to OG/CCs for implementation.

1.3.1.1. AFSOC/A1/A3/9/A4/A5/8/FM coordinate their activities to ensure resources are available to support aircrew training requirements.

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

1.3.1.3. The AFSOC/Air Combat Command (ACC) Memorandum of Agreement (MOA) outlines the inter-command relationships and responsibilities regarding operations at the AFSOC Detachment of the USAF Weapons School (USAFWS).

1.3.2. HQ AFSOC/A3T, wing commander, and Air Force Special Operations Air Warfare Center (AFSOAWC) commander are responsible for the oversight of AC-130W formal school training programs, including the development and execution of the formal school training syllabi and Programmed Flying Training (PFT). Usually, AFSOAWC is responsible for conducting initial qualification, requalification, upgrade, and simulator refresher training for AC-130W aircrew, as well as AFSOC assigned aircrew continuation training, per this instruction and Education Training Course Announcements (ETCA).

1.3.3. MAJCOM/A3T will:

1.3.3.1. Oversee all AC-130W formal flying training and mission ready ground training events.

1.3.3.2. Monitor quality of training for AC-130W students.

1.3.3.3. Coordinate prerequisite waiver requests for all AC-130W aircrew training courses.

1.3.3.4. Determine student training quotas required to maintain adequate AC-130W crew force levels.

1.3.3.5. Allocate and monitor student quotas for aircrew training courses supporting AC-130W units.

1.3.3.6. Ensure Standardization/Evaluation (Stan/Eval) trend analysis data is incorporated into formal aircrew training course reviews and RAP Tasking Memo (RTM) development.

1.3.3.6.1. Review and approve syllabi and Course Lesson Map (CLM) for all AC-130W formal aircrew training courses. Conduct syllabus reviews every 3 years.

1.3.3.6.2. Review trend data on an annual basis for RTM development.

1.3.3.7. Review and recommend changes to ETCA for all AC-130W formal aircrew training courses.

1.3.3.8. Attend annual Program Flying Training (PFT) conferences, coordinate PFT issues, and monitor publication of PFT documents and subsequent revisions.

1.3.3.9. Validate Flying Hours Program required for all AC-130W aircrew training.

1.3.3.10. Monitor resources required to meet AC-130W aircrew training requirements and identify deficiencies in manpower, personnel, facilities, or training equipment.

1.3.3.11. Monitor graduate field evaluation programs per AFI 36-2201, *Air Force Training Program*.

1.3.3.12. Review and approve syllabi and training plans for all AC-130W unit developed aircrew training courses.

1.3.3.13. Manage the contractor support for AC-130W aircrew training devices and courseware.

1.3.3.14. Lead command/A3T will manage MDS simulator certification.

1.3.3.14.1. Lead command/A3T will produce a simulator event certification letter to delineate training that may be accomplished in specific Aircrew Training Devices (ATD).

1.3.3.14.2. Lead command/A3T will validate ATD suitability to count simulator time for upgrades and experience levels.

1.3.4. MAJCOM/A1 will:

1.3.4.1. Ensure AC-130W aircrew formal school students meet appropriate formal school course prerequisites or possess an appropriate waiver prior to attending. FTU waiver authority is AFSOC/A3.

1.3.4.2. Establish and maintain personnel assignment policies to provide quality aircrew instructor manning for MAJCOM training programs.

1.3.4.3. Determine and validate manpower required to support AC-130W aircrew training programs.

1.3.4.4. Complete force level forecasts for the next Presidential Budget submission plus the next Program Objective Memorandum (POM) cycle. AFSOC, in coordination with the Air Force Personnel Center (AFPC), will provide the projected number of assigned aircrew members for each time period, with corresponding authorizations and force turnover rates.

1.3.4.5. Determine and forward to USAF required force structure data for computation of advanced student authorizations needed to support formal aircrew training schools.

1.3.5. MAJCOM/A5/8 will:

1.3.5.1. Manage the acquisition and modification of AC-130W aircrew training devices (ATD).

1.3.5.2. Program sufficient funding to satisfy identified deficiencies in AC-130W aircrew training and maintain concurrency between aircraft and aircrew training devices if aligned with command priorities and available funding.

1.3.5.3. Manage, coordinate, and program AFSOC Flying Hour model requirements across the FYDP.

1.3.6. FTU will:

1.3.6.1. Manage overall operation, logistics, and administration of AC-130W formal training courses. (T-2)

1.3.6.2. Conduct and monitor AC-130W formal training to meet all course objectives and standards. (T-2) This includes monitoring and adjusting syllabus content and quality as well as PFT quantity to produce crewmembers qualified to perform the mission. The annual Training Review, Syllabus Review, and PFT Conferences are the primary conduits for significant changes.

1.3.6.3. Administer end-of-course critiques and graduate field evaluations. (T-2) Forward a summary of all critiques and evaluations to HQ AFSOC/A3T for review. Coordinate with HQ AFSOC/A3T to ensure formal school graduates meet unit requirements.

1.3.6.4. Maintain a class roster of students and graduates for each formal course. (T-2) Award AF Form 1256, *Certificate of Training*, to graduates per ETCA. Maintain a record of certificates issued, to include graduate's name, rank, course completed, course number, dates of course entry, and completion, and automated personnel data system (PDS) course code.

1.3.6.5. Prepare, review, and forward all syllabi to HQ AFSOC/A3T for coordination. (T-2) Syllabi contains a brief summary of revised, deleted, or added material and a resource impact statement (flying hours, manpower, facilities, etc.).

1.3.6.6. Recommend changes to ETCA through appropriate channels to HQ AFSOC/A3T. (T-3)

1.3.6.7. Notify MAJCOM/A3T and gaining unit, in writing, when student graduation dates are extended 30 calendar days past scheduled, or if students graduate without completing all syllabus-training requirements. (T-2)

1.3.6.8. Forward all training records to the student's gaining unit, or unit of assignment, within 30 days of graduation. (T-2)

1.3.6.9. Prepare quarterly report of student training status and forward through appropriate channels to HQ AFSOC/A3T. (T-2)

1.3.6.10. Conduct syllabus reviews every 3 years in conjunction with MAJCOM/A3T. (T-2)

1.3.7. Wing/Group Operations Support Squadron(OSS) will:

1.3.7.1. By letter of appointment, should assign one officer and one NCO crewmember per MDS to work the operations support squadron training office. (T-3) The chief of the training section and the NCOIC are instructor qualified. Assign additional crewmembers as required. (T-3)

1.3.7.2. Develop programs to meet training objectives. Provide necessary staff support and assist subordinate units in management of training programs that meet unit needs. (T-3)

1.3.7.3. Attach each Wing/Group OSS Aircrew Position Indicators (API)-6 flyer to a flying squadron. (T-3)

1.3.7.4. Determine annual formal aircrew training quota requirements, submit quota requests to MAJCOM/A3T, and manage quotas allocated. (T-3)

1.3.7.5. Ensure subordinate unit training offices are trained in regulations, procedures, and other facets of job performance. (T-3)

1.3.7.6. Ensure RTM guidance implementation to include ARMS training profile updates and squadron dissemination. (T-3)

1.3.7.7. Ensure squadrons establish annual training plans, conduct quarterly training review boards, and identify crew members for upgrade. (T-3)

1.3.7.7.1. Ensure squadron Stan/Eval trend data and instructor feedback are reviewed at a group-wide level on a semi-annual basis. Pertinent information from review is disseminated to the individual squadrons for incorporation into squadron training plan. **Example:** applicable MC-130P Night Vision Goggles (NVG) takeoff and landing trends relayed to AC-130W.

1.3.8. Flying Sq/CC will:

1.3.8.1. By letter of appointment, should assign a minimum of one officer and one NCO crewmember to work the unit training office. The chief of the training section and the NCOIC should be instructor qualified. (T-3) Additional crewmembers are assigned as required.

1.3.8.2. Ensure RTM guidance implementation to include ARMS training profile updates. Ensure crewmembers complete in-unit ground, mission, and continuation training programs. (T-3)

1.3.8.3. Ensure adequate training continuity and supervision of assigned and attached crewmembers. (T-3) Assign additional requirements based on individual crewmembers experience and proficiency as necessary.

1.3.8.4. Review training and evaluation records of newly assigned or attached crewmembers and those completing formal training to determine the necessary training required to assign the individual to a Basic Aircraft Qualified (BAQ), Basic Mission Capable (BMC), or Mission Ready (MR) status. (T-3)

1.3.8.5. Before each semi-annual training period, assign Flying Training Levels (FTLs), and levels of qualification (e.g., instructor) or certification (e.g., evaluator) to assigned and attached crewmembers (see **Chapter 4**, this instruction, for description of training levels). (T-3) Assign training levels based on experience and aircraft proficiency.

1.3.8.6. Establish annual squadron training plan. (T-3) Any flying training that does not support MAJCOM METLs, unit Mission Essential Task (METs), or formal school training should be questioned and reviewed.

1.3.8.6.1. Conduct quarterly training review boards to monitor training, correct deficiencies and identify crew members for upgrade. (T-3)

1.3.8.6.2. Ensure Stan/Eval trend analysis data and instructor feedback are collected, analyzed, and incorporated into the squadron training plan. (T-3)

1.3.8.7. Ensure supervisors complete the formal school post-graduate surveys IAW AFI 11202, Vol 1.

1.3.8.8. Supplement this instruction (as required) and forward unit supplement to MAJCOM/A3T for approval. (T-3)

1.3.9. Unit Training Office will:

1.3.9.1. Manage unit training programs to ensure compliance with this instruction and applicable Air Force guidance on the training of aircrew members. (T-3)

1.3.9.2. Submit waivers IAW **Paragraph 1.6**, this instruction, and maintain a waiver tracking log. (T-1)

1.3.9.3. Monitor status of unit training. (T-3) Ensure flight commanders or designated representatives monitor the quality of training being accomplished and identify training deficiencies to the training office. Report deviations and document significant trends affecting unit or individual training status to unit commanders and operations officers.

1.3.9.4. Schedule and conduct required or directed training to ensure all crewmembers receive applicable ground training during eligibility periods. (T-3)

1.3.9.5. Fill allocated training quotas through appropriate channels. (T-3) Submit nominees or return quotas to MAJCOM/A3TA NLT 30 calendar days prior to class start date.

1.3.9.6. Conduct annual training reviews for all aircrew members. (T-3) Coordinate with unit commander to ensure FTL appointment letter is updated semiannually.

1.3.9.7. Submit all unit-developed training programs to MAJCOM/A3T for review and approval (except unit indoctrination). (T-3)

1.3.9.8. Maintain training continuity book detailing training office management. (T-3) Maintain a copy of the unit training Officer/NCO appointment letter in the continuity book and forward a copy to MAJCOM/A3T.

1.3.9.9. Maintain and update unit training office self-inspection checklist. Conduct self-inspection IAW wing/group self-inspection program. A copy of the last two self-inspections and open discrepancy tracking sheets are maintained in the unit training continuity book.

1.3.9.10. Initiate, track, review, and close out aircrew training folders, forms, and career training folders IAW AFI 11-202, Vol 1, AFSOCSUP.

1.3.9.11. Track continuation training and notify individuals when currency is lost. (T-3) Notify unit operations officers and commanders on issues affecting readiness.

1.3.9.12. Maintain training material and equipment for recurring ground training events. Periodically review ground training materials, tests, and computer based instruction for currency (Not required when maintained by Wing/Group/OSS). (T-3)

1.3.9.13. Coordinate with servicing Military Personnel Flight (MPF) to ensure the individual acknowledges any Active Duty Service Commitment (ADSC) or Reserve Duty Service Commitment (RDSC) required for in-unit upgrade training and this ADSC/RDSC is properly processed once training is complete (see **Paragraph 1.5**, this instruction).

1.3.10. The Instructor will:

1.3.10.1. Be thoroughly familiar with all courseware and contents of the applicable attachments to this instruction for qualification, upgrade, and specialized training they are required to administer. (T-3)

1.3.10.2. Review the student's training records prior to performing each flight or training session. (T-3)

1.3.10.3. Conduct thorough preflight briefing and postflight critique. (T-3)

1.3.10.4. Ensure all required upgrade training items are completed and signed off only after the student demonstrates the required level of knowledge and proficiency. (T-3) Complete and sign off all required training items prior to recommending the student for an evaluation or certifying the student in a maneuver or procedure.

1.3.10.5. Be responsible for the safe execution of the duties of their respective crew position. At any time during the flight, if the judgment or proficiency of the student should raise a question in the instructor's mind as to the student's ability to safely execute the duties of the aircrew position, the instructor will immediately take over these duties. The instructor should then explain and demonstrate the proper method of executing these duties. (T-3) In order to provide effective instruction concerning weapons system employment, instructors are thoroughly knowledgeable in AC-130W TTPs, governing AFIs, regulatory guidance, and other materials such as applicable manufacturers' publications.

1.3.10.6. As an instructor pilot, be responsible at all times for the conduct of the flight and safety of the aircraft. At any time during the flight, if the judgment or proficiency of the student at the controls raises a question in the instructor pilot's mind as to the student's ability to safely complete a prescribed maneuver, the instructor pilot will immediately take over the controls of the aircraft. The instructor pilot should then explain and demonstrate proper methods of conducting the maneuver prior to the student resuming control of the aircraft. (T-3) All instructors place special emphasis on the procedures for positive identification of emergency conditions before initiating corrective action. In addition, instructors thoroughly brief and place a high emphasis on the procedures for positive exchange of control.

1.3.10.7. If an instructor demonstrates deficiencies in their instructional abilities they may be used in their primary crew position (provided a deficiency does not involve primary crew duties). Commanders will take the necessary action to either retrain or remove those individuals from instructor status IAW Air Force or MAJCOM directives. (T-3)

1.3.10.8. Be authorized to instruct at all levels of qualification. Instructors are authorized to teach any event in which they are qualified and current unless specifically restricted.

1.3.11. Individual Aircrew Member Responsibilities:

1.3.11.1. As part of PCS, hand-carry training folder and other training records to assist gaining unit's assessment of member's qualifications and additional training requirements.

1.3.11.2. When attending a formal school course, hand carry a copy of Aviation Resource Management System (ARMS) Individual Data Summary, flying history report, individual training summary, aeronautical orders, aviation service worksheet, and any additional requirements set forth in the ETCA to the training squadron aviation resource management office.

1.3.11.3. Participate only in ground and flying activities for which they are qualified, current, and adequately prepared.

1.4. Aircrew Training Policy. The primary training method for AC-130W initial qualification or upgrade training is attendance at an ETCA formal school. USAF policy dictates the use of formal schools unless attendance is impractical. The secondary method is in-unit training using applicable formal school courseware. Requalification training is accomplished IAW AFI 11-202, Vol 1

1.4.1. Secondary Method Training (SMT). Secondary Method Training (SMT) requires a waiver be submitted through appropriate channels per this instruction and approved by MAJCOM/A3T. Any aircrew member who was previously disenrolled from a formal ETCA course for substandard performance is ineligible for Secondary Method Training. Aircrew members (primary or supervisory) must complete SMT within 180 calendar days from the date of their first ground training session or first flight, whichever occurs first. (T-2) Individuals start training within 45 calendar days of waiver approval. Individuals unable to complete training within these limits may continue training; however, their units will notify AFSOC/A3T with a description of the difficulty and expected completion date (not to exceed an additional 120 calendar days). (T-2) If SMT is not completed by this date, any further extension requires AFSOC/A3 approval. Commanders ensure aircrew personnel engaged in qualification or requalification training complete their training in a timely and uninterrupted manner. Duties not directly related to qualification or requalification training should be minimized. Upon completion of SMT training, units will notify AFSOC/A3T using the SMT Completion Memo. (T-2) SMT Waiver and SMT Completion templates are available on the AFSOC/A3TA Sharepoint website, <https://eis.afsoc.af.mil/sites/A3/A3T/A3TA/Templates/Forms/AllItems.aspx>.

1.4.1.1. Formal courseware requests. The 551 SOS is the primary source for formal training products. When specific formal courseware is not published, use of locally developed training syllabi is authorized. Units will forward all locally developed syllabi for in-unit training to AFSOC/A3T for review and approval. (T-2) All locally approved in-unit syllabi are posted on the AFSOC/A3T web page. For SMT requests, the waiver authority (per [Table 1.1](#)) includes the appropriate formal school (551 SOS) as an addressee on all correspondence and requests that the formal school forward applicable courseware to the aircrew member's unit of assignment. Courseware includes but is not limited to; the course syllabus, briefings, Computer Based Training (CBT) modules, student and instructor guides, and training guides and grade sheets for the student's training folder. The unit training office will verify the current version is used. (T-2) (Note: Formal schools will not forward written examinations as part of the courseware for in-unit qualification training). (T-2)

1.4.1.2. Complete all academic, ground, and flight training outlined in the courseware. When the courseware is adapted for local use, modify it only if the training is

incompatible with local training conditions (e.g. simulator not available). Students may proficiency advance (PA) provided all required proficiency levels (RPLs) are met or exceeded for the advanced (skipped) sortie(s)/lesson(s). The SQ/DO is the approval authority for proficiency advancement.

1.4.1.2.1. Syllabus Waivers. A syllabus waiver is a planned one-time exception to the syllabus used to enhance or accommodate student training in special or unusual circumstances. Syllabus waivers are not intended to be permanent changes to a syllabus, but should be suggested as syllabus changes if a permanent change is warranted. AFSOC/A3T is the approval authority for syllabus waivers. Submit syllabus waiver requests in writing, including the rationale for the waiver using a memorandum for record. All waiver requests are routed through SOG/CC, who forwards it to AFSOC/A3T. AFSOC/A3T will approve or disapprove requests and forward a copy of approved waivers to SOG/CC and the appropriate gaining unit training office. SOGs will maintain a record of all approved waivers for two years. (T-2) Training requested in a syllabus waiver may not commence until waiver approval is obtained.

1.4.1.2.2. Syllabus Deviations. A syllabus deviation is any unplanned variation from syllabus or equivalent directed requirement such as prerequisite flow, turn times, landing currency, minimum number of events, etc. Unless a waiver request is approved prior to beginning of training, all syllabus training is accomplished. If unforeseen circumstances result in an omission of required training, the SQ/DO will determine if the omitted training can be accomplished later in the syllabus flow, without adversely affecting the quality of student training. (T-3) Document all syllabus deviations, SQ/DO directed corrective actions, and accomplishment of the omitted training in the student's training folder. However, on a case-by-case basis the SQ/DO may authorize an intentional syllabus deviation in the interest of flying safety. All syllabus deviations are documented and maintained in the student training folder.

1.4.1.3. MAJCOM approved differences training may be conducted in unit without a waiver.

1.4.1.4. Units conducting training where a waiver is not required (i.e., complete training for restricted AF Form 8, *Certificate of Aircrew Qualification*, MAJCOM approved differences training) will send a request for any applicable courseware through channels to MAJCOM/A3T, with an information copy to the appropriate formal school. (T-2) Include unit point of contact (name, rank, office symbol, and telephone number) and the name and rank of the trainee.

1.4.2. Training Forms. Aircrew training records and forms are established and maintained per AFI 11-202, Vol 1 AFSOC Supplement.

1.4.2.1. AF Form 4348, *USAF Aircrew Certifications* are used to document ground/flying training associated with mission qualification, and to document instructor certified and one-time/initial flying training events. The AF Form 4348 is maintained in the individual's Flight Evaluation Folder (FEF) per AFI 11-202, Vol 2, Aircrew Standardization/Evaluation Program.

1.4.2.2. The following forms aid management of aircrew training programs.

1.4.2.2.1. AF Form 4109, *SOF/CSAR Aircrew Training Record*, is used as the training record jacket to document in-unit qualification or upgrade of an aircrew member. It documents applicable ground training, special function training, part task training, cockpit procedures training, simulator training, and flying training accomplished by crewmembers.

1.4.2.2.2. AF Form 4110, *Comments –SOF/CSAR Training Record*, is used to document narrative comments on aircrew training activities.

1.4.2.2.3. AF Form 4111, *SOF/CSAR Training Record*, is used to list RPL, indicate events for training sortie completion, and to document demonstrated student task and subtask performance and knowledge proficiency levels. Units are authorized to overprint and reproduce AF Form 4111 for approved course syllabi. The number of training tasks in the appropriate training guide is a recommended minimum, which normally allows the student to achieve proficiency. It is neither intended to restrict the number of times the task is accomplished nor restrict proficiency advancement.

1.4.2.3. IAW the Career Field Education and Training Plan (CFETP), personnel in Air Force Specialty Code (AFSC) 1AXXX are exempt from maintaining OJT Training Folders (AF Form 623).

1.4.2.4. For Weapons Instructor Course (WIC), prepare training records IAW USAFWS guidance.

1.4.3. Aircrew Training While DNIF. Crewmembers whose status is “duty not involving flying” (DNIF) may log ground training events, including simulator training, if their physical condition allows. Consult the flight surgeon initiating AF Form 1042, *Medical Recommendation For Flying or Special Operational Duty*, action if the DNIF status includes ground training limitations.

1.4.4. In-flight Supervision. Unless specifically directed, the unit commander determines the level of supervision necessary to accomplish required training. If the mission objectives include introduction to tasks or instruction to correct previous discrepancies, then an instructor may be required. The following personnel are supervised by an instructor from a like crew position when performing aircrew duties.

1.4.4.1. Non-current crewmembers.

1.4.4.2. Crewmembers in initial, difference, upgrade, or requalification flying training.

1.4.4.3. Senior officers who have not completed initial qualification as outlined in **Chapter 2** and in **Paragraph 1.7**.

1.4.5. Cross Crew Position Training (CCPT). With unit commander, operations officer, or mission commander approval, instructors from one crew position may train crewmembers from a different crew position on specific skills/events in which both are qualified (as long as the instructor is not performing duties as a primary crewmember at the time) unless otherwise restricted in this volume. Flight evaluations comply with requirements of AFI 11-2AC-130W, Vol 2 (or equivalent), Aircrew Evaluation Criteria.

1.5. Service Commitments. Formal training, either primary or secondary method, conducted per this instruction may incur a service commitment IAW AFI 36-2107, *Active Duty Service Commitments (ADSC)*. Reference the appropriate AFI for program specifics. Individuals will

acknowledge the incurred SC by signing the appropriate Active Duty Service Commitment Acknowledgement Statement, prior to entering training. (T-3) The unit training officer will notify AFPC/DPSFO via the servicing Military Personnel Flight (MPF) once training is complete. (T-2)

1.6. Waivers: AF/A35 is the waiver authority for training requirements specified in AFI 11-202, Vol. 1. This authority has been delegated to MAJCOM/A3 for specific aircrew training events (case by case basis). These requirements currently include initial CRM training, initial life support equipment and procedures training, Survival Evasion Resistance Escape (SERE), flight evaluations, and egress training (see AFI 11-202, Vol 1 for specific guidance). For case-by-case individual waivers for flight physical and physiological training currencies, AFSOC/SGP and AFMSA/SGPA are the respective waiver authorities. Some ground training items (e.g. small arms training, LOAC, etc.) are tasked by other agencies. Reference the source instruction to determine the waiver authority in these cases. MAJCOM/A3 is the waiver authority for MDS-specific Vol 1 aircrew training requirements unless otherwise noted in this AFI. Group commanders are the delegated waiver authority for flying hour requirements and for ground and flying training requirements as outlined below in **Paragraph 1.6.4** and **1.6.5**.

Table 1.1. Processing of Waiver Requests.

Waiver requested by:	Waiver Authority	Forward request through:	Reply sent to:	Info copy sent to:
Any unit (for items required by AFI 11-202, Vol 1)	See AFI 11-202, Vol 1	Group/OST (OGV for AFRC) to NAF/A3 (if applicable) to MAJCOM/A3T to MAJCOM/A3	Group/OST (Group/OGV for AFRC)	See below
Active Duty unit	AFSOC/A3T	Group/OST to AFSOC/A3T	Group/OST	Requesting unit
AETC Formal School or AETC Unit	AETC/A3F	Group/OST to 19 AF/A3FS to AETC/A3F	Group/OST	AETC Formal School AFSOC/A3T AETC/A3ZS
AFRC unit	AFRC/A3T	Group/OGV to 10 AFOST to AFRC/A3T	Group/OGV	10 AF/DOT, AFSOC/A3T, Requesting Unit

1.6.1. Waivers to the requirements of this instruction are submitted via message, memo, fax, or email through the group training office to the OG/CC, and then to the NAF/A3T or MAJCOM/A3T (as applicable) for approval, unless otherwise specified.

1.6.1.1. Units will maintain waiver logs for one year. (T-2) As a minimum, track the following information:

- 1.6.1.1.1. Waiver type.
- 1.6.1.1.2. Approval authority.
- 1.6.1.1.3. Approval date.
- 1.6.1.1.4. Waiver number.
- 1.6.1.1.5. Waiver expiration date.
- 1.6.1.1.6. Copy of the signed waiver.

1.6.2. General Waiver Format. Name, grade, flying organization (assigned or attached), present crew position (including special mission qualifications), total flying time and primary aircraft assigned (PAA) time (including instructor, evaluator and C-130 simulator time, if applicable), crew qualification to which member is qualifying or upgrading, scheduled training start date, expected upgrade or qualification date, date last event accomplished, remarks, justification for the waiver request and requesting unit point of contact (include name, rank, telephone number, and office symbol). Waiver format templates are available on the [AFSOC/A3TA Sharepoint website, https://eis.afsoc.af.mil/sites/A3/A3T/A3TA/default.aspx](https://eis.afsoc.af.mil/sites/A3/A3T/A3TA/default.aspx).

1.6.3. Units requesting waivers for SMT in-unit qualification, mission qualification, or upgrade of an aircrew member will send requests through appropriate channels to MAJCOM/A3T. (T-2) Formal schools will forward current copies of courseware materials to units semi-annually. (T-2) Maintain copies of all waivers in the individual's training folder. If the training incurs an ADSC per **Paragraph 1.5**, include the statement "Individual acknowledged receipt of ADSC by signing the AF Form 63, *Active Duty Service Commitment Acknowledgement Statement*, on (date AF Form 63 signed)".

1.6.4. Operations Group commander or equivalent (e.g. CJSOAC/CC) may:

1.6.4.1. Waive 10 percent of the Total and PAA hours in **Tables 5.1** and **5.2** required for upgrade in all crew positions, on an individual basis only. A copy of the waiver is filed in the individual's training record. Students attending formal school will bring a waiver letter to the formal school for insertion into their training record. (T-2)

1.6.4.2. Extend ground training requirement due dates up to 2 months for Note 1 events in the RTM ground training table on an individual basis only (Exception: Events referenced in **Paragraph 1.6** levied by other AFIs may not be waived by the OG unless specifically authorized to do so in the source AFI). These events may count towards the next periodic requirements (units should note on waiver when events were accomplished and the ARMS due date should be updated).

1.6.4.3. Extend due dates for RTM ground training table events on an individual basis for the duration of an exercise, contingency or operational mission only if a crewmember goes overdue while away from home station and the training is not available at the deployed location. Exception: Events referenced in **Paragraph 1.6** levied by other AFIs may not be waived by the OG unless specifically authorized to do so in the source AFI.

1.6.4.4. Waive all flying training requirements (RTM BAQ and MR tables except as otherwise noted) on an individual basis only. Wings/groups must keep an accurate record of waivers granted. (T-2) Notify MAJCOM/A3T when waivers are issued.

1.6.5. Unit commanders may carry new crewmembers as "mission ready" (MR) for up to six months if an aircrew member arrives at the unit after a PCS or formal school and is not MR in all core mission events. Under no circumstance may crewmembers perform events in which they are not qualified unless under the direct supervision of an instructor. This policy does not apply to basic aircraft qualification events. If training is not complete in six months, the aircrew member becomes "non-mission ready" (NMR). OG commanders may authorize extensions. Units must notify MAJCOM/A3T of any OG extensions. (T-2)

1.6.6. MAJCOM/A3 will specify via RTM the time an aircrew member is trained and qualified when a new core mission event is added. If training is not complete within that time, the aircrew member becomes “non-mission ready” (NMR). OG commanders may authorize extensions. Units must notify MAJCOM/A3T of any OG extensions. (T-2)

1.7. Senior Officer Flying/Supervisory Aircrew. See AFI 11-202, Vol 1, AFSOC SUP.

1.8. Intra-command and Inter-command Transfer of Aircrews. For intra-command transfer of aircrew members, the gaining organization honors validated training completed by newly assigned crewmembers prior to the transfer. For inter-command transfer, certifications and qualifications should be accepted to the maximum extent practical, as long as training and evaluation standards are equivalent. The operations officer at the gaining unit should review the individual's career training folder and flight evaluation folder to determine which certifications and qualifications are honored. (T-2)

1.8.1. Permanent Change of Station (PCS) Screening. Losing units will screen individual flight and ground training records during unit out-processing. (T-2) Accomplish this screening in sufficient time to correct discrepancies prior to PCS. Losing unit will provide a printed copy of current ground and flying training summaries to individuals prior to PCS. (T-2) See AFI 11-401, *Aviation Management*, for additional guidance.

1.8.2. Instructor training and qualifications may be accepted at the discretion of the gaining unit commander.

1.9. Initial Cadre for Change of Aircraft, Equipment, or Capability. When possible, qualified personnel in other units operating like equipment will provide the initial cadre. (T-2) In some instances, it is necessary for units converting from one design aircraft to another to form an initial cadre of aircrew personnel for whom certain training qualification requirements may be waived. Authorization to form initial cadre crews is contained in the conversion program action directive. Unless otherwise stated in the program action directive, the following conditions apply to management of initial cadre aircrew qualification for aircraft conversion:

1.9.1. A nucleus of instructor and flight examiner personnel (initial cadre) are formed to begin aircrew training. Initial cadre may not be designated in a crew position higher than currently held; for example, AC-130W IP to AC-130J flight examiner.

1.9.2. Units will send proposed initial cadre list containing name, rank, current qualification level, aircraft, requested qualification level, total primary aircraft flight hours, total instructor, and evaluator hours (if applicable) to MAJCOM/A3 for approval. For additional detail, see AFI 11-202, Vol 2. (T-2)

1.9.3. Initial cadre is not required for minor aircraft modifications when any required training for that modification is provided by the contractor and/or can easily be accomplished in-unit. Conduct differences training for the new equipment and log training on a letter of Xs or Memo for Record (MFR). Crewmembers may not fly with new equipment until trained.

1.10. Unit Aircrew Capability. Squadrons will maintain mission ready status on all primary aircrew members up to unit authorizations (N/A for USAFWS instructor aircrew members). (T-3) Commanders will train aircrews to meet capabilities specified in unit DOC statements. (T-3) Supervisory aircrew and staff members assigned above squadron level, which are in excess of the unit's mission requirements, will maintain mission ready, basic mission capable or basic

aircraft qualification status, as required . **Note:** To change from BMC to MR status, a crewmember begins maintaining full MR flying currency. The unit commander may assign additional training, as desired.

1.10.1. ACC Currency Requirements. Permanent Party aircrew assigned to the 14 WPS maintain at least basic mission capable flying currency in the portions of the mission they instruct. Unit commanders may direct specific individuals to maintain only partial BMC qualifications. In such cases, the crewmember requires only those currency items associated with this tailored qualification. The individual's AF Form 8 indicates applicable restrictions based on assignments of less than full mission qualification. If 14 WPS crewmembers augment operational units, the gaining unit commander must be provided a detailed list of the individual's current training status. The individual must comply with MR training requirements of the gaining unit or pursue applicable waivers through the operational unit's MAJCOM/A3. (T-2) The gaining unit or MAJCOM may levy additional requirements as desired. **Chapter 4** outlines exceptions to continuation currency training requirements for these personnel. **Note:** For the purposes of this instruction, enlisted aircrew members assigned to the 14 WPS are not considered USAFWS instructors. (T-3)

1.11. RAP Tasking Memorandum (RTM). MAJCOM/A3 will determine training requirements for subordinate units. Due to dynamic requirements of Combatant Commanders, training requirements and currencies may be altered regularly. These training requirement and currency adjustments may be made via RTM. AFSOC/A3 is an info addressee on all changes.

1.12. Deviations. This instruction does not authorize deviations from the flight manual or any other Air Force Instruction. Flight safety is given prime consideration and takes precedence over the requirements and guidance of this instruction.

1.13. Publication Administration. This instruction is distributed to AFSOC, AFSOC-gained units, and AFSOC related schools based on requirements established through the Air Force Publications Distribution Office (AFPDO). All aircrew members are authorized this instruction. Distribution to units, organizations, and individuals outside these commands or not associated with the MDS may be made upon specific request and justification.

1.13.1. Supplements. Forward all unit or MAJCOM supplements to this instruction to HQ AFSOC/A3TA, who in turn will forward to USAF/A3OI for approval. Provide HQ AFSOC/A3TA, and applicable MAJCOM/A3T a copy of all approved supplements. If required by mission or location, units may supplement this instruction by coordinating with HQ AFSOC/A3T before publication.

Chapter 2

QUALIFICATION TRAINING

2.1. Overview. This chapter outlines the minimum requirements for Basic Aircraft Qualification (BAQ) training which may be completed as part of initial qualification, requalification, conversion, or differences training. Duties not directly related to qualification or requalification training should be kept to a minimum.

2.1.1. Qualification training provides the training necessary to initially qualify crewmembers in a basic crew position and flying duties. Upon completion of qualification training, the crewmember attains BAQ status. BAQ is a prerequisite for Mission Qualification Training (MQT, outlined in **Chapter 3**, this instruction).

2.2. General Requirements. The primary method of initial qualification and requalification training is the appropriate formal training course listed in ETCA. If no requalification course exists, conduct requalification using the initial qualification course. Completing the appropriate formal course satisfies the training requirements of this chapter. When attendance is not practical or quotas are not available, units may request secondary method in-unit qualification training waivers IAW AFI 11-202, Vol 1, AFSOC SUP. Any aircrew member who has previously failed to successfully complete the ETCA formal course for substandard performance may not be issued a secondary method training waiver.

2.3. Training Prerequisites. Course prerequisites are IAW the appropriate formal course syllabus, the ETCA, AFI 11-202, Vol 1, and this instruction. The formal school Syllabus of Instruction (SOI) designates the course prerequisite approval authority.

2.4. Ground Training Requirements. All crewmembers must complete ground training requirements IAW **Table 2.1**, prior to the first flight (T-3). See current RTM for event descriptions.

Table 2.1. Basic Aircraft Qualification Ground Training Requirements (T-1).

Requirement	Reference	Event ID
Crew Resource Management	AFI 11-202, Vol 1	G230 or G231
Life Support Familiarization Training	AFI 11-301, Vol 1	LL01
Emergency Egress Training	AFI 11-301, Vol 1	LL03
Flight Physical	AFI 48-123	None
Physiological Training	AFI 11-403	None
Local Area Survival	AFI 16-1301	SS01
Emergency Parachute Training (EPT)	AFI 16-1301	SS06
Marshalling Exam	AFI 11-218	G002

Note: See AFI 11-202, Vol 1, AFSOCSUP, for Flight Surgeon (FS), Medical Technician, and Combat Camera Aerial Photographer Training requirements. See MDS specific RTM for updated event information.

2.4.1. Written Examination. Open and closed book qualification examinations are completed before the completion of basic qualification flying training. Written examinations satisfy the requirements of AFI 11-202, Vol 2 and MDS Volume 2. The formal school will not forward their examinations as part of the courseware for in-unit qualifications. (T-2) When qualification training is completed by secondary method, the student will complete the appropriate group stan/eval or equivalent examination IAW AFI 11-202V2.

2.4.2. Emergency Egress Training, Non-Ejection [LL03]. All crewmembers and other personnel regularly flying on AFSOC aircraft receive hands-on egress training in the aircraft prior to their first flight. Aircrew members are given flight deck and cargo compartment familiarization. Place emphasis on the location and function of all switches and controls required for all emergency procedures. See current AC-130W Ready Aircrew Program Tasking Memo (RTM) for further details. (T-1)

2.5. Flying Training Requirements. Satisfactorily completing the appropriate ETCA formal course satisfies the requirements of this section. Approved in-unit qualification training is accomplished IAW applicable formal school courseware and the guidance below:

2.5.1. Flying training lessons should be completed sequentially. If required by mission scheduling or student progress, in-unit training sequences may be changed by the unit Operations Officer.

2.5.2. AFSOC policy for C-130 pilot training requires that, prior to certification, ACs and IPs will train to a 3C level in simulated 3-engine takeoffs and simulated 2-engine approaches and landings. (T-3) CPs will see a demonstration of a simulated 3-engine takeoff and a demonstration of a simulated 2-engine approach and landing prior to flying without an instructor. These events may be accomplished in a simulator to satisfy this requirement. (T-1)

2.6. Basic Aircraft Qualification Conversion/Differences/Transition Training. Conversion training is normally associated with a unit conversion to another MDS (e.g. C-21 to C-130). Difference training is conducted when training in a different series aircraft in the same mission design (e.g. C-130E to C-130H3). Use difference training when changing between same design aircraft and the amount of training needed for qualification does not warrant attendance at a formal qualification course. Additionally, accomplish difference training when an aircraft is modified and any required training for that modification can easily be accomplished in-unit. BAQ difference training qualifies an aircrew member to be a basic crewmember. A formal school transition course (TX) may be used to complete differences training if available. If a TX course is not available, the alternate method is via in unit ground and flight training IAW MAJCOM/A3T approved AF Form 4111, *SOF/CSAR Training Record*, satisfactory completion of the qualification written open/closed examinations, and instructor certification on the AF Form 4348, *USAF Aircrew Certification*, or AF Form 1381, *USAF Certification of Air Crew Training*, for the new aircraft. Aircrew members entered into differences training will complete training within 180 days after the first flight of the training program. (T-3) BAQ Differences training is authorized per **Table 2.2**, this instruction.

2.6.1. For basic aircraft instrument/qualification purposes, the AC-130H, AC-130U, C-130E/H, C-130H1/2, C-130H3, EC-130E/H, HC-130P/N, MC-130E, MC-130H, MC-130P, and AC-130W are generally considered to be different series aircraft in the same MDS. Training between the C-130J variants and any other C-130 variant is conversion training and is accomplished via a formal course at an FTU or via SMT.

2.6.2. For purposes of **Paragraph 2.6**, and **Table 2.2**, of this instruction, C-130 ‘slick’ variants are C-130E/H, C-130H1/2, C-130H3, and demodified EC-130E/H; difference training and AF Form 4348 or AF Form 1381 entries are required for each variant.

2.6.3. Upon completion of differences training and certification on the AF Form 4348 or AF Form 1381, the crewmember is Basic Aircraft Qualified (BAQ) in the new aircraft. Aircrew members may maintain previous C-130 instructor/evaluator and air to air refueling (AAR) qualifications/certifications at the discretion of the unit commander. Other crew position qualifications (i.e. mission instructor) are attained through the procedures in **Chapter 5**, this instruction.

2.6.4. Aircrew members training to an MDS not specifically listed in **Paragraph 2.6**, or **Table 2.2**, this instruction, must complete transition training. (T-3) Transition training requires the completion of the formal school initial qualification course.

2.6.5. Multiple Qualification. Crewmembers will attend a formal initial qualification or TX course to gain basic aircraft qualification in another MDS unless authorized difference training per **Paragraph 2.6**. (T-3) For approved secondary method training, request courseware IAW **Paragraph 1.4**.

2.7. C-130H Qualification Training. All aircrew members in flying billets will maintain qualification in the AC-130W. (T-3) Aircrew members may not be solely qualified in the C-130H. Students awaiting AC-130W qualification training at the FTU are authorized to fly the C-130H providing they are qualified and current (if non-current, under the supervision of an instructor). All C-130H qualified aircrew members will comply with applicable ground training requirements in the RTM ground training table and flying training requirements in the RTM BAQ table. (T-3)

Table 2.2. Basic Aircraft Qualification Differences Training (T-2).

Current MDS Qualified in:		Slick C-130 note 2	AC-130W
	Slick C-130 note 2	Note 1	P,N,F,AG
	AC-130W	P,N,F,AG	
	AC-130H	Note 1	P,N,F,AG
	AC-130U	Note 1	P,F,AG
	EC-130J	Note 1	None
	HC-130P/N	Note 1	P,N,F,AG
	MC-130H	Note 1	P,F,AG
	MC-130P	Note 1	P,N,F,AG

Notes: P=Pilot, N=Navigator, F=Flight Engineer, AG= Aerial Gunner/Loadmaster Per AFI 11-2MDS, Vol 1.
For purposes of this table, Slick C-130 includes the following MDS: C-130E/H, C-130H1/2, C-130H3 and demodified EC-130E/H.

Chapter 3

MISSION QUALIFICATION TRAINING (MQT)

3.1. Overview. This chapter establishes the minimum training requirements for completing mission qualification and requalification. Aircrew members completing mission qualification or requalification are to meet the requirements of this chapter. Upon completion of mission qualification training, the crewmember is assigned either Basic Mission Capable (BMC) or Mission Ready (MR) status.

3.2. General Requirements. The primary method of mission qualification is to complete the appropriate formal training course listed in the ETCA. Completing the appropriate formal course satisfies the training requirements of this chapter. Requalification training is accomplished IAW AFI 11-202, Vol 1. If required and no formal requalification course exists, conduct requalification using the initial mission qualification course. When attendance is not practical or quotas are not available, units may request waivers to conduct secondary method mission qualification training IAW AFI 11-202, Vol 1, AFSOCSUP, using formal school courseware. Aircrew members who have previously failed to complete an ETCA formal course for substandard performance are not issued a SMT waiver for same training. The secondary method requires use of formal school courseware and a waiver from the appropriate waiver authority. This courseware establishes the minimum training requirements to meet standards specified in AFI 11-2AC-130W, Vol 2 (or equivalent). Units may supplement courseware to meet local requirements. Submit all courseware change requests to HQ AFSOC/A3T prior to implementation.

3.2.1. Direct Support Operator (DSO)/Tactical Systems Operator (TSO) Training. DSOs and TSOs will complete appropriate qualification/requalification course utilizing AFSOC approved syllabi and FTU provided courseware. (T-2) After completing initial mission qualification training and evaluation, AFSOC differences/conversion training may be used to attain qualification in different series of AFSOC aircraft. In all instances use AFSOC/A3T approved courseware.

3.2.2. DSOs and TSOs are tasked to fly on all AFSOC aircraft and will maintain universal qualification per AFI 11-202, Vol. 2, AFSOC Supplement. They are to comply with AFI 11-2MDS, Vol 1, DSO and TSO semi-annual ground and flying training currency requirements for each aircraft in which a qualification is held. DSOs and TSOs will log a minimum of one CMP each semi-annual period per aircraft regardless of FTL. (T-3) The FTL requirements are halved for each MDS for DSOs who maintain both a C-130 and vertical-lift qualification.

3.3. Training Prerequisites. Course prerequisites are IAW the appropriate formal course syllabus, the ETCA, AFI 11-202, Vol 1, and this instruction. The formal school syllabus designates the course prerequisite approval authority.

3.3.1. This does not preclude simultaneous basic qualification and mission qualification training. Simultaneous/Concurrent Multiple-MDS qualification upgrades are not accomplished.

3.3.2. If there is not a separate mission requalification course, aircrew members requalifying in the units mission will comply with the initial mission qualification course prerequisites. (T-3)

3.3.3. For the minimum requirements to be trained as a mission Aircraft Commander, refer to **Table 5.1**, this instruction. If the requirements of the table are not met, train and evaluate the individual as a mission CP unless excepted below.

3.3.3.1. Prior Qualified Pilots (PQP, e.g. FAIP, OSA, etc.). PQP pilots fly in-unit as a MC until they have the required PAA flight time. Units will follow requalification procedures in **Chapter 4**, this instruction, to requal those pilots as MPs. (T-3)

3.3.3.2. Mobility Pilot Development (MPD) pilots. MPD pilots complete AFSOC mission qualification in the right seat. (T-2)

3.4. Ground Training Requirements. Complete all ground training in **Table 3.1**, this instruction, as part of mission qualification training or prior to certifying individuals as mission ready. Completion of training establishes due dates for recurring ground training required in **Chapter 4**, this instruction. Credit any training accomplished at a formal school. Qualified mission ready crewmembers transferred from other units require only unit specific mission ready training events or events which are due/overdue.

3.4.1. Academic Training. Complete all academic and ground training delineated in applicable courseware. If not included in the course syllabus, accomplish the minimum requirements listed in AFI 11-202, Vol 1 separately.

3.4.2. Written Examination. Crewmembers must complete a written examination before the end of mission qualification flying training. (T-3) Formal school End of Course examinations, Group stan/eval or equivalent examinations for SMT satisfy this requirement. The formal school will not forward their examinations as part of the courseware for in-unit qualifications. (T-2)

3.4.3. See AFI 11-202, Vol 1, AFSOC SUP, for Flight Surgeon (FS), Medical Technician, and Combat Camera Aerial Photographer Training requirements.

Table 3.1. Mission Qualification Ground Training Requirements (T-2).

REQUIREMENT	Reference	Event ID	Crew Position	Note
Combat Survival Training (S-V80-A)	AFI 16-1301	SS20	All	
Water Survival Training (S-V86-A)	AFI 16-1301	SS31	All	
Combat Mission Training	AFSOCI 11-207	G070	All	1
Egress Training with ACDE	AFI 11-301, Vol 1	LL05	All	1
Aircrew Chemical Defense Training	AFI 11-301, Vol 1	LL04	All	1
EPT with ACDE	AFI 16-1301	SS09	All	1
Unit/Theater Indoctrination	AFI 11-202, Vol 1	G001	All	2
Government Detention Level B	AFI 16-1301	SS26	All	1
Level C		SS25		
Hostage Survival Level B	AFI 16-1301	SS28	All	1
Level C		SS27		
Local Area Survival	AFI 16-1301	SS01	All	3
Life Support Familiarization Training	AFI 11-301, Vol 1	LL01	All	3

REQUIREMENT	Reference	Event ID	Crew Position	Note
Small Arms Training (M-9)/(M-16)	AFI 31-117	G280	All	1
	AFI 36-2226	G286		
<p>Notes: See current AC-130W Ready Aircrew Program Tasking Memo (RTM) for definitions and updated event information. See AFI 11-202, Vol 1, AFSOCSUP, for Flight Surgeon (FS), Medical Technician, and Combat Camera Aerial Photographer Training requirements.</p> <p>1. Not required for formal school aircrew instructors. If formal school instructors are deployed for contingency or exercise augmentation, these events are completed prior to deployment.</p> <p>2. Training Status Item. Crewmembers will fly with an instructor until this event is accomplished. (T-3)</p> <p>3. Grounding Item. Crewmembers must complete training prior to first flight. (T-3)</p>				

3.5. Flying Training Requirements. Satisfactorily completing the appropriate ETCA formal course satisfies the requirements of this section. Approved in-unit qualification training is accomplished IAW applicable formal school courseware and the guidance below:

3.5.1. Flying training lessons should be completed sequentially. If mission scheduling or student progress dictates otherwise, in-unit training sequences may be changed by the unit operations officer.

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

3.5.3. Crewmember requirements may be completed on training or operational missions under the supervision of an instructor in the same aircrew position. Comply with restrictions in AFI 11-2AC-130W, Vol 3.

3.6. Specific Mission Training Requirements. Dual qualified Navigator/CSO upgrade requirements are provided in **Paragraph 5.7**, this instruction.

3.7. Mission Difference Training Requirements. When mission ready (MR) or basic mission capable (BMC) crewmembers complete differences qualification training to a unit assigned aircraft to be used in their current mission or to a C-130 having the same mission (i.e., AC-130H to AC-130W), they may be considered MR or BMC in the new aircraft. If the new aircraft has a different mission or aircraft differences warrant, additional mission qualification training is required. The primary method for accomplishing this training is to attend the formal school transition course (TX). If a formal school course does not exist and as authorized below, crewmembers may accomplish this training in-unit by completing MAJCOM/A3T approved AF Form 4111, mission open/closed book examinations, and a flight evaluation.

3.7.1. Crewmembers qualified and current in special mission events may maintain that qualification, once they are mission qualified in their new aircraft.

3.7.2. Crewmembers will complete all required ground training prior to being declared mission ready. (T-3)

3.7.3. The only crew positions authorized for in-unit difference training for mission qualification are aerial gunners, flight engineers. Accomplish in-unit difference training for aircrew members by completing the AF Form 4111 for difference training and satisfactorily completing the unit written mission qualification examination for the appropriate crew position.

3.7.3.1. Aerial Gunner Difference Training. In-unit difference training is authorized from all series of AC-130 aircraft using applicable approved courseware.

3.7.3.2. Flight Engineer Difference Training. In-unit difference training is authorized when changing from AC-130W to C-130H and from all series of AC-130 aircraft using applicable approved courseware.

Chapter 4

CONTINUATION TRAINING

4.1. General Requirements.

4.1.1. Requirements in this chapter satisfy the minimum flying and related ground training to maintain currency. Individual proficiency may require a greater number of events. Failure to accomplish these continuation training requirements may not affect BMC or MR status but may entail additional training as determined by the SQ/CC. If any sortie or event in this chapter is included in the RTM, it becomes a requirement for BAQ, BMC, and MR status. The RTM contains all ground training and flying requirements tables and definitions.

4.1.2. Training requirements may be completed on any sortie if the accrediting criteria of this instruction are met. Sorties and events that are compatible may be credited on the same flight.

4.1.3. Aircrew members will not log continuation training requirements in events in which they are unqualified. (T-3)

4.1.4. Training events accomplished on a flight evaluation or during a sortie in which the aircrew member attains an instructor certification may be credited toward the individual's volume requirements.

4.1.5. Flying training events accomplished during formal training use the course completion date (successful evaluation date) to establish the due dates for all subsequent currency and requirements. Use actual dates for ground training. Certification events trained to a 3C in the FTU use the date of the flight evaluation as the initial accomplishment date.

4.1.6. Aircraft flying training requirements may be accomplished in an ATD as noted in the RTM BAQ and MR flying requirements tables.

4.2. Training Levels (TL). The use of experienced based FTLs and Ground Training Levels (GTLs) allows the squadron commander to prioritize training resources. Aircrew members meet the minimum criteria established in **Paragraph 4.2.1**, and **Table 4.1**, this instruction, before assignment to the respective training level. When these minimums are met, awarding a training level is at the sole discretion of the squadron commander. **Note:** The aircrew member's availability to fly should not be a factor in assigning a TL. (T-2)

4.2.1. FTLs are based on minimum primary aircraft assigned (PAA) time and total time per **Table 4.1**, this instruction. For basic qualification FTL, PAA time includes flight and Weapon System Trainer (WST) time in any variant of C-130. For mission qualification FTL, PAA time includes any type C-130 time and any AC-130 WST time.

4.2.1.1. FTL "A"-Highly experienced BAQ and/or MR aircrew members.

4.2.1.2. FTL "B"-Experienced BAQ and/or MR aircrew members.

4.2.1.3. FTL "C"-Inexperienced BAQ and MR aircrew members (All Copilots).

Table 4.1. Minimum FTL Hour Requirements (T-2).

Crew Position	FTL "A" PAA/Total Hours	FTL "B" PAA/Total Hours
Pilot	700/1700	300/1300
Navigator	800/1300	500/1000
Flight Engineer	400/1000 or 200/2000	200/500 or 100/1000
Aerial Gunner	500/1500	300/1000

4.2.2. Crewmembers may be assigned different FTLs for basic and mission qualifications and individual events. For example, an aircraft commander coming from EC-130s might be assigned basic FTL "A", mission FTL "C" with a caveat of FTL "A" for AAR.

4.2.3. Change of FTL. Once a semiannual period begins, personnel may not be moved to a level requiring fewer events until the next semiannual period.

4.2.4. GTLs are based upon operational flying experience.

4.2.4.1. GTL "1"—Aircrew members with 5 years or greater of operational flying.

4.2.4.2. GTL "2"—Aircrew members with less than 5 years of operational flying.

4.3. Proration of Training Requirements. See AFI 11-202, Vol 1, AFSOC SUP. Prorate aircrew member flying training requirements for individuals following completion of basic qualification, mission qualification, requalification, and upgrades to a new special mission qualification, or who are not available for flying duties due to PCS, non-flying TDY, DNIF, emergency leave, or other unavoidable circumstances which prevent the individual from flying. Only prorate to zero requirements (No Requirements) for the period of 166 days to 6 months in cases of qualification, requalification, or upgrade. Aircrew members who enter training after the start of the training period may be prorated. Prorate individual requirements based on the number of full calendar months left in the training period. Use **Table 4.2**, and **Table 4.3**, to determine the number of sorties and events required for an individual after proration.

Table 4.2. Prorating Training Requirements.

DAYS NOT AVAILABLE DURING	SEMI-ANNUAL PERIOD MONTHS							QUARTERLY PERIOD MONTHS				
	16-45 Days	5							2			
46-75 Days	4							1				
76-105 Days	3							1				
106-135 Days	2							N/A				
136-165 Days	1							N/A				
166-183 Days	No requirements (Para 4.3.3.)							N/A				
MONTHS REMAINING	NUMBER OF EVENTS REQUIRED SEMI-ANNUALLY											
	24	18	16	12	10	8	6	4	3	2	1	

Table 4.3. Additional Prorating Training Requirements.

S/A	QTR	REMAINING REQUIREMENTS FOR SEMI-ANNUAL/QUARTERLY PERIOD										
		24	18	16	12	10	8	6	4	3	2	1
6	3	24	18	16	12	10	8	6	4	3	2	1
5	-	20	15	13	10	8	7	5	3	3	2	1
4	2	16	12	11	8	7	5	4	3	2	1	1
3	-	12	9	8	6	5	4	3	2	2	1	1
2	1	8	6	5	4	3	3	2	1	1	1	1
1	-	4	3	3	2	2	1	1	1	1	1	1

4.4. Recurrency and Requalification Training. Required when an aircrew member does not meet a currency requirement in this instruction. An aircrew member may not perform events unsupervised until training has been accomplished.

4.4.1. Loss of Currency. Failure to accomplish events listed in RTM training tables results in a loss of currency for that event. Crewmembers are non-current the day after event currency expires.

4.4.1.1. Loss of currency in any RTM BAQ table event results in loss of basic aircraft currency. These individuals fly under the supervision of an instructor or flight examiner on all sorties until recurrent. **Exceptions:** FPs that lose left seat landing currency may fly in the right seat without an instructor.

4.4.1.1.1. Crewmembers who maintain qualification in their primary aircraft and a C-130 variant may satisfy RTM BAQ table currency requirements in either their primary aircraft or the C-130. If basic semiannual currency is lost (failure to complete the requirements of RTM BAQ table), it is lost for both aircraft. Lost basic semiannual currency may be regained in either aircraft. Crewmembers must complete at least one aircrew proficiency sortie in the C-130 semiannually. (T-3) Failure to complete at least one aircrew proficiency sortie in the C-130 results in lost currency in the C-130 only and currency is regained in the C-130.

4.4.1.2. Loss of currency exceeding 6-months. Crewmembers non-current in designated BAQ events (RTM BAQ table, note 1 events) in excess of six months results in loss of BAQ. Crewmembers non-current in designated mission events (RTM MR table, note 1 events) in excess of six months results in loss of mission qualification.

4.4.2. Regaining Currency.

4.4.2.1. Only RTM BAQ and MR tables, note 1 events require an evaluation (unqualified) if loss of currency exceeds 6 months (see AFI 11-202, Vol 1). Other events require showing proficiency to an instructor in the aircraft or simulator to regain currency. If loss of currency exceeds 24 months in non-note 1 events, additional training consists of ground and flight training as directed by the unit commander (training folder is opened). A FE may regain currency for NVG landings under the supervision of an NVG landing qualified IP as long as that IP is not performing any other instructor duties at the time. (T-2)

4.4.2.2. Aircrew non-current in special mission events which only require an instructor certification (**Table 5.3**) may regain currency by showing proficiency in that event to an instructor.

4.4.3. Requalification Training. Crewmembers requiring requalification will accomplish training IAW AFI 11-202, Vol 1, applicable MAJCOM supplements, and **Chapters 2, 3, and 5**, of this instruction.

4.5. Ground Training. Ground training is accomplished IAW the RTM ground training table. Crew members will comply with the time periods listed for their FTL/GTL. (T-2) Conduct training IAW the referenced publications, notes in RTM ground training table and the guidance below. The governing directive or RTM takes precedence over **Chapter 4**, this instruction, requirements. If the AFI 11-2AC-130W, Vol 1, is also listed as a governing directive, the most restrictive guidance should be followed.

4.5.1. Failure to Complete Ground Training Events. Make-up training should be accomplished at the earliest opportunity. The following apply when crewmembers exceed due dates for events in the RTM ground training table.

4.5.1.1. Grounding items. Crewmembers will not perform flight duties until the grounding item is satisfied. (T-3)

4.5.1.2. Training status items. Crewmembers will not fly without instructor supervision. (T-3)

4.5.1.3. Mission Ready (MR) items. Failure to accomplish MR events in the RTM ground training table results in non-mission ready status and the individual may not deploy as a crewmember.

4.5.2. Ancillary training. This volume is not a comprehensive list of all ancillary training required by the DOD. Ancillary training parent instructions take precedence over this AFI for those training items.

4.5.3. Ground Training Events. See current AC-130W Ready Aircrew Program Tasking Memo (RTM) for Ground Training Event definitions and requirements.

4.6. Flying Training.

4.6.1. All aircrew members who maintain BAQ, MR, or BMC must accomplish all applicable training requirements of RTM BAQ table, based on assigned FTL (A, B, or C). (T-3) MR and BMC aircrew will:

4.6.1.1. Accomplish applicable mission ready requirements from RTM MR table according to their mission qualification and FTL. (T-3)

4.6.1.2. Accomplish at least 50 percent of the applicable mission requirements from RTM MR table according to their assigned FTL. (T-3)

4.6.1.3. Maintain left seat aircraft currency IAW RTM BAQ table and right seat mission currency IAW RTM MR table. (T-3)

4.6.1.4. Complete Basic Qualification events (RTM BAQ table) in either seat. Emphasis should be on left seat flying. Local Proficiency Sorties are flown in the left seat. PQPs may fly in the left seat for airland missions when an aircraft commander who has a

minimum of 100 hours since certification occupies the right seat. Mission events may be completed while performing copilot duties in the right seat or in the left seat when an aircraft commander with 100 hours since certification occupies the right seat. AFI 11-2AC-130W, Vol 3 (or equivalent), further defines takeoff and landing policy. (T-3)

4.6.1.5. MPD pilots may maintain left seat qualification at the discretion of the squadron commander.

4.6.1.6. Instructors and flight examiners may not log events performed by other crewmembers during instruction or evaluations.

4.6.2. Flying Training Events. See current AC-130W Ready Aircrew Program Tasking Memo (RTM) for Flying Training Event definitions and requirements.

4.7. Multiple Qualifications. See AFI 11-202, Vol 1, AFSOC SUP.

4.8. Chemical Defense Task Qualification Training (CDTQT). The purpose of CDTQT is to reinforce the crewmember's awareness of limitations and demonstrate physiological effects while wearing the aircrew chemical defense ensemble (ACDE). The complications of heat exhaustion, fatigue, hyperventilation, limited dexterity, and hampered communication can all be experienced during CDTQT. All aircrew members must complete initial aircrew life support chemical defense training prior to accomplishing initial CDTQT. (T-3) Complete initial disaster preparedness training for the ground ensemble prior to CDTQT if the ground ensemble is used. Initial CDTQT should be done in the aircraft and also done in the aircraft at least every four years. If initial CDTQT is done in the simulator, the next event is logged in the aircraft. All other times the event may be accomplished in the simulator. Accomplishing the event in the aircraft dual logs normal CDTQT.

4.8.1. CDTQT Procedures.

4.8.1.1. Accomplish CDTQT in-flight using the primary unit aircraft. Crewmembers will perform primary crew duties while wearing the ACDE. (T-3) All in-flight profiles are a minimum of 1 hour and accomplished on training missions only. Accomplish CDTQT in the simulator using primary unit aircraft WSTs. All simulator profiles are a minimum of 2 hours and flown on full tactical simulation profiles. This should include a threat scenario and aircraft emergencies. Flying the simulator profile with the entire crew wearing ACDE is highly encouraged.

4.8.1.2. The entire ACDE need not be used. Normally, wear the filter pack, cotton gloves, butyl rubber gloves, Nomex gloves, and the protective hood, along with the CBO mask/AERPS and helmet (if applicable). Either the ACDE or ground ensemble may be worn during aircraft preflight. Ground ensembles come from training assets.

4.8.1.3. When wearing the CBO mask, do not accomplish CDTQT when required to wear NVGs. When wearing AERPS, NVG events are accomplished.

4.8.1.4. An observer is required to monitor each crewmember while accomplishing CDTQT in-flight. An instructor or flight examiner in each respective crew position, not wearing the chemical defense components, will act as the observer for initial CDTQT. (T-3) **Exception:** An IP not wearing the ensemble and not performing any other instructor duties may act as the observer for initial FE training. During recurring CDTQT, if the crewmember can be directly observed by another primary crewmember, a

dedicated observer is not required. The dedicated observer during recurring CDTQT may also wear AERPS for all crew positions except pilots (two non-pilot crewmembers wearing AERPS may observe one another). Additionally, for safety purposes, one crewmember in the back of the aircraft cannot wear AERPS in case of smoke and fumes.

4.8.1.4.1. An instructor or flight examiner pilot not wearing the chemical defense components will occupy the opposite seat during initial pilot CDTQT. (T-3) During recurring CDTQT, a mission qualified pilot not wearing the chemical defense components will act as the observer and occupy the opposite seat. (T-3) With squadron commander approval, both pilots may wear AERPS while occupying the pilot seats provided both pilots have accomplished CDTQT within the past 90 days. The squadron commander may delegate this authority to the operations officer or mission commander. (T-2)

4.8.1.4.2. Observers closely monitor crewmembers actions during CDTQT. If a crewmember experiences difficulties such as excessive thermal stress, headaches, hyperventilation, nausea, etc., the crewmember will remove the ensemble. (T-3) The observer will notify the AC of any difficulties encountered. (T-3)

4.8.2. Mission profile. Crewmembers will accomplish CDTQT during a normal mission profile that includes mission crew duties (CAS, live fire, dry fire, air refueling, etc.). (T-3) In addition:

4.8.2.1. Pilots will accomplish a minimum of one approach and landing. (T-3) Pilots may accomplish CDTQT in either seat.

Chapter 5

UPGRADE/SPECIALIZED TRAINING

5.1. General. This chapter identifies the prerequisites and training requirements for qualified aircrew members upgrading to additional levels of qualification and certification in specialized flight events.

5.2. Aircraft Commander Upgrade. Commanders consider experience, knowledge, and judgment when identifying candidates. Nominees have an in-depth knowledge of systems, procedures, and instructions prior to entry into the upgrade program. The upgrade program is designed to teach AC duties and responsibilities, as well as left seat mission qualification.

5.2.1. Commanders may select mission ready CPs to be trained/certified as basic aircraft qualification only ACs. The individual maintains mission ready status as a CP until completion/certification as a mission aircraft commander.

5.2.2. Aircraft Commander Upgrade Prerequisites. The prerequisite flying time levels for upgrade in **Table 5.1**, this instruction, are based on pilots having gained the knowledge and judgment required to effectively accomplish the unit's mission. Flying experience should include left seat time prior to entering formal school upgrade training. AC candidates will also meet all prerequisites listed in the ETCA and the formal school syllabus. (T-3)

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

TOTAL HOURS	PAA HOURS
Over 1,900	200
1,600-1,899	300
1,300-1,599	400
1,000-1,299	800
<p>Notes: For the purpose of this table, PAA hours are any type C-130 hours and any AC-130 WST hours. 'Other' time may not exceed 100 hours for PAA hours. Total Hours are Grand Total hours from FHR plus any simulator hours.</p>	

5.2.3. Aircraft Commander Upgrade, Ground and Flight Training Requirements. The primary method of AC upgrade is satisfactory completion of the MAJCOM approved formal school course. Fill all available quotas before requesting a secondary method waiver IAW **Chapter 1**, this instruction.

5.3. Instructor Upgrade. A sound and practical aircrew instructor program is a prerequisite for effective training, standardization, and aircraft mishap prevention.

5.3.1. Unit commanders personally review each instructor candidate's qualifications and select instructors based on their background, experience, maturity, and ability to instruct.

5.3.1.1. Instructional Ability. An instructor is a teacher and understands the principles of instruction.

5.3.1.2. Judgment. Instructors possess judgment necessary to meet unexpected or induced emergencies, and the ability to exercise sound judgment through mature realization of their own, their student's, and the aircraft's limitations.

5.3.1.3. Personal Qualities. The instructor has patience, tact, understanding, and the desire to instruct others. Instructors have a personality which inspires and wins respect of each student.

5.3.1.4. Technical Knowledge. The instructor is thoroughly familiar with respective aircraft systems and equipment, normal and emergency operating procedures, and for pilots and , the prohibited maneuvers and aircraft performance under all conditions of flight. Additionally, all instructors are thoroughly familiar with aviation management, flying training, and flying operations publications.

5.3.1.5. Flying Experience. Instructors possess reasonable flying experience to include desired standards of skill and proficiency in both the aircraft and assigned missions. Flying hours alone cannot be accepted as criteria for selection to instructor.

5.3.1.6. Tactical Experience. The instructor is familiar with respective aircraft defensive systems and equipment. They are familiar with how their MDS can be employed in threat areas. They are familiar with AFTTP applicable volumes.

5.3.2. Initial Candidates. All initial instructor upgrade candidates are mission ready in their unit's mission for a minimum of 6 months, and meet the flying hour requirements identified in **Table 5.2**, below.

Table 5.2. Minimum Hours Required to Upgrade to Instructor (T-2).

Crew Position	TOTAL HOURS	PAA HOURS
Instructor Pilot	Over 2,000	200
	1,800-1,999	300
	1,500-1,799	500
Instructor Navigator	1,000	300
Instructor CSO	1,000	300
Instructor FE	Over 2,000	200
	Less than 2,000	400
Instructor AG	500	200
<p>Note: FE's and AG's have at least a 5-level primary AFSC. AG's have 1 year experience on AFSOC mission aircraft. For the purpose of this table, PAA hours are any type C-130 hours and any AC-130 WST hours. 'Other' time may not exceed 100 hours for PAA hours. Total Hours are Grand Total hours from FHR plus any simulator hours.</p>		

5.3.3. Ground and Flight Training Requirements. Before being designated an instructor, candidates are to demonstrate to a flight examiner their ability to instruct and perform selected maneuvers and items according to applicable directives. In addition, all candidates will adhere to the following:

5.3.3.1. Qualify in the applicable formal school instructor course for their crew position IAW the ETCA. If no formal school instructor course exists, conduct ground and flying training IAW the applicable MAJCOM syllabi/AF Form 4111. First time instructors complete Flight Instructor Preparatory (FIP) Course or equivalent. (T-3)

5.3.3.2. BAQ instructors may keep that status during mission qualification. Prior to instructing mission events, they finish MQT and complete an instructor flight evaluation on a tactical mission. (T-3)

5.3.4. Instructor Requalification. Instructor candidates who were previously qualified as instructors in their current AFSOC MDS aircraft may requalify directly to instructor status.

5.3.5. Instructor Transfers. Instructor candidates who were previously qualified as instructors in another AFSOC MDS aircraft may be trained in-unit at the discretion of the unit commander.

5.3.6. Crewmembers Previously Qualified as USAF Aircrew Instructors. See AFI 11-202, Vol 1 and applicable MAJCOM supplement. With OG/CC approval, these crewmembers may upgrade in-unit without a secondary method training waiver. OG/CCs should take into consideration the previously qualified instructors' experience with AFSOC roles, missions and C2. They meet requirements of **Paragraph 5.3.2**, this instruction.

5.4. Flight Examiner Upgrade. Flight examiners are selected from the most qualified and competent instructors. Before being designated as a flight examiner, candidates will demonstrate satisfactory knowledge of command training and evaluation policies and procedures. (T-3) In addition, they demonstrate the ability to administer an evaluation IAW AFI 11-2AC-130W, Vol 2 (or equivalent). Conduct initial training IAW MAJCOM approved AF Form 4111. Certification is annotated on AF Form 4348 or AF Form 1381.

5.5. Special Mission Qualifications and Certifications. The commander will select aircrew members qualified in the unit's mission to maintain additional special qualifications and certifications. (T-3) A flight evaluation is required for Special Mission Qualifications, while Certifications are gained IAW **Paragraph 5.6**, this instruction; special mission events are not considered core mission events and are not required for mission ready status. Instructors are authorized to teach any special qualifications in which they are qualified and current unless specifically restricted.

5.5.1. Copilot Air to Air Refueling (AAR). Units may select pre-contact certified first pilots and copilots for upgrade to AAR contact qualification. Complete ground and flight training IAW MAJCOM approved AF Form 4111. Upon completion of training and qualification, maintain currency IAW RTM MR table. (T-2)

5.6. Instructor Certified Events. **Table 5.3**, this instruction, lists events which require instructor certification on the AF Form 4348 or AF Form 1381 and the crew positions that require certification. These events may be taught at the formal school as part of mission qualification training. Formal school instructors will make AF Form 4348 or AF Form 1381

entries for all **Table 5.3**, training completed during mission qualification (T-3). Instructors are authorized to teach any event in which they are certified and current unless specifically restricted. Complete training IAW MAJCOM approved AF Form 4111 and the guidance below: (T-2)

5.6.1. Air to Air Refueling. Train crews to refuel from KC-135 or KC-10. Flight training can be accomplished with either aircraft. Basic Aircraft Qualified crews may be certified in AAR. AAR contact pilots are trained and qualified in both seats.

5.6.1.1. Air to Air Refueling Pre-contact. Certify pilots and copilots when they demonstrate the ability to accomplish a rendezvous and maintain a stable pre-contact position.

5.6.1.2. FE and navigator training consists of at least one flight or simulator sortie.

5.6.2. Functional Check Flight (FCF). Units may use the formal training FCF course when available. Training may be conducted in unit, without a waiver, using the MAJCOM approved AF Form 4111. After instructor certification on the AF Form 4348 or AF Form 1381, maintain currency IAW MAJCOM policy.

5.6.3. Hot Refueling. All crewmembers designated for hot refueling certification will accomplish the applicable training IAW AFI 11-235 and the AFSOC Hot Refueling Guide. Training may be accomplished by attending the formal school course. When not available, or attendance is not practical, SMT using 19/551 SOS courseware is approved. Units do not require a waiver to conduct in-unit training. Instructors who are Hot Refueling certified on a C-130 platform may instruct Hot Refueling on any other C-130 platform. No initial cadre letter is required for Hot Refueling.

5.6.4. NVG Airland Instructor. Pilots must complete NVG Airland Instructor training and certification prior to teaching NVG Airland operations. (T-3) Accomplish IAW MAJCOM approved AF Form 4111.

5.6.5. Air to Air Refueling Instructor. Pilots must complete AAR Instructor training and certification prior to teaching AAR. (T-3) Accomplish IAW MAJCOM approved AF Form 4111.

5.6.6. Touch and Go Landings. New Aircraft Commanders have 100 hours PIC prior to entering training. Until training is complete, new ACs may not allow FP/CP to accomplish touch and go landings.

5.6.7. Differences Training. Per **Chapter 2** and **Chapter 3**, this instruction. This should only be entered on the AF Form 4348 or AF Form 1381 if the individual became qualified by differences training IAW **Paragraph 2.6**, this instruction. Individuals who became qualified through a flight evaluation do not require this entry.

5.7. Dual Qualified Navigator/CSO Upgrade. The prerequisite flying time requirement is based on developing experience after initial qualification. Candidates should possess a demonstrated proficiency in their initial qualified position, knowledge, and judgment to effectively accomplish the unit's mission.

5.7.1. Candidates have a minimum of 300 hours AC-130W primary time.

5.7.2. Candidates are approved by the unit Operations Officer.

5.7.3. Squadron training (DOT) will forward requests for formal ground training to 27 SOSS/OST. (T-3) 27 SOSS/OST will forward requests to AFSOC/A3T and the 551 SOS registrar. (T-3) The 551 SOS registrar will schedule ground training class dates and notify 27 SOSS/OST. (T-3) 27 SOSS/OST will notify AFSOC/A3T and squadron DOT in turn. (T-3)

5.7.4. Ground and Flight Training Requirements.

5.7.4.1. The primary method of dual qualification upgrade ground training is satisfactory completion of the appropriate formal course. When attendance is not practical or quotas are not available, units are authorized to conduct SMT without a waiver using formal school courseware.

5.7.4.2. The primary method of dual qualification upgrade flight training is satisfactory completion of approved in-unit training and the guidance below:

5.7.4.2.1. Flying training lessons are conducted IAW AFI 11-2AC-130W, Vol 1, and AFSOCI 36-2202, *Formal Aircrew Training Management*. Where conflicts exist between these instructions, comply with AFI 11-2AC-130W, Vol 1.

5.7.4.2.2. Flying training lessons should be completed sequentially. If mission scheduling or student progress dictates otherwise, the training sequence may be changed by the unit commander.

5.7.4.2.3. There should be minimum time lapse between training missions, and every effort should be made to complete mission training requirements within 120 days.

5.7.4.2.4. Crewmember requirements may be conducted on training or operational missions under the supervision of an instructor. Comply with restrictions in AFI 11-2AC-130W (or equivalent), Vol 3.

5.7.4.2.5. Conduct flight evaluation IAW AFI 11-2AC-130W, Vol 2 (or equivalent).

Table 5.3. Instructor Certified Events (T-2).

INSTRUCTOR CERTIFIED EVENTS	Crew Positions	Notes
Air to Air Refueling	N, FE	3, 4
Air to Air Refueling Precontact	P, CP	
FCF	P, FE	1
Hot Refueling	P, FE, AG	
NVG Ops (Takeoff and Landing)	P, CP, FE	4
Air to Air Refueling Instructor	IP	
Touch and Go Landings	P	2
SDB Employment	All	4
C-130E	P, CP, N, FE, AG	4

INSTRUCTOR CERTIFIED EVENTS	Crew Positions	Notes
<p>Notes: Instructor Certified Events on this table require documentation on the AF Form 4348 or AF Form 1381.</p> <p>Other crew positions may be qualified at unit commander discretion.</p> <p>Pilot in Command (PIC, aka Aircraft Commander) has a minimum of 100 hours in command of C-130 type aircraft prior to certification.</p> <p>AAR qualified Basic instructor navigators may instruct air to air refueling.</p> <p>This qualification should only be entered on the AF Form 4348 or AF Form 1381 if the individual became qualified by differences training. Individuals who became qualified by flight evaluation do not require this entry.</p>		

TOD D. WOLTERS, Lt Gen, USAF
Deputy Chief of Staff, Operations

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

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AF Form 8, *Certificate of Aircrew Qualification*

AF Form 63, *Active Duty Service Commitment Acknowledgement Statement*

AF Form 847, *Recommendation for Change of Publication*

AF Form 1256, *Certificate of Training (LRA)*

AF Form 1381, *USAF Certification of Air Crew Training*

AF Form 4348, *USAF Aircrew Certifications*

Abbreviations and Acronyms

AAA—Anti-Aircraft Artillery

AAR—Air to Air Refueling

AC—Aircraft Commander

ACC—Air Combat Command

ACDE—Aircrew Defense Ensemble

ACDT—Aircrew Chemical Defense Training

ADSC—Active Duty Service Commitment

AERPS—Aircrew Eye and Respiratory Protection System

AETC—Air Education and Training Command

AF—Air Force

AFCAT—Air Force Catalog

AFI—Air Force Instruction

AFPC—Air Force Personnel Center

AFPD—Air Force Policy Directive

AFRC—Air Force Reserve Command

AFRCI—Air Force Reserve Command Instruction

AFSC—Air Force Specialty Code

AFSOC—Air Force Special Operations Command

AFSOI—Air Force Special Operations Command Instruction

AFSOF—Air Force Special Operations Forces

AFTL—Air Force Task List

AFTTP—Air Force Tactics, Techniques, and Procedures

AI—Airborne Intercept

AITC—Academic Instructor Training Course

ALSE—Aircrew Life Support Equipment

AMSS—Airborne Maintenance System Specialist

ANG—Air National Guard
API—Aircrew Position Indicators
APS—Aircrew Proficiency Sortie
ARC—Air Reserve Component
ARMS—Aviation Resource Management System
ATC—Air Traffic Control
ATD—Aircrew Training Device
ATS—Aircrew Training System
BAI—Backup Aircraft Inventory
BAQ—Basic Aircraft Qualification
BDHI—Bearing Distance Heading Indicator
BMC—Basic Mission Capable
CAS—Close Air Support
CBRNE—Chemical, Biological, Radiological, Nuclear, and High-yield Explosive
CBT—Computer Based Training
CC—Commander
CCPT—Cross Crew Position Training
CDTQT—Chemical Defense Task Qualification Training
CFETP—Career Field Education and Training Plan
CJSOAC—Combined Joint Special Operations Air Component
CLM—Course Lesson Map
CMP—Combat Mission Profile
CMT—Combat Mission Training
COMSEC—Communications Security
CP—Copilot
CPT—Cockpit Procedures Trainer
CRM—Crew Resource Management
CSAF—Chief of Staff Air Force
CSAR—Combat Search and Rescue
CSI—Contingency SERE Indoctrination
CSPT—Cryptologic Skills Proficiency Test
d—Days

DO—Director of Operations
DOC—Designed Operational Capability
DOD—Department of Defense
DOT—Director of Operations Training
DNIF—Duty Not Involving Flying
DRU—Direct Reporting Unit
DSO—Direct Support Operator
DTA—Dual Target Attack
EF—Evaluator Flight Engineer
EPT—Emergency Parachute Training
ETCA—Education and Training Course Announcements
EV—Evaluation
EW—Electronic Warfare
EWO—Electronic Warfare Officer
FAIP—First Assignment Instructor Pilot
FAR—Federal Air Regulations
FCF—Functional Check Flight
FCG—Foreign Clearance Guide
FE—Flight Engineer
FEF—Flight Evaluation Folder
FHP—Flying Hour Program
FHR—Flying History Report
FIP—Flight Instructor Preparatory
FLIP—Flight Information Publication
FM—Financial Management
FOA—Field Operating Agency
FP—First Pilot
FS—Flight Surgeon
FTL—Flying Training Level
FTU—Field Training Unit
GM—Guidance Memorandum
GT—Ground Training

GTL—Ground Training Level

I—Instrument

IAW—In Accordance With

ICAO—International Civil Aviation Organization

ID—Identification

IFF/SIF—Identification Friend or Foe/Selective Identification Feature

IMT—Information Management Tool

IP—Instructor Pilot

IRC—Instrument Refresher Course

ISOPREP—Isolated Personnel Report

JMETL—Joint Mission Essential Task List

LOAC—Law of Armed Conflict

LOC—Line of Communication

LPS—Local Proficiency Sortie

M—Mission

m—Months

MAJCOM—Major Command

MAP—Missed Approach Point

MDS—Mission Design Series

MET—Mission Essential Task

METL—Mission Essential Task List

MFR—Memorandum for Record

MIF—Maneuver Item File

MOA—Memorandum of Agreement

MOST—Mission Oriented Simulator Training

MP—Mission Pilot

MPD—Mobility Pilot Development

MPF—Military Personnel Flight

MQT—Mission Qualification Training

MR—Mission Ready

MX—Maintenance

N—Night

NAF—Numbered Air Force
NAV—Navigator
NBCC—Nuclear, Biological, Chemical, and Conventional
NCO—Noncommissioned Officer
NCOIC—Noncommissioned Officer In Charge
NDB—Non-Directional Beacon
NLT—No Later Than
NOTAMS—Notice to Airman
NVG—Night Vision Goggles
OG—Operations Group
OJT—On the Job Training
OPR—Office of Primary Responsibility
OSA—Operational Support Aircraft
OSS—Operations Support Squadron
P—Pilot
PAA—Primary Aircraft Assigned
PCS—Permanent Change of Station
PDO—Publications Distribution Office
PDS—Personnel Data System
PFT—Programmed Flying Training
POC—Point of Contact
POM—Program Objective Memorandum
PQP—Prior Qualified Pilot
PTT—Part Task Trainer
Q—Quarter
RAP—Ready Aircrew Program
RPL—Required Proficiency Level
RTM—RAP Tasking Memorandum
SABC—Self-Air/Buddy Care
SAM—Surface to Air Missile
SARP—Standards and Recommended Practices
SCA—Self Contained Approach

SERE—Survival Evasion Resistance Escape
SKA—Skills, Knowledge, and Attitudes
SMA—Special Mission Aviator
SMT—Secondary Method Training
SO—Sensor Operator
SOF—Special Operation Force
SOI—Syllabus of Instruction
SOPE—Special Operations Planning Exercise
SOS—Special Operations Squadron
SOW—Special Operations Wing
STAN/EVAL—Standardization and Evaluation
Sup—Supplement
T—Transition
TIC—Troops in Contact
TL—Training Level
T.O.—Technical Order
TOT—Time Over Target
TQT—Task Qualification Training
TSO—Tactical Systems Operator
TTP—Tactics, Techniques, and Procedures
TX—Transition Course
UHT—Undergraduate Helicopter Training
UNT—Undergraduate Navigator Training
UPT—Undergraduate Pilot Training
USAF—United States Air Force
USAFWS—United States Air Force Weapons School
USSOCOM—United States Special Operations Command
VFR—Visual Flight Rules
VHF—Very High Frequency
VOR—VHF Omni-directional Range navigation system
VTRAT—Visual Threat Recognition and Avoidance Trainer
WIC—Weapons Instructor Course

WST—Weapon System Trainer

WX—Weather

Terms

Backup Aircraft Inventory (BAI)—Aircraft assigned to a unit to assist in maintaining readiness. Aircraft designated as BAI assets do not receive funding or manning consideration for the unit.

Basic Aircraft Qualification Aircrew Member—An aircrew member who has satisfactorily completed qualification training in the basic aircrew position and maintains aircraft currency IAW this instruction.

Basic Mission Capable Aircrew Member—An aircrew member who has satisfactorily completed mission qualification, and is maintaining 50 percent of the applicable mission qualification currency requirements of this instruction. Basic mission capable crewmembers may perform primary crew duties on any unilateral training mission. For other missions, the unit commander determines the readiness of each basic mission capable crewmember to perform primary crew duties.

Calendar Month—Requirements are due once per month and not necessarily associated with a 30/60 day requirement. For example, an aircrew member could accomplish the event on 1 February and then on 31 March the following month and still fulfill the requirement.

Conversion Training—Training is normally associated with a unit conversion to another MDS. Conversion training requires completion of a formal school initial qualification course. For unit conversions, when formal school courses are not available to handle the throughput, MAJCOMs will develop, and coordinate with the training command, in-unit training plans that maximize use of highly experienced personnel as the initial cadre.

Core Mission Events—A crewmember is qualified in all core mission events to be considered Mission Ready (MR) or Mission Capable (MC). To determine how non-currency in any core mission event affects overall mission currency, refer to the aircraft's Mission Ready Flying Requirements Table (RTM MR table). Loss of qualification in any core mission event results in loss of overall mission qualification. A core mission event is considered an instructor certified event when it is not required to be evaluated on the Initial Mission Evaluation. Squadrons will maintain at least 100 percent of their required manning as MR. (T-3) AFSOC unit CC/DO will determine the status/qualification of crewmembers in excess of 100 percent manning requirement. (T-3)

Difference Training—Training accomplished when changing between same design aircraft and the amount of training needed for qualification does not warrant attendance at a formal qualification course.

Direct Support Operator (DSO)—An AFSOC aircrew position responsible for providing threat warning and enhanced situational awareness to SOF missions utilizing intelligence data and expertise in the area of operations.

Dual Qualified—A crewmember who is qualified in more than one crew position in the same MDS.

Event—A training item to be accomplished. Multiple events may be completed and logged during a sortie unless specifically excluded elsewhere in this instruction.

Formal School Courseware—Training materials and programs developed for training aircrew members at formal schools. It includes all student study guides, workbooks, computer-based training lessons, instructor guides, and AF Form 4111, *Individual Mission Grade Record*, related to the specific course.

Formation Operations—Accomplish IAW applicable volume(s) of AFSOCI 11-202, AFI 112AC-130W, Vol 3 (or equivalent), and TO 1-1C-1-20. AFSOC guidance is never less restrictive than the formation definitions found in AFI 11-202, Vol 3, “Formation Flight”, “Nonstandard Formation”, and “Standard Formation”. Formation operations place all aircraft in a critical phase of flight which requires constant vigilance, strict discipline, and polished crew coordination for mission accomplishment. Training ensures aircrew can think and plan for multiple aircraft instead of single ship operations.

Instructor Certified Events—Training given to an aircrew member that requires an instructor to certify the student's attainment of the required proficiency and knowledge levels as specified in courseware and, if appropriate, AF Form 4111. Instructor certified events are documented in AF Form 4348.

Mission Design and Series (MDS) for Aircraft—The official designation for aerospace vehicles used to represent a specific category of aerospace vehicles for operations, support, and documentation purposes.

Mission Essential Task List (METL)—Combat-oriented training requirements. All AFSOC aircrew training requirements should be in support of unit METLs.

Mission Events—The squadron Doctrinal (DOC) Statement defines required crew capabilities. These capabilities/tactics/events can be categorized as either Core or Special Mission.

Mission Oriented Simulator Training—Training conducted in a WST or MRD that incorporates a full mission profile. The focus of this training should be crew coordination and problem solving.

Mission Ready Aircrew Member—An aircrew member who has satisfactorily completed mission qualification and is maintaining all of the applicable mission qualification currency requirements of this instruction.

Multiple Qualification—A crewmember who is qualified in more than one MDS.

Self-Contained Approach (SCA)—An approach conducted using self-contained navigation systems on the aircraft.

Special Mission Events—Some MR/MC crewmembers carry additional qualifications in special mission events. Unit CC/DO determines which crewmembers to qualify in special mission events. Unit CC/DO will determine if special mission events have affected C- rating and report variations through Status of Resources and Training Systems (SORTS). (T-3) Special mission requirements are also shown in the RTM MR table.

Syllabus Deviation—A syllabus deviation is any unplanned variation from syllabus or equivalent directed requirement such as prerequisite flow, turn times, landing currency, minimum number of events, etc.

Syllabus Waivers—A planned one-time exception to the syllabus used to enhance or accommodate student training in special or unusual circumstances.

Tactical Systems Operator (TSO)—An AFSOC aircrew position responsible support to SOF missions utilizing intelligence data and expertise.

Total Flying Time—Total time for all aircraft flown in military service to include student time. Time accumulated is in the aircrew member's current rating (i.e., pilot, navigator, etc.).

Training Device—A hardware device that permits learning, development, and the practice of skills and procedures necessary for understanding and operating the integrated systems of a specific prime mission system.

Training Status—A deficient status in which a crewmember must fly under the supervision of an instructor when occupying a primary crew position. Once deficient items are corrected, the crewmember is removed from training status.

Volume—For the purposes of this instruction, volume refers to the number of events an aircrew member must accomplish in a given period of time (i.e., quarterly or semiannually).