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SECRETARY OF THE AIR FORCE**

**AIR FORCE INSTRUCTION 11-2MC-130J,  
VOLUME 1**



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***Flying Operations***

**MC-130J AIRCREW TRAINING**

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This instruction implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations*, AFPD 11-4, *Aviation Service*, and complements Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*. It establishes standards for qualification, mission qualification, continuation, and upgrade training for aircrew members operating the MC-130J aircraft. This instruction applies to the Air National Guard. This publication does not apply to Air Force Reserve Command (AFRC) units. Major Commands (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 in accordance with (IAW) AFI 11-200. Copies of MAJCOM/DRU/FOA-level supplements, after approved and published, will be provided by the issuing MAJCOM/DRU/FOA to Headquarters (HQ) AFSOC/A3TA, and the user MAJCOM/DRU/FOA. Field units below MAJCOM/DRU/FOA level will 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 United States Air Force (USAF). Keep supplements current by complying with AFI 33-360, *Publications and Forms Management*. See **Chapter 1** of this instruction for guidance on submitting comments and suggesting improvements to this publication. This publication requires the collection and or maintenance of information protected by the Privacy Act of 1974 authorized by AFPD 11-2. The applicable Privacy Act System of Records Notice (SORN), F011 AF XO A, Automated Records Management System (ARMS), is available at <http://privacy.defense.gov/notices/usaf>.

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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 MC-130J aircrew members. Training policy, guidance, and requirements are set forth for each phase of aircrew training. Training is designed to progressively develop the combat readiness of each aircrew member while maintaining previously acquired proficiency.

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 their command and unit's 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** identifies general prerequisites and training requirements for upgrades, including special mission qualifications and certifications.

**1.2. Training Objective.** The overall objective of the aircrew training program is to develop and maintain a high state of mission readiness, facilitating immediate and effective employment in exercises, contingencies, limited war, and general war operations, mitigating risk to loss of airframe and aircrew as appropriate.

1.2.1. The training program must train aircrew in the skills, knowledge, and attitudes required in accomplishing assigned missions. Regulatory/directive and authoritative sources of required information include, but are not limited to: AFI 11-202, Vol 3, *General Flight Rules*; MAJCOM guidance; MC-130J-specific instructions (AFI 11-2MC-130J, Vols 1, 2, 3); Federal Air Regulations (FARs); International Civilian Aviation Organization (ICAO); Standards and Recommended Practices (SARP); Flight Information Publications (FLIP); Foreign Clearance Guide (FCG); Notices to Airman (NOTAMs); Technical Orders (TO); Air Traffic Control (ATC) instructions; and Air Force Tactics, Techniques and Procedures (AFTTP) volumes.

1.2.1.1. AFTTP 3-1/3 guidance. The AFTTP 3-3.E/MC-130J, *Combat Aircraft Fundamentals*, provides the authoritative, standardized, and fundamental tactics, techniques, and procedures (TTP) for tactical employment of the MC-130J. This document is the primary source of combat aircraft fundamentals and Formal Training Unit (FTU) mission qualification courseware and instruction. The AFTTP 3-1.E/MC-130J, *Tactical Employment*, provides classified and advanced, threat-driven TTPs.

1.2.2. AFSOC, Air Education and Training Command (AETC), Air Force Special Operations Air Warfare Center (AFSOAWC), AFRC, and ANG in coordination with USSOCOM, will establish and supervise an aircrew training program consistent with the policies and requirements of this instruction.

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

1.2.4. The AFSOC/AETC MOA outlines the inter-command relationships and responsibilities regarding MC-130J operations at the 58th Special Operations Wing (SOW). Informal discussion and coordination regarding formal training and evaluation matters between AFSOC and AETC training agencies is encouraged. Formal authorization for inter-command requests (e.g., waivers, operations guidance, training quotas, or syllabus requirements) must be forwarded through both MAJCOMs for coordination.

**1.3. Responsibilities:** AFSOC commander (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 MC-130J Mission Design Series (MDS) aircraft. AETC responsibilities are listed in the AFSOC/AETC MOA or as determined by AETC.

1.3.1. MAJCOMs will issue updated mission continuation training guidance via Ready Aircrew Program (RAP) Tasking Message (RTM) as necessary to Operations Group (OG)/CC for implementation.

1.3.2. AETC/A3RA, AETC/A3FS, and AFSOC/A3TA are responsible for MC-130J aircrew initial, requalification, instructor upgrade, and simulator refresher training. AFSOC/A3TA, and AFSAWC are responsible for MC-130J continuation training.

### 1.3.3. Formal Training Unit (FTU) Responsibilities

1.3.3.1. Conduct overall operation, logistics, and administration of MC-130J formal training courses.

1.3.3.2. Conduct and monitor formal training to meet all course objectives and standards. This includes monitoring and adjusting syllabus content and quality as well as Programmed Flying Training (PFT) quantity to produce crew members qualified to perform the mission. The biennial formal course reviews, biennial syllabus of instruction (SOI) reviews, and annual PFT conferences are the primary conduits for significant changes.

1.3.3.3. Administer end-of-course critiques. Forward a summary of all critiques to MAJCOM/A3Ts for review. Acquire feedback from MAJCOM/A3Ts to ensure formal school graduates meet unit requirements. (T-2)

1.3.3.4. Maintain a class roster of student entries and graduates for each formal course. Award AF Form 1256, *Certificate of Training*, to graduates per Education and Training Course Announcements (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. (T-2)

1.3.3.5. Prepare, review, and forward all syllabi to AFSOC/A3T (AETC/A3F for AETC FTUs) for coordination. Syllabi will contain a brief summary of revised, deleted, or added material and a resource impact statement (flying hours, manpower, facilities, etc.). (T-2)

1.3.3.6. Recommend required changes to the ETCA through channels to MAJCOM/A3T. (T-3)

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

1.3.3.8. Forward all training records to the student's gaining unit, or unit of assignment, within 30 days of graduation. (T-3)

1.3.3.9. Prepare quarterly report of student training status and forward through channels to HQ AFSOC/A3T (N/A for AETC units). (T-3)

**1.4. Aircrew Training Policy.** The primary training method for MC-130J mission qualification, requalification, or upgrade training is attendance at a formal school. USAF policy dictates the use of formal schools unless attendance is impractical.

1.4.1. Formal schools will not forward written examinations as part of the courseware for in-unit qualification training.

1.4.2. Students previously disenrolled from a formal ETCA course for substandard performance are ineligible for a secondary method training waiver.

1.4.3. AETC and AFSAWC are the primary sources for formal training products. When formal training products are unsuitable, units may use MAJCOM-developed products. When specific formal courseware is not published, units may use locally-developed training syllabi that have been reviewed and approved by MAJCOM/A3T.

**1.5. Secondary Method Training (SMT).** In-unit training using applicable formal school courseware is referred to as SMT in this publication. SMT requires a waiver be submitted through appropriate channels per this instruction and approved by MAJCOM/A3T. See AFI 11-202, Vol 1, as supplemented, for guidance. (T-2)

**1.6. Waivers.** MAJCOM/A3 is the waiver authority for MDS-specific, Vol 1 aircrew training requirements unless otherwise noted in this AFI. Some ground and ancillary training items (e.g., small arms training, etc.) are prescribed by other instructions. Reference the prescribing instruction to determine the waiver authority in these cases.

1.6.1. Group commanders are the waiver authority for individual, case-by-case flying hour requirements and for ground and flying training requirements as outlined below.

1.6.2. OG/CC or equivalent (e.g., Combined Joint Special Operations Air Component (CJSOAC)/CC) may:

1.6.2.1. When allowed per applicable RTM, extend ground training requirement due dates up to 2 months for certain noted training items. (**Exception:** Items referenced in **Paragraph 1.6** levied by other AFIs may not be waived by the OG/CC unless specifically authorized to do so in the source AFI). When allowed per RTM, these events may count towards the next periodic requirements (units will note on waiver when events were accomplished and the ARMS due date will be updated). (T-3)

1.6.2.2. Extend due dates for the duration of an exercise, contingency, or operational mission for events, IAW applicable RTM, on an individual basis only if a crew member goes overdue while away from home station and the training is not available at the

deployed location (**Exception:** Items referenced in **Paragraph. 1.6** levied by other AFIs may not be waived by the OG/CC unless specifically authorized to do so in the source AFI). (T-3)

1.6.2.3. Waive flying training requirements IAW applicable RTM on an individual basis only. Wings/groups must keep an accurate record of waivers granted. Notify MAJCOM/A3T when waivers are issued. (T-3)

**Table 1.1. Processing of Waiver Requests.**

Waiver requested by:	Waiver Authority	Forward request through:	Reply sent to:	Info copy sent to:
AFSOC Unit	AFSOC/A3T	Group/OST to AFSOC/A3T	Group/OST	Requesting Unit
AETC Formal School or AETC Unit	AETC/A3F	Group/OST to AETC/A3FS to AETC/A3F	Group/OST	AETC Formal School AFSOC/A3T AETC/A3FS
AFRC Unit	AFRC/A3T	Group/OGV to 10 AF/OST to AFRC/A3T	Group/OGV	10 AF/OST, AFSOC/A3T, Requesting Unit

1.6.3. Squadron commanders may carry new crew members as Mission Ready (MR) for up to 6 months if an aircrew member arrives at the unit after a PCS or formal school and is not MR in all core mission events. Units completing formal training will include restrictions on AF Form 8, *Certificate of Aircrew Qualification*, for a core item not trained, regardless if the method of qualification is by evaluation or instructor certification. Under no circumstance will aircrew 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 6 months, the aircrew member becomes mission unqualified (and non-mission ready (NMR)). Squadrons will have 6 months from the time a new core mission event is added, and MAJCOM guidance issued, to train and qualify aircrew in the new event. (T-2)

**1.7. Senior Officer Flying/Supervisory Aircrew.** See AFI 11-202, Vol 1, as supplemented.

**1.8. Intra-command and Inter-command Transfer of Aircrews.** The gaining organization will honor validated training completed by newly assigned crew members prior to the transfer. Aircrew members qualified in the same MDS are considered qualified in that equipment throughout the force when used for the same mission. (T-3)

1.8.1. Permanent Change of Station (PCS) Screening. Losing units will screen individual flight and ground training records during unit out-processing. 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. See AFI 11-401, *Aviation Management*, for additional guidance. (T-3)

**1.9. Career Enlisted Aviator (CEA).** CEA qualifications are not tied to AFI 36-2101, *Classifying Military Personnel (Officer and Enlisted)*, skill-level upgrade. All enlisted aircrew

qualifications are separate and distinct from skill level qualification. When an AF Form 8, *Certificate of Aircrew Qualification*, is completed for the applicable flight evaluation, then that crew member is qualified to perform all duties assigned to that crew qualification regardless of skill level. Aircrew instructor qualifications and flight examiner certifications are also separate and distinct from On-The-Job (OJT) trainer or certifier designation and are reflected in Air Force Specialty Code (AFSC) by use of “K” prefix (aircrew instructor) and “Q” prefix (aircrew flight examiner).

**1.10. Changes.** Recommendations for improvement to this instruction are encouraged. Send recommendations to AFSOC/A3T through command channels, on an AF Form 847, *Recommendation for Change of Publication*. AETC units will forward AF Form 847s through Stan/Eval channels to AETC/A3V. USAF/A3/5 is the approval authority for changes or revisions to this instruction. Because of the dynamic requirements for Combatant Commanders, training requirements and currencies may be altered regularly. These training requirements and currency adjustments may be made via RTM. AFSOC/A3 will be an info addressee on all changes.

**1.11. Deviations.** This instruction does not authorize deviations from the flight manual or any other Air Force Instruction. Flight safety will be given prime consideration and must take precedence over the requirements and guidance of this instruction.

**1.12. Publication Administration.** This instruction is distributed to AFSOC, AFSOC-gained units, and AFSOC-related schools based on requirements established through the Publications Distribution Office (PDO). All MC-130J aircrew members are authorized this instruction.

1.12.1. Supplements. Forward all unit or MAJCOM supplements to this instruction to AFSOC/A3TA, who in turn will forward to USAF/A3OI for approval. Provide 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 AFSOC/A3T before publication.

## Chapter 2

### QUALIFICATION TRAINING

**2.1. Overview.** This chapter outlines the means by which the minimum requirements for Basic Aircraft Qualification (BAQ) training may be completed via initial qualification, requalification, conversion, or differences training. Duties not directly related to qualification or requalification training should be minimized.

**2.2. General Requirements.** The primary method of initial qualification and requalification training is the appropriate formal training course listed in the ETCA. If no requalification course exists, conduct requalification using the initial qualification course.

2.2.1. For Flight Surgeon (FS) and Medical Technician training requirements, refer to AFI 11202, Vol 1, AFSOC Supplement 1. For Combat Camera Aerial Photographer Training requirements, refer to DoDI 5040.02, *Visual Information (VI)*.

**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.

2.3.1. Basic Aircraft Qualification. Due to the formal school structure, copilots will be trained as First Pilots (FP) out of initial qualification. If a pilot is unable to maintain FP status, squadron commanders can downgrade individuals to basic copilot (CP) status until he or she is ready to re-qualify as an FP per [Chapter 4](#) of this regulation.

**2.4. Ground Training Requirements.** Complete ground training requirements IAW AFI 11202, Vol 1, the ETCA, and the formal course syllabus. In addition, all crew members must complete ground training requirements IAW [Table 2.1](#), prior to the first flight. (T-1)

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

Basic Aircraft Qualification Ground Training Requirements	Reference	Event ID
Crew Resource Management	AFI 11-202, Vol 1	G060
Aircrew Flight Equipment Familiarization Training	AFI 11-301, Vol 1	LL01
Emergency Egress Training	AFI 11-301, Vol 1	LL03
Local Area Survival	AFI 16-1301	SS01
Emergency Parachute Training (EPT)	AFI 16-1301	SS06
Marshalling Exam	AFI 11-218	G101
Flight Physical	AFI 48-123	ARMS
Physiological Training	AFI 11-403	ARMS

Basic Aircraft Qualification Ground Training Requirements	Reference	Event ID
<p><b>Notes:</b></p> <ol style="list-style-type: none"> <li>1. See AFI 11-202, Vol 1, MAJCOM Sup for Flight Surgeon (FS), Medical Technician, and Combat Camera Aerial Photographer Training requirements.</li> <li>2. See MDS-specific RTM for additional information on requirements.</li> </ol>		

**2.5. Flying Training Requirements.** Satisfactorily completing the appropriate ETCA formal course satisfies the requirements of this section.

**2.6. Basic Aircraft Qualification Conversion/Transition/Difference Training.** Refer to [Chapter 3](#) for mission difference training requirements.

2.6.1. Conversion Training. Unit conversions follow AFI 11-202, Vol 1, as supplemented. If a formal school course is unavailable, OG/CCs will submit in unit conversion training requests through the chain of command for MAJCOM/A3 approval.

2.6.2. Transition Training (TX). Transition training is a shortened version of initial qualification training that gives aircrew members cross-flowing or cross-decking from another military aircraft credit for acquired aviation proficiency. Transition of mission-qualified C-130J pilots and loadmasters and legacy HC-130P/N and MC-130E/H/P Combat Systems Operators (CSOs) (mission qualified or previously mission qualified but out of the cockpit less than 36 months) to the MC-130J may be accomplished using a MAJCOM-approved transition training syllabus. (T2)

2.6.3. Difference Training. For aircraft and instrument qualification purposes, the MC-130J, HC-130J, EC-130J, C-130J, AC-130J, KC-130J, WC-130J, and C-130J-30 are considered to be different series of aircraft within the same MDS for BAQ.

2.6.3.1. BAQ difference training to the MC-130J is authorized for the following:

2.6.3.1.1. C-130J/C-130J-30/KC-130J. Pilots and loadmasters.

2.6.3.1.2. EC-130J and HC-130J. Pilots, CSOs, and loadmasters.

2.6.3.1.3. AC-130J. Pilots, CSOs, and SOF Special Mission Aviators (SMAs).

2.6.3.2. Primary method for difference training is via completion of a formal school transition course. If a TX is not available, the alternate method is via in-unit ground and flight training IAW MAJCOM-approved training plan. Upon completion of differences training and certification on the AF Form 4348, *USAF Aircrew Certifications*, the crew member is BAQ in the new aircraft.

2.6.3.3. Difference training will include successful completion of the qualification written open/closed examinations. Document completion of difference training with instructor certification on the AF Form 4348 for the new aircraft. (T-2)

2.6.3.4. Aircrew members entered into difference training will complete training within 180 days after the first flight of the training program (12 months for ARC). (T-3)

2.6.3.5. Aircrew members may maintain previous instructor, evaluator, air-to-air refueling (AAR), and Maximum Effort qualifications/certifications at the discretion of the squadron commander.

**2.7. Multiple Qualifications.** Aircrew are authorized multiple qualifications in accordance with AFI 11-202, Vol 1. HC-130J aircrews at the FTU are authorized multiple qualification in the MC-130J.

## Chapter 3

### MISSION QUALIFICATION TRAINING (MQT)

**3.1. Overview.** This chapter establishes the minimum training requirements for completing mission qualification, requalification, and differences training. Upon completion of mission qualification training, the crew member will be assigned either Basic Mission Capable (BMC) or MR status.

**3.2. General Requirements.** All crew members will complete initial, conversion, or transition qualification prior to mission qualification training and mission certification. The primary method of mission qualification or requalification is to complete the appropriate formal training course listed in the ETCA. Completing the appropriate formal course satisfies the training requirements of this chapter. If no 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 SMT for mission qualification IAW AFI 11-202, Vol 1, as supplemented.

3.2.1. For Flight Surgeon (FS) and Medical Technician training requirements, refer to AFI 11202, Vol 1, AFSOC Supplement 1. For Combat Camera Aerial Photographer Training requirements, refer to DODI 5040.04, *Joint Combat Camera (COMCAM) Program*.

**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 waiver approval authority.

3.3.1. Basic qualification and mission qualification training may be accomplished simultaneously on a single MDS. Multiple MDS qualification upgrades will not be accomplished simultaneously. (T-2)

3.3.2. Mission Qualification. Mission Qualification course prerequisites will determine whether or not a pilot will be trained and evaluated as a Mission Copilot (MC) or Mission Pilot (MP). Pilots must meet the requirements of **Table 5.1** in order to be certified as Mission Pilot Aircraft Commanders (MPA). Once certified, MPAs may fly as PIC in all qualified events. Until the requirements of **Table 5.1** are met, the pilot will fly as either an MP or MC. Once a qualified MP meets the **Table 5.1** requirements, he or she may be certified as an MPA. (T-2)

**3.4. Ground Training Requirements.** Complete all ground training in **Table 2.1**, **Table 3.1**, and MAJCOM-specific MC-130J RTM as part of mission qualification training or prior to certifying individuals as MR. MR crew members transferred from other units require only unit-specific mission ready training events and events which are due/overdue.

3.4.1. Academic Training. Complete all academic and ground training delineated in applicable courseware.

3.4.2. Written Examination. Crew members must complete a written examination IAW AFI 11-2MC-130J, Vol 2. The formal school will not forward their examinations as part of the courseware for in-unit qualifications. (T-2)

**Table 3.1. Mission Qualification Ground Training Requirements.**

<b>Requirements (Course Title)</b>	<b>Reference</b>	<b>Event ID</b>	<b>Crew Position</b>	<b>Note</b>
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	G054	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
Emergency Parachute Training (EPT) with ACDE	AFI 16-1301	SS09	All	1
Unit/Theater Indoctrination	AFI 11-202, Vol 1	G171	All	2
Conduct After Capture	AFI 16-1301	SS03	All	1
Government Detention Level B	AFI 16-1301	SS26	All	1
Government Detention Level C	AFI 16-1301	SS25	All	1
Hostage Survival Level B	AFI 16-1301	SS28	All	1
Hostage Survival Level C	AFI 16-1301	SS27	All	1
Small Arms Training (M-9)	AFI 31-207 AFI 36-2226 ANG Guidance	G211	All	1
Small Arms Training (M-4/variants)	AFI 31-207 AFI 36-2226 ANG Guidance	G210	Specified Individuals	1
<p><b>Notes:</b> See MAJCOM-specific MC-130J RTM for additional information on requirements.</p> <p><b>1.</b> Not required for AETC crew members or formal school aircrew instructors. If AETC crew members or formal school instructors are deployed for contingency or exercise augmentation, these events must be completed prior to deployment.</p> <p><b>2.</b> Training Status Item. Crew members will fly with an instructor until this event is accomplished.</p>				

**3.5. Flying Training Requirements.** Satisfactorily completing the appropriate formal course satisfies the requirements of this section. Formal course training will include all core mission events applicable to the crew member's aircraft and crew position **Table A3.1**. Approved in-unit mission qualification training must be accomplished IAW applicable formal school courseware and the guidance below: (T-2)

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 squadron Director of Operations (DO).

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

3.5.3. Crew member 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 11-2MC-130J, Vol 3.

### **3.6. MQT Difference Training.**

3.6.1. MQT Difference Training. MQT differences training to the MC-130J is authorized for HC-130J pilots, CSOs, and loadmasters. The primary method for accomplishing difference training is in-unit using a MAJCOM-approved syllabus. (T-2)

3.6.1.1. Difference training will include mission open/closed book examinations and a flight evaluation per AFI 11-2MC-130J, Vol 2.

3.6.1.1.1. Crew members previously qualified as HC-130J instructors. Units may use the current AETC SOIs and courseware to conduct in-unit differences training to train and qualify HC-130J qualified instructors and evaluators in the MC-130J. Mission ready HC-130J crew members who are not instructors or evaluators will not be trained using the AETC-developed SOIs/courseware, as they are designed for instructor/evaluator difference training.

3.6.1.2. Crew members qualified and current in special mission events may regain that qualification without additional training once they are BMC in their new aircraft.

## Chapter 4

### CONTINUATION TRAINING

#### 4.1. General Requirements.

4.1.1. Requirements in this chapter and the RTM are the minimum flying and related ground training to maintain currency and the assigned training status. Individual proficiency may require a greater number of events.

4.1.2. Training requirements may be completed on any sortie if the accrediting criteria of this instruction and the MDS-specific RTM 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.

4.1.4. Training events accomplished on a successful evaluation or an instructor certification (in certain events) will be credited toward the individual's continuation training requirements in ARMS.

4.1.5. Flying training events accomplished during formal training will use the course completion date (successful evaluation date) to establish the due dates for all subsequent currency and requirements. For all events not required to be accomplished during the evaluation, log volume of zero in ARMS, but enter the checkride/certification date. Use actual dates for all ground training.

4.1.6. Aircrew Training Device (ATD) guidance.

4.1.6.1. Formal training. Certification events trained to a 3C level (or equivalent) in an approved ATD will use the course completion date (successful evaluation date) as the initial accomplishment date.

4.1.6.2. Aircraft flying requirements, to include updating currency or obtaining recurrency, may be accomplished in a certified ATD for events designated in the MDS-specific RTM.

4.1.6.3. Simulator Crew Complement. In order to log events in a Weapons System Trainer (WST), simulator crews will be consistent with the the standard front end crew complement needed to fly an aircraft, to include an aircraft commander for the type of mission being flown. (T-3)

**4.2. Training Levels (TL).** The use of experienced-based Flying Training Levels (FTLs) and Ground Training Levels (GTLs) allows the squadron commander to prioritize training resources. Aircrew members must meet the minimum criteria established in **Paragraph 4.2.1**, and **Table 4.1**, before assignment to the respective training level. Squadron commanders may assign TLs to individuals not meeting these minimum requirements with MAJCOM/A3T approval. When these minima 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 FTLs. (T-2)

4.2.1. FTLs are based on minimum primary aircraft assigned (PAA) time and total time. For basic qualification FTL, PAA time will include flight time and simulator time for any variant of C-130J. For mission qualification FTL, MC-130J PAA time includes all MC-130J WST time, and up to 200 C/EC/HC/KC -130J WST hours. Mission Qualification FTL includes up to 300 EC/HC-130J aircraft hours. Total hours may include all simulator time. Pilots upgrading to MPA will be placed in FTL C for three semiannual periods and must meet minimum FTL requirements to upgrade to higher FTLs.

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/or MR aircrew members; all copilots/MPD pilots.

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

<b>Crew Position</b>	<b>FTL “A” PAA / Total Hours</b>	<b>FTL “B” PAA / Total Hours</b>
Pilot	700/1,700	300/1,300
Combat Systems Officer (CSO)	700/1,700	300/1,300
Loadmaster	500/1,500	300/1,000

4.2.2. Crew members may be assigned different FTLs for basic and mission qualifications and individual events. **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 will not be moved to a level requiring fewer events until the next semiannual period. (T-3)

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.

**4.4. Recurrency and Requalification Training.** Training is required whenever an aircrew member does not meet a currency requirement in this instruction. An aircrew member will not perform events unsupervised until training has been accomplished. (T-2)

4.4.1. Loss of Currency. Failure to accomplish events as outlined in the MDS-specific RTM results in a loss of currency for that event. Crew members are noncurrent the day after event currency expires.

4.4.1.1. Loss of currency in any event as noted in the MDS-specific RTM results in supervised status until recurrent. (**Exception:** FPs that lose left seat landing currency may fly in the right seat without an instructor).

4.4.1.2. Crew members who maintain basic aircraft qualification in their primary aircraft and a ‘slick’ C-130J variant may satisfy currency requirements in either their primary

aircraft or the C-130J. If basic semiannual currency is lost (failure to complete the requirements of MDS-specific RTM), it is lost for both aircraft. Lost basic aircraft qualification semiannual currency may be regained in either aircraft. Crew members must complete at least one aircrew proficiency sortie in the C-130J semiannually. Failure to complete at least one aircrew proficiency sortie in the C130J results in lost currency in the C-130J only and currency must be regained in the C-130J.

4.4.1.3. Loss of currency exceeding 6 months. Non-currency in designated BAQ events (**Table 4.2**, Note 1 events) in excess of 6 months results in loss of BAQ. Non-currency in designated mission events IAW applicable RTM in excess of 6 months results in loss of mission qualification status.

4.4.2. Regaining Currency.

4.4.2.1. Only Note 1 items in **Table 4.2**, and certain events as noted in applicable RTMs, require an evaluation if loss of currency exceeds 6 months IAW AFI 11-202, Vol 1. Other events require showing proficiency to an instructor in the aircraft or ATD (per MDS-specific RTM) IAW AFI 11-202, Vol 1, to regain currency. If loss of currency exceeds 24 months in non-Note 1 events, a training folder will be opened and additional ground and flight training, as directed by the squadron commander, will be completed. (T-2)

4.4.2.2. Aircrew noncurrent in special mission events which only require an instructor certification (**Table 5.4**) may regain currency by showing proficiency in that event to an instructor.

4.4.2.3. Aircrew noncurrent more than 24 months in special mission events requiring an evaluation per RTM will complete all initial training and evaluation requirements for that special mission event. (T-2)

4.4.3. Requalification Training. Crew members requiring requalification will accomplish training IAW AFI 11-202, Vol 1, applicable MAJCOM supplements, **Chapter 2**, **Chapter 3**, and **Chapter 5** of this instruction, and the applicable RTM. (T-2)

**4.5. Ground Training Guidelines.** AFI 11-202, Vol 1, and applicable RTMs, designate ground training requirements for all aircrew members. Crew members will complete training within the time periods listed for their FTL/GTL IAW the referenced publications and the guidance below. (T-2)

4.5.1. Failure to Complete Ground Training Events. Accomplish make-up training at the earliest opportunity. The following apply when crew members exceed due dates for applicable RTM events:

4.5.1.1. Grounding items. Crew members will not perform flight duties until the grounding item is satisfied. (T-2)

4.5.1.2. Training status items. Crew members will not fly without instructor supervision. (T-2)

4.5.1.3. MR items. Failure to accomplish MR events in applicable RTM results in non-mission ready status. The individual will not deploy as a crew member. (T-2)

4.5.2. Block Training (AFSOC only). Each group operations training office should establish and administer a centralized aircrew block training session. Block training should include all recurring ground training required to maintain readiness.

4.5.3. Simulator Refresher Course. The periodic simulator refresher course is designed to improve standardization and to provide maximum training on normal, instrument, and emergency procedures. The primary purpose for simulator refresher training is to accomplish events that are unable to be accomplished or potentially unsafe in the aircraft. These events should be accomplished in both qualification and tactical scenarios. Simulator refresher instruction can be provided by an Aircrew Training System (ATS) contractor or position-specific aircrew instructor, using MDS-specific SOI and formal school courseware. Units or crew members who desire to practice specific events will identify those requirements on the first day of training. Satisfactory completion of formal school basic aircraft qualification, requalification, or aircraft commander course, which includes instruction in a C-130-type simulator, as well as the instructor upgrade course, satisfies the simulator refresher course requirement.

4.5.3.1. The recommended minimum crew size for this course is an aircraft commander, copilot, CSO, and two loadmasters (LMs). If units are unable to provide the minimum crew size, they will ensure that the ATS contractor is able to support less than the minimum crew, otherwise, the ATS contractor is not required to provide the training.

4.5.3.2. Instructors may credit simulator refresher when they instruct a full simulator refresher course (ARC-only: ATS contractors who are also qualified crew members may credit simulator refresher when teaching the course in a civilian capacity).

4.5.3.3. Simulator refresher training is not required for aircrew members who will not be flying the same type or similar aircraft beyond 4 months after their due date.

4.5.3.4. When MC-130J WSTs are not available for training, HQ AFSOC/A3TA will acquire C-130J simulator refresher courses at various locations to serve as alternate training for this requirement.

4.5.4. Visual Threat Recognition and Avoidance Trainer (VTRAT) Training. Periodic VTRAT training is designed to introduce or refresh crew members in the basics of aircraft threat engagement recognition and avoidance. The VTRAT simulation displays realistic visual characteristics of anti-aircraft artillery (AAA) such as missile fly-out and AAA rate-of-fire, as seen from the scanner's viewpoint in the aircraft. Training will include:

4.5.4.1. Group/individual academics on threat recognition, calls and avoidance maneuvers IAW AFTTP 3-1.E/MC-130J and AFTTP 3-3.E/MC-130J. (T-3)

4.5.4.2. Following academics, individuals will receive ~30 minutes of individual simulator time on the VTRAT. (T-3)

**4.6. Ancillary Training.** Ancillary training is any guidance or instruction that contributes to mission accomplishment, but is separate from an Air Force Specialty or occupational series. Some ancillary training does not impact mission ready status or mobility status. AFI 112MC130J, Vol 1. and associated MAJCOM-specific RTM are not the governing directive for completion of ancillary training events. They do not include ancillary training required by AFI 36-2201, *Air Force Training Program*. This includes Total Force Awareness Training and

Expeditionary Skills Training, which will be tracked at unit level. Individuals are responsible for completing additional ancillary ground training requirements as specified in applicable instructions. In accordance with AFI 11-202, Vol 1, the source AFI provides training frequency for these events unless an approved waiver has been authorized. See Unit Deployment Manager to ensure compliance with additional non-aircrew specific training requirements.

#### 4.7. Flying Training.

4.7.1. All aircrew members who maintain BAQ, BMC, or MR status must accomplish all applicable training requirements of [Table 4.2](#) and the MAJCOM-specific MC-130J RTM, based on assigned FTL (A, B, or C). See MAJCOM-specific MC-130J RTM for more detailed currency and volume flying requirements by FTL. BMC and MR aircrew will also comply with the following: (T-2)

**Table 4.2. MC-130J Flying Currency Requirements in days by FTL (T-2).**

EVENT	ARMS ID	P/CP		CSO		LM		Notes
		A/B	C	A/B	C	A/B	C	
<b>BAQ</b>								
Aircrew Proficiency Sortie	ST14	60	45	60	45	60	60	1, 2
Total Takeoffs	TO00	60	45					1, 2
Instrument Approaches	AP10	60	45					1, 2
Total Landings	LD00	60	45					1, 2
Left Seat Landing (FP)	LD60	45	45					5
<b>Mission</b>								
Combat Mission Profile	ST51	90	60	90	60			1, 3
Mountain NVG Low-Level	NV11	120	60	120	60			5
NVG Takeoff	NV15	90	60					5
NVG Landing	NV20	90	60					5
Self-Contained Approach	AP80			90	60			4
Air-to-Air Refueling	AR00	90	90					4

**Notes:** See AFI 11-202, Vol 1, as supplemented, for Flight Surgeon, Medical Technician, and Combat Camera Aerial Photographer training requirements.

1. Only these events require an evaluation if loss of currency exceeds 6 months per AFI 11-202, Vol 1.
2. Failure to accomplish event, within specified time, results in loss of basic aircraft currency.
3. Failure to accomplish event, within specified time, results in loss of mission currency.
4. Non-currency in this event results in loss of currency in this sub area.
5. Non-currency in this events results in loss of currency in only that event.

4.7.1.1. MR aircrew members will also accomplish applicable mission ready requirements as designated in the MAJCOM-specific MC-130J RTM according to their mission qualification and FTL. (T-2)

4.7.1.2. BMC aircrew members will also accomplish at least 50 percent of the applicable mission requirements as designated in the MAJCOM-specific MC-130J RTM according to their assigned FTL. (T-2)

4.7.1.3. BAQ FPAs and FPs will maintain currency IAW RTM in either seat (unless seat-specific). Emphasis should be on left seat flying. Local Proficiency Sorties should be flown in the left seat. FPs will only accomplish max effort takeoffs and landings when under the direct supervision of an instructor pilot. Prior qualified pilots (PQPs) who are FPs, may fly in the left seat for basic airland missions when an aircraft commander who has a minimum of 100 hours since certification occupies the right seat. AFI 11-2MC-130J, Vol 3. further defines takeoff and landing policy. CPs will maintain currency IAW **Table 4.2** in the right seat only. (T-2)

4.7.1.4. Instructors and flight examiners may not log events performed by other crew members during instruction or evaluations. **Exception:** AETC: With squadron commander approval, formal school instructors may log 50% of volume requirements and update currency with events accomplished by students under their direct supervision.

4.7.2. Flying Currency Event Definitions. Refer to MAJCOM-specific MC-130J RTM for complete semiannual volume and currency events and their definitions. Failure to accomplish currency or volume requirements results in loss of basic aircraft currency. Flight Surgeons will log currency IAW AFI 11-202, Vol 1 requirements.

**4.8. Multiple Qualifications.** Refer to AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program*, MAJCOM supplements, and AFI 11-2MDS-specific, Vol 2 for crew positions and evaluation requirements. Refer to AFI 11-202, Vol 1 concerning approval authority for multiple qualifications. Multiple qualified crew members will have one aircraft designated as their primary aircraft. Other aircraft will be considered secondary aircraft. All AFSOC C-130J crew members are authorized multiple qualification in their primary mission aircraft (i.e., MC130J, EC-130J, and AC-130J) and a “slick” C-130J variant for BAQ. Multiple aircraft qualified crew members may credit basic proficiency and/or mission sorties on any aircraft in which qualification and currency is maintained. Events which can be credited are based on qualification held in each MDS.

4.8.1. Multiple qualified aircrew members must complete 100 percent of the requirements of **Table 4.2** and the MAJCOM-specific MC-130J RTM. Multiple qualified crew members may complete **Table 4.2** and the MDS-specific RTM requirements in either aircraft, but must maintain aircrew proficiency sortie currency in each aircraft. The basic qualification FTL assigned to an individual should be the highest experience level (fewest requirements) of any aircraft in which they maintain qualification. For example, a crew member qualified as mission FTL A in the MC-130J and mission FTL B in the EC-130J should have an FTL A basic qualification profile. (T-2)

4.8.2. Multiple qualified crew members who maintain MR or Combat Mission Ready (CMR) status in more than one AFSOC C/MC-130 aircraft must complete the semiannual mission ready flying requirements in **Table 4.2** and the MDS-specific RTM. Multiple qualified crew members may accomplish mission events in either aircraft, but will fly at least one Combat Mission Profile (CMP) quarterly in each aircraft in which they are mission ready. When the training table for the secondary aircraft contains core mission events not required in the primary aircraft, crew members will complete required volume and currency for those events in their secondary aircraft. If mission flying currency is lost for the primary aircraft, it is lost for all aircraft and must be regained in the designated primary aircraft. If mission currency is lost in a secondary aircraft, it is lost only for that aircraft. (T-2)

4.8.2.1. MC-130J MR crew members who maintain BAQ in a C-130 variant may accomplish requirements listed in the MAJCOM-specific MC-130J RTM as allowed in the RTM and this publication's **Table 4.2**.

## 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.

5.1.1. The flying time prerequisites for upgrade are based on the crew member having gained the knowledge and judgment required to effectively accomplish the unit's missions. Sq/CCs will ensure their continuation training programs emphasize these areas. Crew members will have an in-depth knowledge of systems, procedures, and instructions before entering the formal upgrade program.

**5.2. MC-130J Pilot Development through Aircraft Commander Upgrade.** MC-130J pilots graduate from the FTU as a MP or MC depending on their flying experience (refer to course prerequisites for actual requirements). Due to the formal school structure, copilots will also graduate from the FTU as BAQ First Pilots (FP). The guidance in this section refers to upgrade of Mission Ready copilots to aircraft commander. (T-2)

5.2.1. Documentation. Completion of AFSOC MC-130J Pilot Phase I and II is documented in ARMS as G261Q and G262Q respectively. Document the completion of the entire course via AF Form 4324 and Sq/CC certification.

5.2.2. Training Guides. AFSOC MC-130J Pilot Phase I (G261Q) & II (G262Q) guides are available for download from the AFSOC Bookstore Sharepoint Site. The appropriate guide should be carried on all sorties to maximize training opportunities.

5.2.3. MC-130J Pilot Phase I. Upon obtaining Mission Ready status, copilots enter Phase I of continuation training. This first phase consists of completing the MC-130J Pilot Phase I guide (G261Q), which focuses on core aircraft abilities including communication, checklist discipline, systems knowledge, and basic mission planning. A Phase I copilot should not be expected to act as an Aircraft Commander, yet they should observe and learn from their aircrew leadership.

5.2.3.1. During this stage of pilot development, a Phase I copilot is restricted to the right seat for mission sorties and may only occupy the aircraft left seat with an IP. Phase I copilots will train in the right seat during refresher sims and may occupy the left or right seats for proficiency sims (and available proficiency time at the end of a refresher sim). All Tactical/Mission events will be flown in the right seat. Phase I copilots will complete the Phase I guide NLT 180 days (365 days for ARC) after becoming mission ready. (T-2)

5.2.3.2. In order to advance beyond Phase I, the Phase I copilot must be at least 6 months from the training start date, have a minimum of 200 MC-130J hours (flying and simulator time), and have completed the Pilot Phase I guide. Once these requirements are met, the Phase I pilot may be approved for Phase II via the squadron Training Review Board (TRB). (**Note:** For copilots who were Mission Ready prior to the release of this AFI and have over 200 MC-130J hours, completion of Phase I is not required). For FAIP/OSA or

SOF cross-flow pilots transitioning to MC-130J aircraft, completion of Phase I is not required; however, Phase II is required.

5.2.4. MC-130J Pilot Phase II. This phase consists of completing the MC-130J Pilot Phase II guide (G262Q), which focuses on the core tasks of flying skills, mission situational awareness, and crew management required for Aircraft Commander certification.

5.2.4.1. Training in this stage will ensure a balanced exposure to both left and right seats in the aircraft with an AC or above. Good judgment and Operational Risk Management (ORM) will dictate with whom they fly and what seat they occupy. As Phase II copilots advance in knowledge, they are encouraged to practice actual mission management skills and decision making under the guidance of their AC or IP. (T-2)

5.2.5. MC-130J Copilot Selection for Aircraft Commander Upgrade/Certification. Phase II copilots must meet prerequisites defined in Table 5.1 as well as complete the Phase II guide. (T2)

5.2.5.1. Based upon performance, experience, and requisite flight hours, Phase II copilots will be identified for upgrade by squadron leadership via the TRB. Phase II copilots require a minimum of one AF Form 8 evaluation after CP mission ready certification and prior to entry into Aircraft Commander upgrade (N/A for SOF/MAF cross-flow, or FAIP/OSA). (T-2)

5.2.5.2. Conduct In-unit Training using AFSOC MC-130J Aircraft Commander Upgrade Qualification SOI. The training will culminate in a MP evaluation IAW AFI 11-2MC-130, Vol 2. See [Paragraph 5.3](#) for AC certification requirements. (T-2)

**Table 5.1. Minimum Hours Required to Upgrade to MC-130J Aircraft Commander (T-2).**

TOTAL PILOT HOURS	PMAI HOURS
Over 1,900	200
1,300-1,899	300
900-1,299	700
<p><b>Notes:</b></p> <p>1. All pilots with prior rotary-wing time will be trained as copilots unless they have a minimum of 500 hours of fixed-wing time (including Undergraduate Pilot Training (UPT) flying time). (T-2)</p> <p>2. For the purpose of this table, PMAI hours includes any type of C-130J aircraft. Subtract "Other" flight time in excess of 100 hours from total hours. Subtract all "Other" time from the required PMAI time. Add all simulator hours toward Total and all C/HC/KC/MC-130J WST time toward PMAI hour requirements.</p>	

**5.3. Aircraft Commander Certification.** Pilots will not fly as a pilot-in-command until certified by the Sq/CC as an aircraft commander. (T-2)

5.3.1. Following completion of Aircraft Commander upgrade training, pilots should be certified as an aircraft commander within 120 days unless extenuating circumstances exist.

5.3.2. Prior Qualified Pilots (PQP) Certification. PQPs evaluated according to mission pilot standards during MQT will enter a unit-developed AC certification program and may be certified after attaining a minimum of 100 MC-130J PAA hours. Waiver authority for the prerequisite is the OG/CC. The 100 PAA hours includes HC/KC/MC-130J WST time. **Exception:** “Other” time will not be used. (T-3)

5.3.3. FP Aircraft Commander (FPA). C-130J ACs transitioning to the MC-130J may be certified as FPA. All other C-130J FPs must meet the requirements of **Table 5.1** in order to be certified as First Pilot Aircraft Commanders (FPA). Selected individuals will be entered into a unit-developed certification program to ensure they have the experience, knowledge and judgment to act in this capacity. Once certified, FPAs may fly as pilot-in-command (PIC) only in basic aircraft qualification events. (T-2)

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

5.4.1. Squadron commanders will personally review each instructor candidate’s qualifications and select instructors based on their background, experience, maturity, and ability to instruct.

5.4.2. Initial Candidates. All initial instructor upgrade candidates must be MR in their unit’s mission for a minimum of 6 months and meet the flying hour requirements identified in the following paragraphs. (T-2) Prior qualified instructors do not require to be MR for 6 months.

5.4.2.1. Instructor Pilot. Initial instructors require a minimum of 200 MC-130J hours (aircraft and WST) since AC certification. Previously qualified C/HC/MC-130 instructor pilots require 100 MC-130J hours (aircraft and WST). (T-2)

5.4.2.2. Instructor CSO. Initial instructors require a minimum of 1,000 hours total time and at least 200 PMAI hours. Include all WST hours toward the total hours requirement, and all MC130J WST time toward the PMAI hours requirement. Previously qualified HC-130 instructor navigators and MC-130 instructor navigators/EWOs require 100 MC-130J hours (aircraft and WST). (T-2)

5.4.2.3. Instructor LM. Have at least a 5-level LM primary AFSC, 500 total hours, and 200 PMAI hours (aircraft and WST). (T-2)

5.4.3. Ground and Flight Training Requirements. Instructor candidates will 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:

5.4.3.1. Qualify in the applicable formal school instructor course for their crew position. If no formal school instructor course exists, conduct ground and flying training IAW the applicable MAJCOM syllabi/AF Form 4111, *SOF/CSAR Training Record*. (T-2)

5.4.3.2. BAQ instructors may keep that status during mission qualification. Prior to instructing mission events, they must finish MQT and complete an instructor flight evaluation on a tactical mission. (T-2)

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

5.4.5. Previously qualified USAF aircrew instructors may, with OG/CC approval, upgrade in-unit. Candidates must meet minimum standards outlined in **Paragraph 5.4.2**. Training will be accomplished IAW MAJCOM approved syllabus of instruction (N/A 58 SOW). (T-3)

**5.5. Flight Examiner (FE) Upgrade.** FEs are selected from the most qualified and competent instructors. Before being designated as an FE, candidates will demonstrate satisfactory knowledge of command training and evaluation policies and procedures. Conduct initial training IAW MAJCOM-approved AF Form 4111. Certification will be annotated on AF Form 4348 or MAJCOM-approved substitute. (T-2)

**5.6. Special Mission Qualifications and Instructor Certified Event (ICE) Training.** Special mission qualification and ICE training may be completed in-unit without a waiver. Comply with the requirements of AFI 11-202, Vol 1, and this publication. Units will coordinate all in-unit developed courseware and syllabi with MAJCOM/A3T for approval.

5.6.1. Special Mission Qualifications. The squadron commander will select aircrew members qualified in the unit's mission to maintain additional special qualifications. A flight evaluation is required for the below Special Mission Qualifications. Aircrew members are not required to maintain currency in Special Mission Events to maintain MR status. Instructors are authorized to teach any special mission events in which they are qualified and current unless specifically restricted. Conduct evaluations IAW AFI 11-2MC-130J, Vol 2. Upon completion of training and qualification, maintain currency IAW this publication and applicable RTMs.

5.6.1.1. Copilot AAR. Units may select precontact certified FPs and CPs for upgrade to AAR contact qualification. Complete ground and flight training IAW MAJCOM-approved AF Form 4111. (T-2)

5.6.2. Instructor Certified Events. **Table 5.2** lists the events which require instructor certification on an AF Form 4348 (or MAJCOM-approved substitute), and the crew positions allowed ICE certification for an event. These events may be taught at the formal school as part of MQT. Formal school instructors will make AF Form 4348 or MAJCOM-approved substitute entries for all **Table 5.2** training completed during mission qualification. Instructors are authorized to teach any event in which they are certified and current unless specifically restricted. Complete training IAW this publication and MAJCOM-approved AF Form 4111 or SOI (if available). Aircrew will maintain currency IAW this publication and applicable RTM. (T-2)

**Table 5.2. Instructor Certified Events (T-2).**

<b>EVENT</b>	<b>Crew Position</b>
AAR Precontact	FP, CP
AAR	CSO, LM
AAR Instructor	P
BAQ Differences Training	P, CSO, LM, SMA
FARP	LM

FCF	P, LM
High Alt Airdrop	CSO
JPADS/I-CDS	P, CSO, LM
Touch-and-Go Landings	P

5.6.2.1. AAR Precontact. Certifies FPs and CPs when they demonstrate the ability to accomplish a rendezvous and maintain a stable astern position.

5.6.2.2. AAR. Certifies CSOs and LMs to receive fuel from compatible tanker aircraft as defined in ATP-56B. Flight training can be accomplished with any tanker aircraft. BAQ crew members may be certified in AAR. AAR basic qualified instructor CSOs may instruct air-to-air refueling. This qualification should only be entered on the Form 4348 (or MAJCOM-approved substitute) if the individual became qualified by differences training. Individuals qualified during FTU do not require this entry. Training will consist of at least one flight. (T-2)

5.6.2.3. AAR Instructor. Certifies instructor pilots to instruct AAR training.

5.6.2.4. BAQ Differences Training. Certifies AC/EC/HC/KC/C-130J Ps, CSOs, LMs, and SMAs as BAQ-qualified aircrew in the MC-130J IAW the MAJCOM approved SOI.

5.6.2.5. Forward Area Refueling Point (FARP). All training for pilots/CSOs and Phase I training for LMs should be accomplished at the FTU. When unable to accomplish or complete all phases at the FTU, use MAJCOM-approved in-unit courseware. Certifies applicable AFSOC MC-130 crew members to conduct FARP operations IAW AFI 11-235 and MAJCOM-approved AF Form 4111. Units do not require a waiver to conduct in-unit training.

5.6.2.5.1. LM initial FARP certification will include establishing a FARP site IAW AFI 11-235, pressurizing hoses, accomplishing an actual fuel transfer to a receiver aircraft, evacuating hoses, and breakdown of FARP site. Use of the Forward Area Manifold (FAM) cart is preferred. If receiver aircraft abort after mission start, instructors/evaluators may certify individuals if all other duties are accomplished. When requirements dictate, this training may be credited without an actual flight with Group CC approval.

5.6.2.6. Functional Check Flight (FCF). Certifies aircrew to perform functional check flight duties. Open book test required IAW MAJCOM policy. Ground training can be conducted by any FCF qualified crew member. Flight training will be conducted by an FCF qualified crew member in the crew position being trained (exception: Pilot may train CSO at unit commander discretion) (T-2). After instructor certification on the AF 4348 (or MAJCOM approved substitute), maintain currency IAW MAJCOM policy.

5.6.2.7. High Altitude Airdrop. If not accomplished at the FTU, this certifies CSOs to plan and conduct high altitude airdrops, namely military free fall (MFF).

5.6.2.8. Joint Precision Airdrop System (JPADS)/Improved Container Delivery System (I-CDS). Conduct training IAW AFSOC JPADS concept of employment (CONEMP)

and AFSOC-specific JPADS SOIs. Pilots, CSOs, and LMs will accomplish Phase I training. In addition, CSOs and LMs will accomplish Phase II training.

5.6.2.9. Touch-and-Go Landings. When an AC is Touch and Go Landing certified, flight idle touch and goes may be performed when the AC occupies either seat and a BAQ pilot occupies the other seat. Conduct this one-time training for aircraft commander certified pilots under the direct supervision of an instructor pilot. New ACs will have a minimum of 100 primary and secondary hours after certification as an aircraft commander. Until training is complete, new ACs will not accomplish touch-and-go landings. Previous touch-and-go certified C130J/MC130H/P pilots do not need to be recertified. See AFI 11-2MC-130J, Vol 3 for touch and go restrictions.

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

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

AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, 19 January 2012

AFI 11-202 Vol 1, *Aircrew Training*, 22 November 2010

AFI 11-202 Vol 2, *Aircrew Standardization/Evaluation Program*, 13 September 2010

AFI 11-202 Vol 3, *General Flight Rules*, 7 November 2010

AFI 11-218, *Aircraft Operations and Movement on the Ground*, 28 October 2011

AFI 11-235, *Forward Area Refueling Point Operations*, 15 December 2000

AFI 11-301 Vol 1, *Aircrew Flight Equipment (AFE) Program*, 25 February 2009

AFI 11-401, *Aviation Management*, 10 December 2010

AFI 11-403, *Aerospace Physiological Training Program*, 30 November 2012

AFI 13-207, *Arming and Use of Force by Air Force Personnel*, 21 June 2010

AFI 16-1301, *Survival, Evasion, Resistance and Escape (SERE) Program*, 6 September 2006

AFI 33-360, *Publications and Forms Management*, 25 September 2013

AFI 36-2201, *Air Force Training Program*, 15 September 2010

AFI 36-2226, *Combat Arms Program*, 24 February 2009

AFMAN 11-217 Vol 1, *Instrument Flight Procedures*, 22 October 2010

AFMAN 33-363, *Management of Records*, 1 March 2008

AFPD 11-2, *Aircrew Operations*, 19 January 2012

AFPD 11-4, *Aviation Service*, 1 September 2004

AFSOCI 11-207, *AFSOC Tactics Program*, 16 August 2012

AFTTP 3-3.E/MC-130J, *Combat Aircraft Fundamentals*, 12 November 2013

AFRIMS RDS <https://www.my.af.mil/afirms/afirms/afirms/rims.cfm>

Joint Publication 3-09.3, *Close Air Support*, 08 July 2009

DoDI 5040.02, *Visual Information (VI)*, 21 February 2013

***Forms Adopted***

AF Form 8/8A, *Certificate of Aircrew Qualification*,

AF Form 847, *Recommendation for Change of Publication*,

AF Form 1256, *Certificate of Training*,

AF Form 4348, *USAF Aircrew Certifications*,

AF Form 4111, *SOF/CSAR Training Record*

***Abbreviations and Acronyms***

**AAA**—Antiaircraft Artillery

**AAR**—Air-to-Air Refueling

**AC**—Aircraft Commander

**ACC**—Air Combat Command

**ACDE**—Aircrew Chemical Defense Ensemble

**ACP**—Aviator Continuation Pay

**AERPS**—Aircrew Eye and Respiratory Protection System

**AETC**—Air Education and Training Command

**AF**—Air Force

**AFCAT**—Air Force Catalog

**AFI**—Air Force Instruction

**AFMAN**—Air Force Manual

**AFPD**—Air Force Policy Directive

**AFRC**—Air Force Reserve Command

**AFRIMS**—Air Force Records Information Management System

**AFSC**—Air Force Specialty Code

**AFSOAWC**—Air Force Special Operations Air Warfare Center

**AFSOC**—Air Force Special Operations Command

**AFSOCH**—AFSOC Handbook

**AFSOCI**—Air Force Special Operations Command Instruction

**AFSOF**—Air Force Special Operations Forces

**AFTL**—Air Force Task List

**AFTTP**—Air Force Tactics, Techniques, and Procedures

**AITC**—Academic Instructor Training Course

**AMSS**—Airborne Mission System Specialist

**ANG**—Air National Guard

**APS**—Aircrew Proficiency Sortie

**ARC**—Air Reserve Component

**ARCT**—Air Refueling Control Time

**ARMS**—Aviation Resource Management System

**ATC**—Air Traffic Control  
**ATD**—Aircrew Training Device  
**ATS**—Aircrew Training System  
**ATP**—Allied Tactical Publication  
**BAI**—Backup Aircraft Inventory  
**BAQ**—Basic Aircraft Qualification  
**BMC**—Basic Mission Capable  
**CBRN**—Chemical, Biological, Radiological, and Nuclear  
**CC**—Commander  
**CDS**—Container Delivery System  
**CDTQT**—Chemical Defense Task Qualification Training  
**CEA**—Career Enlisted Aviator  
**CJSOAC**—Combined Joint Special Operations Air Component  
**CMP**—Combat Mission Profile  
**CMR**—Combat Mission Ready  
**COMCAM**—Combat Camera  
**CONEMP**—Concept of Employment  
**CP**—Copilot  
**CPO**—Chemical Protective Overgarment  
**CSAR**—Combat Search and Rescue  
**CSO**—Combat Systems Officer  
**DO**—Director of Operations  
**DOC**—Designed Operational Capability  
**DoD**—Department of Defense  
**DOT**—Director of Operations Training  
**DRU**—Direct Reporting Unit  
**EP**—Evaluator Pilot  
**EPE**—Emergency Procedure Event  
**EPT**—Emergency Parachute Training  
**ETCA**—Education and Training Course Announcements  
**FAM**—Forward Area Manifold  
**FAR**—Federal Air Regulations

**FARP**—Forward Area Refueling Point  
**FCF**—Functional Check Flight  
**FCG**—Foreign Clearance Guide  
**FE**—Flight Examiner  
**FLIP**—Flight Information Publication  
**FOA**—Field Operating Agency  
**FP**—First Pilot  
**FPA**—FP Aircraft Commander  
**FS**—Flight Surgeon  
**FTL**—Flying Training Level  
**FTU**—Formal Training Unit  
**GTL**—Ground Training Level  
**HAAR**—Helicopter Air-to-Air Refueling  
**HQ**—Headquarters  
**IAW**—In Accordance With  
**ICAO**—International Civil Aviation Organization  
**I-CDS**—Improved Container Delivery System  
**ICE**—Instructor Certified Event  
**IP**—Instructor Pilot  
**JMETL**—Joint Mission Essential Task List  
**JPADS**—Joint Precision Airdrop System  
**LM**—Loadmaster  
**LPS**—Local Proficiency Sortie  
**MAJCOM**—Major Command  
**MDS**—Mission Design Series  
**METL**—Mission Essential Task List  
**MOA**—Memorandum of Agreement  
**MP**—Mission Pilot  
**MPD**—Mobility Pilot Development  
**MQT**—Mission Qualification Training  
**MR**—Mission Ready  
**NAF**—Numbered Air Force

**NMR**—Non-Mission Ready  
**NOTAM**—Notices to Airman  
**NVG**—Night Vision Goggles  
**OG**—Operations Group  
**OJT**—On-the-Job Training  
**P**—Pilot  
**PAA**—Primary Aircraft Assigned  
**PCS**—Permanent Change of Station  
**PDO**—Publications Distribution Office  
**PDS**—Personnel Data System  
**PFT**—Programmed Flying Training  
**PIC**—Pilot in Command  
**PMAI**—Primary Mission Aircraft Inventory  
**PQP**—Prior Qualified Pilot  
**RAP**—Ready Aircrew Program  
**RDS**—Records Disposition Schedule  
**RTM**—Ready Aircrew Program Tasking Memorandum  
**SARP**—Standards and Recommended Practices  
**SATCOM**—Satellite Communications  
**SCA**—Self-Contained Approach  
**SERE**—Survival Evasion Resistance Escape  
**SMA**—Special Mission Aviator  
**SMT**—Secondary Method Training  
**SOF**—Special Operations Forces  
**SOI**—Syllabus of Instruction  
**SORTS**—Status of Resources and Training Systems  
**SOS**—Special Operations Squadron  
**SOW**—Special Operations Wing  
**STAN/EVAL**—Standardization and Evaluation  
**TAAR**—Tiltrotor Air-to-Air Refueling  
**TL**—Training Level  
**TO**—Technical Order

**TTP**—Tactics, Techniques, and Procedures

**UPT**—Undergraduate Pilot Training

**USAF**—United States Air Force

**USAFWS**—United States Air Force Weapons School

**USSOCOM**—United States Special Operations Command

**VTRAT**—Visual Threat Recognition and Avoidance Trainer

**WST**—Weapon System Trainer

### *Terms*

**Air-to-Air Refueling**—For the purposes of this instruction, airborne fuel onload (simulated or actual) by MC-130J receiver aircraft.

**Ancillary Training**—Universal training, guidance, or instruction, regardless of Air Force Specialty Code (AFSC), that contributes to mission accomplishment. It does not include functional, occupational, or additional duty training. Ancillary Training is divided into the following four categories: Annual Total Force Awareness Training (TFAT), Selected Force Training, Event Driven Training, and Expeditionary Skills Training (EST). See AFI 36-2201, Vol 1.

**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. The aircrew member, when current, may perform the events in **Table 4.2**.

**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 crew members may perform primary crew duties on any unilateral training mission. For other missions, the squadron commander must determine the readiness of each basic mission capable crew member 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.

**Combat Mission Ready (CMR)**—A status of an aircrew member who has satisfactorily completed mission qualification training and maintains qualification and proficiency in the command or unit combat mission.

**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 crew member must be qualified in all core mission events to be considered Mission Ready (MR) or Basic Mission Capable (BMC). To determine how non-currency in any core mission event affects overall mission currency, refer to the aircraft's mission ready flying requirements. Loss of qualification in any core mission event results in loss of overall mission qualification. A core mission event will be 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. AFSOC squadron CC/DO will determine the status/qualification of crew members in excess of 100 percent manning requirement.

**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.

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

**Expeditionary Skills Training (EST)**—A category of Ancillary Training. Training directly related to an Airman's ability to survive and operate in a contingency environment. Examples of EST include chemical, biological, radiological, and nuclear (CBRN), and Self-Aid/Buddy Care. A current list of predeployment training is available at AEF Online, [https://aef.afpc.randolph.af.mil/mandatory\\_exped\\_training.aspx](https://aef.afpc.randolph.af.mil/mandatory_exped_training.aspx).

**Formal School Courseware**—Training materials and programs developed for training crew members at formal schools. It includes all student study guides, workbooks, computer-based training lessons, instructor guides, and applicable training forms related to the specific course. Training courses listed in ETCA. Formal courses may be conducted using the secondary method (in-unit) of training IAW the provisions of this instruction

**Formation Operations**—Accomplish IAW applicable volume(s) of AFTTP, AFI 112MC130J, Vol 3, and ATP-56(B). AFSOC guidance will never be 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 will ensure 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 (or MAJCOM-approved substitute).

**Mission Design Series**—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**—Combat-oriented training requirements. All AFSOC aircrew training requirements should be in support of unit METLs.

**Mission Events**—The unit Defined Operational Capability (DOC) Statement defines required crew capabilities. These capabilities/tactics/events can be categorized as either Core or Special Mission.

**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 crew member who is qualified in more than one MDS.

**Primary Mission Aircraft Inventory**—Aircraft assigned to a unit for performance of its wartime mission. PMAI forms the basis for the allocation of operating resources to include manpower, support equipment, and funding of flying hours.

**Requalification Training (RQT)**—Training required to qualify crew members in an aircraft or mission in which they have been previously qualified.

**Secondary Method Training**—Formal training conducted at a location not designated as an FTU using SOI and courseware.

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

**Special Mission Events**—Mission events not designated as a “core event.” Some MR/MC crew members will carry additional qualifications in special mission events. Squadron CC/DO will determine which crew members will be qualified in these special mission events. Squadron CC/DO will determine if special mission events have affected C-rating and report variations through Status of Resources and Training Systems (SORTS).

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

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

**Transition Training (TX)**—Normally, a shortened version of initial qualification training that gives aircrew members cross-flowing from another military aircraft credit for acquired aviation proficiency.

**Upgrade Training**—Training to qualify/certify a crew member in a higher crew qualification (i.e., mission pilot or instructor upgrade).

**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).

**Weapon System Trainer (WST)**—Device that provides synthetic flight and tactics environment, in which aircrews learn, develop, improve, and integrate skills associated with their crew position. In this instruction, WST and simulator are synonymous.

## Attachment 2

### CHEMICAL DEFENSE TASK QUALIFICATION TRAINING (CDTQT)

**A2.1. General.** This attachment contains the initial and recurring aircraft CDTQT requirements for AFSOC aircrews. The purpose of CDTQT is to reinforce the crew member'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 chemical defense training prior to accomplishing initial CDTQT. Complete Chemical, Biological, Radiological, and Nuclear (CBRN) Defense Awareness and CBRN Defense Survival Skills training prior to CDTQT if the ground ensemble is used. Initial CDTQT should be done in the aircraft. If initial CDTQT is done in the simulator, the next event must be logged in the aircraft. All other times the event may be accomplished in the simulator. (T-2)

#### **A2.2. CDTQT Procedures.**

A2.2.1. Accomplish CDTQT in-flight using the primary unit aircraft. Crew members will perform primary crew duties while wearing the ACDE. All in-flight profiles must be a minimum of 1 hour and accomplished on training missions only. Accomplish CDTQT in the simulator using primary unit aircraft WSTs. All simulator profiles must be 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. (T-2)

A2.2.2. The entire ACDE need not be used. Normally, wear the blower assembly unit, inter-communications box, cotton gloves, butyl rubber gloves, nomex gloves, Aircrew Eye and Respiratory Protection System (AERPS) mask hood, and helmet (if applicable). Either the ACDE or ground ensemble may be worn during aircraft preflight. Ground ensembles will come from training assets.

A2.2.3. When wearing the Chemical Protective Overgarment (CPO) mask, do not accomplish CDTQT when required to wear Night Vision Goggles (NVGs). When wearing AERPS, NVG events will be accomplished. (T-2)

A2.2.4. An observer is required to monitor each crew member while accomplishing CDTQT inflight. An instructor or flight examiner in each respective crew position, not wearing the chemical defense components, will act as the observer for initial CDTQT. **Exception:** An IP not wearing the ensemble and not performing any other instructor duties may act as the observer for initial CSO training. During recurring CDTQT, if the crew member can be directly observed by another primary crew member, 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 crew members wearing AERPS may observe one another). Additionally, for safety purposes, one crew member in the back of the aircraft must not be wearing AERPS in case of smoke and fumes. For any airdrop mission, a fully qualified loadmaster must not be wearing AERPS in case of an airdrop malfunction. Example: during an MC-130J flight with a full mission crew complement, all crew members, with the exception of one mission pilot occupying a pilot seat and one crew member in the back, may wear AERPS if all of these crew members have previously completed initial

CDTQT. If this is an airdrop mission, the crew member in the back must be a loadmaster. Dedicated observers not wearing AERPS for non-pilot crew members are not required in this case. (T-2)

A2.2.4.1. An instructor or flight examiner pilot not wearing the chemical defense components will occupy the opposite seat during initial pilot CDTQT. During recurring CDTQT, a mission ready pilot not wearing the chemical defense components will act as the observer and occupy the opposite seat. 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 squadron DO or mission commander. (T-2)

A2.2.4.2. Observers will closely monitor crew members actions during CDTQT. If a crew member experiences difficulties such as excessive thermal stress, headaches, hyperventilation, nausea, etc., the crew member will remove the ensemble. The observer will notify the PIC of any difficulties encountered.

**A2.3. Mission Profile.** Aircrew members will accomplish CDTQT during a normal tactical profile. In addition:

A2.3.1. Pilots will accomplish a minimum of one approach and landing. Pilots may accomplish CDTQT in either seat. (T-2)

A2.3.2. All other crew members will credit CDTQT while performing their normal crew duties during the specified events (T-2).

## Attachment 3

## CORE MISSION AND SPECIAL MISSION TRAINING REQUIREMENTS

**A3.1. Core Mission and Special Mission Events.** Table A3.1 lists the core mission and special mission events required for aircrew members. Flight Surgeon requirements are covered in AFI 11-202, Vol 1, AFSOC Supplement. Reference the MAJCOM-specific MC-130J RTM for the most up-to-date currency requirements, volume requirements, and event descriptions.

Table A3.1. MC-130J Core Mission and Special Mission Events by Crew Position.

EVENT	ARMS ID	P	CP	CSO	LM	Notes
<b>CORE MISSION EVENTS</b>						
Combat Mission Profile	ST51	X	X	X	X	
Mountain NVG LL	NV11	X	X	X		
Threat/Coastal Penetration	ST74	X	X	X		
Self-Contained Approach	AP80	X	X	X		
SCA Go-Around	NV35	X	X	X		
Integrated Precision Radar Approach	AP71	X	X	X		
Infiltration/Exfiltration	NV45				X	
Tactical Recovery	AP99	X	X			1
Maximum Effort Takeoff	TO20	X	X			1, 2
Night Maximum Effort Takeoff	TO22	X	X			1, 2
Maximum Effort Landing	LD20	X	X			1, 2
Night Maximum Effort Landing	LD21	X	X			1, 2
NVG Takeoff	NV15	X	X			
NVG Landing	NV20	X	X			
Minimum Interval Landing	LD40	X	X			1
Airdrop	AD00	X	X	X	X	
Actual Airdrop	AD02	X	X	X	X	
High Altitude Airdrop	AD03	X	X	X		
Personnel Airdrop	AD11	X	X	X	X	
Reduced Flap Setting Airdrop	AD31	X	X	X		
Heavy Equipment Airdrop	AD60	X	X	X	X	
Heavy Equipment Tow-Plate Airdrop	AD62	X	X	X	X	

EVENT	ARMS ID	P	CP	CSO	LM	Notes
CDS Airdrop	AD20				X	
CDS Static Line Retriever Cut	AD22				X	
Formation Airdrop	AD95	X	X			
NVG Airdrop	NV40				X	
HAAR	AR20	X	X	X		
TAAR	AR21	X	X	X		
NVG HAAR	NV07	X	X	X		
NVG TAAR	NV08	X	X	X		
AAR	AR00	X	X	X	X	1
Night AAR	AR05	X	X			1
Formation Rejoin	ST97	X	X	X		
NVG Formation HAAR	AR25	X	X			
NVG Formation TAAR	AR26	X	X			
Weather Penetration/Lost Contact	AR40	X	X	X		
Surface Radar	EW02	X	X	X		
Expendable	EW04	X	X	X		
Secure Communication/SATCOM	CS08	X	X	X		
Anti-Jam	CS11	X	X	X		
FARP	AR30	X	X	X		
<b>SPECIAL MISSION EVENTS</b>						
AAR (CP)	AR00		X			
Night AAR (CP)	AR05		X			
FARP	AR30				X	
<b>Notes:</b>						
1. CPs accomplish CP duties only.						
2. FPs are allowed to accomplish max efforts from left seat.						