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WASHINGTON, DC

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MEMORANDUM FOR DISTRIBUTION C

FROM: HQ USAF/A3
1630 Air Force Pentagon
Washington, DC 20330-1630

SUBJECT: Air Force Guidance Memorandum 1 to AFMAN 11-2MC-130J Volume 1, MC-130J Aircrew Training.

By Order of the Secretary of the Air Force, this Department of the Air Force Guidance Memorandum immediately implements changes to Air Force Manual (AFMAN) 11-2MC-130J Volume 1 (Interim Change 1). Compliance with this Memorandum is mandatory. It removes transition training course prerequisites, clarifies crew upgrade requirements relating to Instructor Certified Events and Special Mission Qualifications and revises the Core Mission Event table. To the extent its directions are inconsistent with other Department of the Air Force publications, the information herein prevails, in accordance with Department of the Air Force Instruction (DAFI) 90-160, *Publications and Forms Management* and Department of the Air Force Manual (DAFMAN) 90-161, *Publishing Processes and Procedures*. This guidance is applicable to civilian employees and uniformed members of the Regular Air Force, Air Force Reserve (AFRC) and Air National Guard (ANG), unless explicitly otherwise provided. This publication does not apply to the United States Space Force.

Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with AFI 33-322, *Records Management and Information Governance Program*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located in the Air Force Records Management System.

Current guidance in AFMAN 11-2MC-130J Vol 1 remains in effect with the following additions/changes:

1.4. Waivers. (Changed) Unless otherwise noted, the MAJCOM/A3 is the waiver authority for Vol 1 aircrew training requirements. Deputy Commander - Operations (DCOs) are equivalent to group commanders (OG/CC) for the purposes of waiver authority within this regulation. Refer to **Table 1.1** for the processing of waiver requests.

1.4.2. (Changed) On a case-by-case basis, the OG/CC, DCO or Commander Air Force Special Operations Forces may waive the below items. Ensure notification of MAJCOM training offices of any extensions. **(T-2)**

On a case-by-case basis, the OG/CC or Commander Air Force Special Operations Forces may:

2.6.2. **(Changed)** Transition Training (TX). Satisfactorily completing the appropriate ETCA formal course satisfies the requirements of this section. MPEP candidates will be placed in the appropriate TX course by AFSOC/A3T.

2.6.2.1. **REMOVED.** ~~Long Transition Course.~~

2.6.2.1.1. **REMOVED.** ~~Qualifies the following current and qualified pilots with 800 or more total hours:~~

2.6.2.1.1.1. **REMOVED.** ~~Pilots with the following AFSCs: 11B, 11F, 11M, and 11R.~~

2.6.2.1.1.2. **REMOVED.** ~~T-1, T-6, T-7, and T-38 pilots.~~

2.6.2.1.1.3. **REMOVED.** ~~Non-USAF C-130J variants~~

2.6.2.1.2. **REMOVED.** ~~Qualifies current and qualified AFSC 11S (non-MC130H) pilots with 300 or more PAA hours.~~

2.6.2.1.3. **REMOVED.** ~~Qualifies the following current and qualified CSOs with 300 or more PAA hours: AFSCs 12S (non-MC-130H), 12B, 12F, 12M, and 12R.~~

2.6.2.1.4. **REMOVED.** ~~Qualifies current and qualified Loadmasters (1A2), flight engineers (1A1), and SMAs (1A9) with 300 or more PAA hours.~~

2.6.2.1.5. **REMOVED.** ~~Qualifies former MC-130J Pilots, CSOs, and LMs who have been unqualified for over 8 years.~~

2.6.2.2. **REMOVED.** ~~Short Transition Course. Qualifies mission-qualified HC-130P/N, MC-130H/P, EC-130J, or C-130J variant Pilots, Navigators, Combat Systems Officers (CSOs), Electronic Warfare Officers (EWOs), and Loadmasters (unqualified up to 39 months in the MC-130J if previously qualified or if currently qualified in the C-130J or EC/HC/MC-130J/P/N variants) in the MC-130J.4.5.3.1. (changed) The recommended minimum crew size for this course is an aircraft commander, copilot, and CSO. Loadmasters (LMs) will enroll individually in systems refresher. If units are unable to provide the minimum crew size, they should 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.~~

2.6.6. **REMOVED.** ~~Aircrew members may maintain previous instructor, evaluator, qualifications, and certifications at the discretion of the squadron commander.~~

3.3.3. **(Changed)** Aircraft Commander (AC). Pilots must be certified as Mission Pilot Aircraft Commanders (MPA) by the Sq/CC. **(T-2)** Until certified, the pilot will fly as either an MP or MC. **(T-2)** After certification, MPAs may fly as pilot in command in all qualified or certified events previously annotated on the squadron Letter of X's, Form 8 and/or AF Form 4348.

4.4.2.3. **REMOVED.** ~~Aircrew noncurrent in special mission events which only require an instructor certification (Table 5.2) may regain currency by showing proficiency in that event to an instructor.~~

4.6.1.4. **REMOVED.** ~~Instructors and flight examiners may not log events performed by other crew members during instruction or evaluations. (T-2)~~

4.7.2. **(Changed)** Aircrew members which hold multiple qualifications must complete the volume and currency events as required by the MAJCOM-specific MC-130J RTM. **(T-2)**
Multiple qualified crew members may complete volume and currency as required by the MAJCOM specific MC-130J RTM in either aircraft. **(T-2)**

5.2. **(Changed)** Combat Mission Ready (CMR) program. CMR is designed to provide the deployment skill requirements for AFSOC aircrew members. Refer to AFSOCI 36-2602, *Air Commando Development*, for further details of the CMR program. New accession, inter-service exchange, and foreign exchange crew members will not deploy in a flying capacity until they complete CMR. **(T-2).**

5.3.3. **REMOVED.** ~~5.3.3. SQ/CC may waive 30 percent of the total and PAA flying hours required for upgrade to aircraft commander or instructor (non-pilot crew positions) once the crewmember has completed ATR. Can be waived on an individual basis only. File a copy of the waiver in the individual's training record.~~

5.4.2. **(Changed)** FAIP/Crossflow Selection for Aircraft Commander Certification. Prior to being considered for upgrade to Aircraft Commander, FAIP and crossflow pilots (regardless of prior certification or aircraft) will have completed ATR, the Copilot/CSO MC-130J Review Workbook and have accrued a minimum combined 200 PAA flying hours in the MC-130J aircraft/WST after initial MC-130J mission qualification. Only include primary and secondary time accrued since issuance of initial mission qualification Form 8. Subtract all "Other" time from the required PAA flying hours. See paragraph 5.5 for Aircraft Commander certification requirements. **(T-2)**

5.4.3. **(Changed)** Copilot Selection for Aircraft Commander Upgrade/Certification. Prior to being considered for upgrade to Aircraft Commander, mission copilots will complete ATR, the Copilot/CSO MC-130J Review Workbook, and have accrued a minimum of 600 PAA flying hours in the MC-130J aircraft/WST after initial MC-130J mission qualification. Only include primary and secondary time accrued since issuance of initial mission qualification Form 8. Subtract all "Other" time from the required PAA flying hours. See paragraph 5.5 for Aircraft Commander certification requirements. **(T-2)**

5.5.2. **REMOVED.** ~~Prior Qualified Aircraft Commander Certification. Prior qualified ACs, in any MDS, who are evaluated according to MP standards during MQ training may enter a unit-developed AC certification program and may be certified after completion of ATR and attaining a minimum of 200 PAA hours in the MC-130J aircraft/WST after initial MC-130J mission qualification (OG/CC is waiver authority for the 200 MC-130J PAA flying hours). (T-3)~~
Exception: "Other" time will not be used.

5.6.3. **(Changed)** Instructor Pilot. Initial instructor upgrade candidates require a minimum of 200 PAA MC-130J aircraft/WST hours since AC certification. Previously qualified C/EC/HC/MC-130 instructor pilots require 100 MC-130J PAA aircraft/WST hours. **(T-2)** Squadron commanders may waive 10 percent of the PAA hours required for upgrade to instructor pilot. Instructor pilot upgrade will be waived on an individual basis only, and a copy of the waiver will be filed in the individual's training record. **(T-2)**

5.6.4 **(Changed)** Instructor CSO. Initial instructor upgrade candidates must have completed the ATR program, accrued a minimum of 600 PAA flying hours in the MC-130J aircraft/WST after initial MC-130J mission qualification and completed the Copilot/CSO MC-130J Review Workbook. Only include primary and secondary time accrued since issuance of initial mission qualification Form 8. Subtract all "Other" time from the required PAA flying hours. Previously qualified EC/HC/MC-130 instructor navigators/CSOs/EWOs must have 100 MC-130J hours (aircraft and WST). **(T-2)**

5.6.5. Instructor LM. Must have at least a 5-level LM primary AFSC, a minimum of 500 total flying hours, at least 200 PAA flying hours, and have completed ATR. Previously qualified C/EC/HC/MC-130 instructor loadmasters must have 100 MC-130J hours (aircraft and WST). **(T-2)**

5.8.1. **(Changed)** Special Mission Qualifications. A flight evaluation is required for Special Mission Qualifications. Refer to the applicable RTM for a listing of Special Mission Qualifications. Instructors are authorized to teach any special mission events in which they are qualified and current unless specifically restricted. Conduct evaluations in accordance with AFMAN 11-2MC-130J, Vol 2. Upon completion of training and qualification, maintain currency in accordance with this publication and applicable RTMs.

5.8.1.1. ~~REMOVED. MC-130J Capability Release 2 (CR-2) or CR-2 Minus (CR-2M) P, CSO, LM special mission qualification. Training should be accomplished using the MC-130J CR-2 Transition SOI at the MC-130J CR-2 FTU.~~

5.8.1.2. ~~REMOVED. CP AAR contact qualification. May be completed in unit without a waiver. Units may select precontact certified MCs for upgrade to AAR contact qualification. The squadron commander (SQ/CC) will select aircrew members qualified in the unit's mission to maintain this additional special qualification. (T-3). Complete ground and flight training in accordance with MAJCOM-approved AF Form 4111 or approved electronic equivalent. CPs are not required to maintain currency in this Special Mission Event to maintain BMC status.~~

5.8.2 **(Changed)** Instructor Certified Events. Refer to the applicable RTM for a list of events which require instructor certification on an AF Form 4348 (or MAJCOM-approved substitute), and the crew positions allowed certification for an event. Instructors are authorized to teach any event in which they are certified and current unless specifically restricted. Complete training in accordance with this publication and MAJCOM-approved AF Form 4111, approved electronic equivalent, or SOI (if available). Aircrew will maintain currency in accordance with this publication and applicable RTM. **(T-2)**

5.8.2.1 **(Changed)** These events may be taught at the formal school as part of MQ training. Formal school instructors will make AF Form 4348 or MAJCOM-approved substitute entries for all Instructor Certified Events completed during mission qualification. **(T-2)**

Table 5.1. **REMOVED.** Instructor Certified Events

5.8.2.2. **REMOVED.** 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, conduct in-unit in accordance with AFI 11-235, *Forward Area Refueling Point Operations*, and with MAJCOM-approved SOI. This training certifies aircrew to conduct FARP (to include Refueling Ground Receptacle).

5.8.2.2.1. **REMOVED.** LM initial FARP certification includes establishing a FARP site in accordance with AFI 11-235, pressurizing hoses, accomplishing an actual fuel transfer to a receiver aircraft, evacuating hoses, and breakdown of FARP site. 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.

5.8.2.3. **REMOVED.** FCF. Certifies aircrew to perform functional check flight duties. Open book test required in accordance with 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-3)** After instructor certification on the AF 4348 (or MAJCOM approved substitute), maintain currency in accordance with MAJCOM policy.

5.8.2.4. **REMOVED.** GBU 43. Certifies aircrew to conduct GBU 43 airdrop procedures.

5.8.2.5. **REMOVED.** HERP. Certifies LMs to conduct HERP procedures.

5.8.2.6. **REMOVED.** Joint Precision Airdrop System (JPADS)/Improved Container Delivery System (ICDS). Conduct training in accordance with AFSOC JPADS concept of employment and AFSOC specific JPADS SOIs. **(T-2)** Pilots, CSOs, and LMs accomplish Phase I training. In addition, CSOs and LMs will accomplish Phase II training. **(T-2)**

5.8.2.7. **REMOVED.** Simultaneous Landing. Certifies pilots and CSOs to conduct simultaneous landings.

5.8.2.8. **REMOVED.** Extracted Container Delivery System (XCDS) Airdrop. Certifies aircrew to conduct HSCDS or XCDS airdrop procedures.

5.8.2.9. **REMOVED.** Inc 3. Certifies aircrew to fly Increment 3 modified aircraft.

5.8.2.10. **REMOVED.** Defensive Systems Upgrade. Certifies CSO to fly aircraft with upgraded defensive systems.

5.8.2.11. **REMOVED.** ~~MC 130J CR 2 Senior Officer BAQ. Training should be accomplished at CR 2 FTU. Certifies pilot and CSO senior officers (O6) as BAQ qualified to fly MC 130J CR 2 aircraft with an instructor from their crew position.~~

5.8.2.12. **REMOVED.** ~~RFCM. Certifies CR 2M aircrew on RFCM procedures. Allows aircrew to fly CR 2 aircraft with RFCM system enabled.~~

(Changed) Basic Mission Capable (BMC) Aircrew Member—An aircrew member who has satisfactorily completed initial and mission qualification training and is qualified in some aspect of the unit mission but has not achieved MR/CMR status.

Table A2.1. **(Changed)** MC-130J Core Mission Events by Crew Position.

EVENT	P	CP	CSO	LM	Notes
Combat Mission Profile	X	X	X	X	
Mountainous NVG LL	X	X	X		
Self-Contained Approach (SCA)	X	X	X		
SCA Go-Around	X	X	X		
Infiltration/Exfiltration				X	
Tactical Recovery	X	X			
Maximum Effort Takeoff	X	X			1, 2
Night Maximum Effort Takeoff	X	X			1, 2
Maximum Effort Landing	X	X			1, 2
Night Maximum Effort Landing	X	X			1, 2
NVG Takeoff	X	X			
NVG Landing	X	X			
CDS Airdrop	X	X	X	X	
Heavy Equipment Airdrop	X	X	X	X	
Personnel Airdrop	X	X	X	X	
NVG Airdrop				X	
Tanker-Air-to-Air-Refueling	X	X	X	X	
Surface Radar	X	X	X		
Expendable	X	X	X		
Secure Communication/SATCOM	X	X	X		
Anti-Jam	X	X	X		
TALON 3 Core Mission Events	P	CP	CSO	LM	Notes
Mountainous Terrain Following LL	X	X	X		
RFCM	X	X	X		
Datalink			X		
AbMN			X	X	

EVENT	P	CP	CSO	LM	Notes
Notes: 1. CPs accomplish CP duties only. 2. FPs are allowed to accomplish max efforts from left seat.					

This Memorandum becomes void after one year has elapsed from the date of this Memorandum, or upon incorporation by interim change to, or rewrite of AFMAN 11-2MC-130J Vol 1, whichever is earlier.

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Deputy Chief of Staff, Operations

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

**AIR FORCE MANUAL 11-2MC-130J
VOLUME 1**



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Flying Operations

MC-130J AIRCREW TRAINING

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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PURPOSE

This manual implements Air Force Policy Directive (AFPD) 11-2, Aircrew Operations, and Air Force Manual (AFMAN) 11-202, Vol 1, Aircrew Training. It establishes standards for qualification, mission qualification, continuation, and upgrade training for aircrew members operating MC-130J aircraft.. This manual applies to civilian employees and uniformed members of the Regular Air Force, Air Force Reserve (AFRC) and Air National Guard (ANG), unless explicitly otherwise provided. This publication does not apply to the United States Space Force. This manual requires the collection and or maintenance of information protected by the Privacy Act of 1974 authorized by *Title 10 United States Code*, Section 9013, Secretary of the Air Force. The applicable system of records notice (SORN) F011 AF XO A, aviation resource management systems (ARMS), is available at: <http://dpclo.defense.gov/Privacy/SORNs.aspx>. Ensure all records generated as a result of processes prescribed in this publication adhere to Air Force Instruction 33-322, *Records Management and Information Governance Program*, and are disposed in accordance with the Air Force Records Disposition Schedule, which is located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using the Department of Air Force (DAF) Form 847, *Recommendation for Change of Publication*; route DAF Forms 847 from the field through the appropriate functional chain of command. The authorities to waive wing or 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 Department of the Air Force Manual (DAFMAN) 90-161,

Publishing Process and Procedures, 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 requestor's commander for non-tiered compliance items.

SUMMARY OF CHANGES

This interim change revises AFMAN 11-2MC-130J, Volume 1, by (1) updating AFMAN 11-202 and AFMAN 11-2MC-130J references; (2) updating basic mission capable (BMC) guidance; (3) updating ground training event identifiers; (4) updating transition training; (5) updating senior officer training; (6) updating aircrew refresher guidance; (7) updating multiple qualification guidance; (8) updating pilot upgrade criteria and guidance; (9) updating instructor upgrade guidance; (10) updating special mission qualifications and instructor certified event training; and (11) updating **Table A2.1** "MC-130J Core Mission and Special Mission Events by Crew Position". A bar (|) indicates newly revised material.

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Chapter 1

GUIDANCE

1.1. General. This is a specialized publication intended for the use by Airmen who have graduated from technical training related to this publication. This manual provides guidance 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. Aircrew Training Policy. The primary training method for MC-130J initial qualification, initial mission qualification, transition qualification, requalification, or upgrade training is attendance at a formal school.

1.1.2. Aircrew Capability. Operational squadrons will maintain mission ready status on unit assigned aircrew members. **(T-3)** Squadrons will have six months from the time a new core mission event is added and major command (MAJCOM) guidance issued to train to qualify aircrew in the new event (Air National Guard/Air Force Reserve have up to 12 months). **(T-3)**

1.2. Roles and Responsibilities.

1.2.1. Air Force Special Operations Command (AFSOC) is designated as the lead command for MC-130J Mission Design Series (MDS) aircraft. Commander (CC) Air Force Special Operations Command (AFSOC/CC) is responsible for overall management of Air Force flying training programs supporting Air Force Special Operations Forces (AFSOF) and United States Special Operations Command.

1.2.2. Air Education and Training Command (AETC) responsibilities are listed in the AFSOC/AETC Memorandum of Agreement or as determined by AETC.

1.2.3. MAJCOM/A3s will issue updated mission continuation training guidance via Ready Aircrew Program (RAP) Tasking Message (RTM) as necessary to Operations Group (OG)/CC for implementation. **(T-2)** RTM contents shall not be used as a basis for Syllabus of Instruction (SOI) minimum requirements. **(T-2)** The RTM is intended to manage graduate level training requirements in the field.

1.2.4. AETC and AFSOC are responsible for MC-130J aircrew initial, transition, requalification, and instructor upgrade training. AFSOC/Air Operations Training Branch (A3TA) is responsible for AFSOC MC-130J continuation training, MC-130J aircrew training device (ATD) support and Combined Refresher training.

1.2.5. AETC and AFSOC/A3TA are the primary sources for formal training products. When formal training products are unavailable, 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 the MAJCOM training office.

1.2.6. AETC will coordinate MC-130J SOIs through AFSOC/A3T. **(T-2)**

1.2.7. Formal Training Unit (FTU) Commanders responsibilities are:

1.2.7.1. Oversee operations, logistics, and administration of MC-130J formal training courses.

1.2.7.2. Conduct and monitor formal training to meet all course objectives and standards. This includes monitoring and adjusting syllabus content, syllabus quality, and Programmed Flying Training (PFT) quantity. The primary conduits for significant changes are biennial formal course reviews, biennial SOI reviews, and annual PFT conferences.

1.2.7.3. Administer end-of-course critiques and forward a summary of all critiques to MAJCOM training offices for review. FTUs will acquire feedback from MAJCOM training offices to ensure formal school graduates meet unit requirements. **(T-2)**

1.2.7.4. Maintain a class roster of student entries and graduates for each formal course.

1.2.7.5. Award AF Form 1256, *Certificate of Training*, to graduates per Education and Training Course Announcements (ETCA).

1.2.7.6. 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)**

1.2.7.7. Prepare, review, and forward all syllabi for coordination according to MAJCOM policies. Syllabi will contain a brief summary of revised, deleted, or added material and a resource impact statement (flying hours, manpower, facilities, etc.). **(T-2)**

1.2.7.8. Review ETCA and determine if changes to the course announcements are needed. Coordinate with the MAJCOM training office and submit appropriate changes. **(T-2)**

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

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

1.2.7.11. Prepare a quarterly report of student training status and forward through channels to MAJCOM training office (nonapplicable (N/A) for AETC units). **(T-2)**

1.2.7.12. Coordinate with AFSOC/A3T and AFSOC/A3V if approved SOI training standards are waived or supplemented.

1.3. Secondary method training (SMT). In-unit training using applicable formal school courseware is referred to as SMT in this publication. To accomplish SMT, submit a waiver to AFSOC/Air Operations Training Division (A3T). See AFMAN 11-202, Vol 1, as supplemented, for guidance.

1.3.1. Formal schools will not forward written examinations as part of the courseware for in-unit qualification training. **(T-2)**

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

1.3.3. Units completing formal training will include restrictions on AF Form 8, *Certificate of Aircrew Qualification*, for a core item not trained. **(T-2)**

1.3.4. Active Duty Service Commitment (ADSC). SMT incurs the same ADSC as attending a formal school course.

1.4. Waivers. Unless otherwise noted, the MAJCOM/A3 is the waiver authority for Vol 1 aircrew training requirements. Refer to [Table 1.1](#) for the processing of waiver requests.

1.4.1. When a training item is directed by another publication, refer to that publication to determine the correct waiver authority (e.g., small arms, law of armed conflict, etc.).

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 Training to AFSOC/A3T	Group Training	Requesting Unit
AFRC Unit	AFRC/A3T	Group/OGV to 10 AF/OST to AFRC/A3T	Group/OGV	10 AF/OST, AFSOC/A3T, Requesting Unit
ANG Unit	AFSOC/A3T	Group OGV to AFSOC/A3T	Group OGV	NBG/A3O

1.4.2. Operations Group commanders or Commander Air Force Special Operations Forces (COMAFSOF) are the waiver authority for individual, ground and flying training requirements. Ensure notification of MAJCOM training offices of any OG extensions. **(T-2)** On a case-by-case basis, the OG/CC or Commander Air Force Special Operations Forces may:

1.4.2.1. Extend ground training requirement due dates up to 2 months for the designated items in the MAJCOM-specific MC-130J RTM ground training table. **(T-2)**

1.4.2.2. Extend due dates for the duration of an exercise, contingency, or operational mission for events, in accordance with applicable MAJCOM-specific MC-130J RTM, on an individual basis only if the following conditions apply:

1.4.2.2.1. An aircrew member goes overdue while away from home station.

1.4.2.2.2. The training is not available at the deployed location.

1.4.2.3. Operations group commanders or COMAFSOF can waive flying training requirements (MAJCOM-specific combined RTM basic aircraft qualification (BAQ) and basic mission capable (BMC) tables except as otherwise noted) on an individual basis only. Wings/groups must keep an accurate record of waivers granted. **(T-2)**

1.5. Senior Officer Flying. AFMAN 11-202, Vol 1, and MAJCOM supplement to AFMAN 11-202, Vol 1 identifies senior officer qualification training requirements. See formal course senior officer syllabus of instruction for additional guidance.

1.6. Career Enlisted Aviator. Career Enlisted Aviator 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 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 trainer or certifier

designation and are reflected in Air Force Specialty Code (AFSC) by use of “K” prefix (aircrew instructor), “T” prefix (FTU instructor), and “Q” prefix (aircrew flight examiner).

1.7. Transfer of Aircrew. Transferring aircrew, including foreign and inter-service exchange officers, will complete any required training in accordance with an applicable FTU or MAJCOM approved syllabus. **(T-2)** Previous certifications and qualifications should be accepted to the maximum extent practical, as long as training and evaluation standards are equivalent. Exchange officers who have a qualification in a C-130J variant from their service/country will complete BAQ Differences training and MC-130J Mission Qualification training. **(T-2)** Consult the base Foreign Disclosure Officer to determine a foreign exchange officer's eligibility to receive classified training.

Chapter 2

QUALIFICATION TRAINING

2.1. Overview. This chapter outlines the minimum requirements for Basic Aircraft Qualification (BAQ). 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.

2.2. General Requirements. The primary method of initial qualification and requalification training is the appropriate formal training course listed in the ETCA.

2.2.1. For flight surgeon and X-prefix flyers training requirements, refer to AFMAN 11-202, Vol 1, as supplemented by MAJCOM.

2.3. Training Prerequisites. Guidance on course prerequisites is provided in the appropriate formal course syllabus, the ETCA, AFMAN 11-202, Vol 1, and this manual. The SOI designates the course prerequisite approval authority.

2.3.1. Basic Aircraft Qualification. All pilots will be trained as First Pilots (FP) out of initial qualification. **(T-2)** Pilots who are not mission qualified Aircraft Commanders will have a crew position of “FP” (qualified in basic weapon system) on their AF Form 8. **(T-2)**

2.4. Ground Training Requirements. Guidance on completing ground training requirements is provided in AFMAN 11-202, Vol 1, the ETCA, and the formal course syllabus. In addition, all crew members must complete the ground training requirements in [Table 2.1](#), prior to the first flight. **(T-1)**

Table 2.1. Basic Aircraft Qualification Ground Training Requirements.

Basic Aircraft Qualification Ground Training Requirements	Reference	Event ID
Crew Resource Management	AFMAN 11-202, Vol 1, AFMAN 11-290, <i>Cockpit/Crew Resource Management And Threat & Error Management Program</i> , as supplemented	G066XS
Aircrew Flight Equipment Familiarization Training	AFI 11-301, <i>Aircrew Flight Equipment (AFE) Program</i> , Vol 1	LL01XS
Emergency Egress Training, Non Ejection Seat	AFI 11-301, Vol 1	LL03XS

Basic Aircraft Qualification Ground Training Requirements	Reference	Event ID
Local Area Survival	AFI 16-1301, <i>Survival, Evasion, Resistance and Escape (SERE) Program</i>	SS01XS
Emergency Parachute Training	AFI 16-1301	SS06XS
Marshalling Exam	AFMAN 11-218, <i>Aircraft Operations and Movement on the Ground</i>	G101XS
Flight Physical	DAFMAN 48-123, <i>Medical Examinations and Standards</i>	ARMS
Physiological Training	AFMAN 11-403, <i>Aerospace Physiological Training Program</i>	ARMS
Note: 1. See MAJCOM-specific RTM for additional information on requirements.		

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 AFMAN 11-202, Vol 1, as supplemented by MAJCOM. If a formal school course is unavailable, OG/CCs will submit unit conversion training requests through the chain of command for MAJCOM/A3 approval. (T-2)

2.6.2. Transition Training (TX).

2.6.2.1. Long Transition Course.

2.6.2.1.1. Qualifies the following current and qualified pilots with 800 or more total hours:

2.6.2.1.1.1. Pilots with the following AFSCs: 11B, 11F, 11M, and 11R.

2.6.2.1.1.2. T-1, T-6, T-7, and T-38 pilots.

2.6.2.1.1.3. Non-USAF C-130J variants

2.6.2.1.2. Qualifies current and qualified AFSC 11S (non-MC130H) pilots with 300 or more PAA hours.

- 2.6.2.1.3. Qualifies the following current and qualified CSOs with 300 or more PAA hours: AFSCs 12S (non-MC-130H), 12B, 12F, 12M, and 12R.
- 2.6.2.1.4. Qualifies current and qualified Loadmasters (1A2), flight engineers (1A1), and SMAs (1A9) with 300 or more PAA hours.
- 2.6.2.1.5. Qualifies former MC-130J Pilots, CSOs, and LMs who have been unqualified for over 8 years.
- 2.6.2.2. Short Transition Course. Qualifies mission-qualified HC-130P/N, MC-130H/P, EC-130J, or C-130J variant Pilots, Navigators, Combat Systems Officers (CSOs), Electronic Warfare Officers (EWOs), and Loadmasters (unqualified up to 39 months in the MC-130J if previously qualified or if currently qualified in the C-130J or EC/HC/MC-130J/P/N variants) in the MC-130J.
- 2.6.3. Difference Training. BAQ difference training to the MC-130J is authorized via in-unit ground and flight training in accordance with MAJCOM approved SOI for the following:
 - 2.6.3.1. C-130J/C-130J-30. Pilots and loadmasters.
 - 2.6.3.2. EC-130J and HC-130J. Pilots, CSOs, and loadmasters.
 - 2.6.3.3. AC-130J. Pilots, CSOs which have previously completed the MC-130J CSO IQ course, and SOF Special Mission Aviators (SMAs) which have completed the HC/MC-130J LM/SMA IQ course.
 - 2.6.3.4. KC-130J. Pilots.
- 2.6.4. Difference training will include successful completion of the qualification written open/closed examinations. **(T-2)** Document completion of difference training with instructor certification on the AF Form 4348, *USAF Aircrew Certifications*, or MAJCOM approved substitute for the new aircraft. **(T-2)**
- 2.6.5. Aircrew members entered into difference training will complete training within 180 days after the first flight of the training program (12 months for ANG/AFRC). **(T-3)**
- 2.6.6. Aircrew members may maintain previous instructor, evaluator, qualifications, and certifications at the discretion of the squadron commander.

2.7. Senior Officer Course (SOC). AFMAN 11-202, Vol 1 identifies senior officer qualification requirements.

- 2.7.1. The MC-130J SOC at Kirtland results in BAQ for pilots and CSOs in a MC-130J Increment 2/CR-0 aircraft. Senior officers requiring to fly a MC-130J capability release (CR)-2/3 aircraft must receive CR-2/3 top-off training.
- 2.7.2. All SOC courses result in a supervised status, requiring the SOC graduate to fly with an instructor from their crew position at all times. Removal of the flight restriction for graduates will require additional in-unit training (as determined by the unit training office) and subsequent INSTM/QUAL flight evaluation for pilots, or QUAL flight evaluation for CSOs.
- 2.7.3. Pilot graduates receive an AF Form 8, and are qualified to perform first pilot duties in the MC-130J with an instructor pilot occupying the other seat.

2.7.4. CSO graduates receive an AF Form 8, and are qualified to perform BAQ-only duties in the MC-130J with a CSO instructor.

2.7.5. See formal course syllabus for additional guidance.

2.7.6. Senior officer training, qualification, and certification should occur within the first 180 days after assuming the assignment.

Chapter 3

MISSION QUALIFICATION (MQ) TRAINING

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 BMC or MR status. **(T-2)**

3.2. General Requirements. All crew members will complete initial, conversion, or transition qualification prior to mission qualification training and mission certification. **(T-2)** 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.

3.2.1. If no requalification course exists, conduct requalification using the initial or SOF transition mission qualification course. **(T-2)**

3.2.2. Units may request waivers to conduct mission qualification via SMT in accordance with AFMAN 11-202, Vol 1, as supplemented by MAJCOM, when attendance is not practical or quotas are not available. Approved in-unit mission qualification training must be accomplished in accordance with applicable formal school courseware and the guidance below: **(T-2)**

3.2.2.1. 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).

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

3.2.3. For Flight Surgeon and X-prefix flyer training requirements, refer to AFMAN 11-202, Vol 1, as supplemented by MAJCOM.

3.3. Training Prerequisites. Course prerequisites are in accordance with the appropriate formal course syllabus, the ETCA, AFMAN 11-202, Vol 1, and this manual. 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 course prerequisites, and flying experience, will determine whether or not a pilot will be trained and evaluated as a Mission Copilot (MC) or Mission Pilot (MP). **(T-2)**. Refer to course prerequisites for actual requirements.

3.3.3. Aircraft Commander (AC). Pilots must meet the requirements of [Table 5.1](#) in order to be certified as Mission Pilot Aircraft Commanders (MPA). **(T-2)** Until the requirements of [Table 5.1](#) are met, the pilot will fly as either an MP or MC. **(T-2)** Once certified, MPAs may fly as pilot in command in all qualified events.

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 Mission Ready (MR). Qualified MR crewmembers transferred from other units require only unit-specific mission ready training events and events which are due or overdue.

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

3.4.2. Written Examination. Crewmembers should complete a written examination before the end of mission qualification flying training. Formal school end of course examinations, group standardization/evaluation 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)

Table 3.1. Mission Qualification Ground Training Requirements.

Requirements (Course Title)	Reference	Event ID	Crew Position	Note
S-V97-A Advanced SERE Skills Training	AFI 16-1301	SS37XS	All	
S-V98 Long Term Survival	AFI 16-1301	SS38XS	All	
Emergency Parachute Training/Water Survival Training S-V85-A	AFI 16-1301	SS31XS	All	
Combat Mission Training	AFSOCMAN 11-207, <i>AFSOC Weapons and Tactics Program</i>	G054XS	All	1
Egress Training with ACDE	AFI 11-301, Vol 1	LL05XS	All	1
Aircrew Chemical Defense Training	AFI 11-301, Vol 1	LL04XS	All	1
Emergency Parachute Training (EPT) with Aircrew Chemical, Biological, Radiological, Nuclear (ACBRNE) equipment	AFI 16-1301	SS09XS	All	1
Unit/Theater Indoctrination	AFMAN 11-202, Vol 1	G171XS	All	2
Conduct After Capture	AFI 16-1301	SS03XS	All	1
Small Arms Training (M-9)	AFI 31-117, <i>Arming and Use of Force by Air Force Personnel</i> , AFI 36-2654, <i>Combat Arms Program</i>	G211XS	All	1
Small Arms Training (M-4/variants)	AFI 31-117 AFI 36-2654	G210XS	Specified Individuals	1

Notes: See MAJCOM-specific RTM for additional information on requirements.

1. 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. **(T-2)**
2. Training Status Item. Crew members will fly with an instructor until this event is accomplished. **(T-2)**

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. **(T-2)** 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 AFMAN 11-2MC-130J, Vol 3, MC-130J Operations Procedures. **(T-2)** [Table A2.1](#) provides detailed training requirements by crew position.

3.6. In-unit MQ Transition Training.

3.6.1. In-unit mission qualification (MQ) transition training to the MC-130J Increment 2/ CR-0 units is authorized for:

3.6.1.1. HC-130J pilots, CSOs, and loadmasters.

3.6.1.2. C-130J loadmasters. Requires AFSOC MC-130J LM Functional Area Manager approval prior to sending directly to unit for transition training.

3.6.1.3. MC-130J CR-2 pilots, CSOs, and loadmasters.

3.6.2. The primary method for accomplishing in-unit transition training is using a MAJCOM-approved syllabus.

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

3.6.4. 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. 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 manual and the MAJCOM-specific MC-130J RTM are met. Sorties and events that are compatible may be credited on the same flight.

4.1.3. Aircrew members cannot log continuation training requirements in events in which they are unqualified. (T-1)

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

4.1.5. Flying training events accomplished during formal training should 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. For all training events accomplished during formal training to a 3C (or equivalent), but not accomplished during the evaluation, log volume of zero in ARMS, and enter the checkride/certification date.

4.1.6. Aircraft flying requirements may be accomplished in a certified ATD as noted in the RTM BAQ and BMC flying requirements tables.

4.2. Flight Training Levels (FTLs). The use of experienced-based FTLs allows the SQ/CC to prioritize training resources.

4.2.1. Aircrew members should meet the minimum criteria established in [Table 4.1](#), before assignment to the respective training level. 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.

4.2.1.1. FTLs are based on minimum primary aircraft assigned (PAA) time and total time per [Table 4.1](#).

4.2.1.1.1. FTL "A"- Highly experienced BAQ and/or BMC aircrew members.

4.2.1.1.2. FTL "B"- Experienced BAQ and/or BMC aircrew members.

4.2.1.1.3. FTL "C"- Inexperienced BAQ and/or BMC aircrew members; all copilots.

4.2.1.2. For basic qualification FTL PAA flying hours should include flight and simulator time in any variant of C-130J.

4.2.1.3. For mission qualification FTL, PAA flying hours can include up to 300 EC/HC-130J aircraft hours, and up to 200 C/EC/HC/KC-130J Weapon System Trainer (WST) hours.

Table 4.1. Minimum FTL Flying Hour Requirements.

Crew Position	FTL “A” PAA / Total Flying Hours	FTL “B” PAA / Total Flying Hours
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-130Js might be assigned basic FTL “A,” mission FTL “C,” with a caveat of FTL “A” for AAR.

4.2.3. Change of FTL. For FTL assignments previously tied to semi-annual periods, the higher FTL may be assigned at the discretion of the unit commander.

4.3. Proration of Training Requirements. See AFMAN 11-202, Vol 1, as supplemented by MAJCOM.

4.4. Recurrency and Requalification Training. Training is required whenever an aircrew member does not meet a currency requirement in this manual. 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 listed in **Table 4.2** or the MAJCOM-specific MC-130J RTM training tables 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 MAJCOM-specific MC-130J RTM BAQ table event results in loss of basic aircraft currency. These individuals will fly under the supervision of an instructor or flight examiner on all sorties until recurrent. **(T-2) 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 C-130J variant may satisfy RTM BAQ table currency requirements in either their primary aircraft or the C-130J variant. If basic annual currency is lost (failure to complete the requirements of RTM BAQ table), it is lost for both aircraft. Lost basic aircraft qualification annual currency may be regained in either aircraft. Crew members must complete at least one aircrew proficiency sortie annually in every C-130J variant for which that crewmember maintains a qualification. **(T-2)** Failure to complete at least one aircrew proficiency sortie in the C-130J variant results in lost currency in the C-130J variant only and currency must be regained in the C-130J variant. **(T-2)**

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

4.4.2. Regaining Currency.

4.4.2.1. Designated **Note 1** MAJCOM-specific MC-130J RTM BAQ and BMC events require an evaluation (unqualified), if loss of currency exceeds six (6) months (see

AFMAN 11-202, Vol 1). Other events require showing proficiency to an instructor in the aircraft or ATD to regain currency.

4.4.2.2. If loss of currency exceeds 24 months for events not requiring an evaluation, a training folder will be opened and additional ground and flight training, as directed by the SQ/CC, will be completed. (T-2)

4.4.2.3. Aircrew noncurrent in special mission events which only require an instructor certification (Table 5.2) may regain currency by showing proficiency in that event to an instructor.

4.4.2.4. 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. Crewmembers requiring requalification will accomplish training in accordance with AFMAN 11-202, Vol 1, applicable MAJCOM supplements, Chapter 2, Chapter 3, and Chapter 5 of this manual. (T-2)

4.5. Ground Training. Accomplish ground training in accordance with the MAJCOM-specific MC-130J RTM and the guidance below. The governing directive or RTM takes precedence over Chapter 4 requirements.

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 applicable MAJCOM-specific MC-130J RTM ground training table:

4.5.1.1. Grounding items. Crewmembers will not perform flight duties until the grounding item is satisfied, except in an ATD for items noted by the RTM. (T-2)

4.5.1.2. Training status items. Crewmembers must fly with an instructor until current in this event. (T-2)

4.5.1.3. BMC items. Crewmember may not perform aircrew duties in a deployed environment until current in this training event.

4.5.2. Ground Training Events. See current MC-130J RTM for Ground Training Event definitions and requirements.

4.5.3. MC-130J Refresher Course. The periodic refresher course is designed to improve standardization and to provide maximum training on normal, instrument, and emergency/degraded procedures. Refresher instruction can be provided by an Aircrew Training System (ATS) contractor or position-specific aircrew instructor, using the 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. (T-3) Satisfactory completion of formal school basic aircraft qualification, requalification, or instructor upgrade courses, which includes instruction in a C-130J-type simulator, 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 should 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 the MC-130J refresher course when they instruct a full MC-130J refresher course (ANG/AFRC): ATS contractors who are also qualified crew members may credit the MC-130J refresher course when teaching the course in a civilian capacity).

4.5.3.3. MC-130J 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. **(T-3)**

4.5.3.4. When MC-130J WSTs are not available for training, AFSOC/A3T acquires 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 such as missile fly-out and 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 in accordance with AFTTP 3-1.E/MC-130J, *Tactical Employment*, and AFTTP 3-3.E/MC-130J, *Combat Aircraft Fundamentals E/MC-130J*. **(T-3)**

4.5.4.2. Following academics, individuals will receive approximately 45 minutes of individual simulator time on the VTRAT. **(T-3)**

4.6. Flying Training.

4.6.1. All aircrew members who maintain BAQ, BMC, or MR status must accomplish all applicable training requirements of the MAJCOM-specific MC-130J RTM, based on assigned FTL (A, B, or C). **(T-2)** See MAJCOM-specific MC-130J RTM for more detailed currency and volume flying requirements by crew position and FTL, as well applicable notes.

4.6.1.1. BMC 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)**

4.6.1.2. BMC aircrew members will also accomplish the applicable mission requirements as designated in the MAJCOM-specific MC-130J RTM according to their assigned FTL. **(T-2)**

4.6.1.3. BAQ FP aircraft commanders (FPAs) and FPs will maintain currency in accordance with MAJCOM-specific MC-130J RTM in either seat (unless seat-specific). **(T-2)** Emphasis should be on left seat flying. Fly Local Proficiency Sorties from the left seat. FPs will only accomplish max effort takeoffs and landings when under the direct supervision of an instructor pilot. **(T-2)** Prior qualified pilots who are FPs, may fly in the left seat for basic airland missions when an aircraft commander who has a minimum of 50 hours since certification occupies the right seat. AFMAN 11-2MC-130J, Vol 3. further defines takeoff and landing policy. Copilots (CP)s are only required to maintain currency in accordance with the MAJCOM-specific MC-130J RTM in the right seat. **(T-2)**

4.6.1.4. Instructors and flight examiners may not log events performed by other crew members during instruction or evaluations. **(T-2)**

4.6.2. Flying Currency Event Definitions. See MAJCOM-specific MC-130J RTM for complete annual volume and currency events and their definitions. Failure to accomplish currency or volume requirements results in loss of basic aircraft currency. Flight Surgeons log currency in accordance with AFMAN 11-202, Vol 1 requirements.

4.7. Multiple Qualifications. Refer to AFMAN 11-202, Vol 2, *Aircrew Standardization and Evaluation Program*, MAJCOM supplements, and AFMAN 11-2MDS-specific, Vol 2 for crew positions and evaluation requirements. Refer to AFMAN 11-202, Vol 1 concerning approval authority for multiple qualifications. Multiple qualified crew members will have one aircraft designated as their primary aircraft. **(T-2)** Other aircraft are considered secondary aircraft. Document secondary aircraft in the member's flight evaluation folder through a AF Form 4348 or MAJCOM-approved substitute indicating completion of appropriate differences training.

4.7.1. All AFSOC C-130J crew members are authorized multiple qualification in their primary mission aircraft (i.e., MC-130J, EC-130J, and AC-130J) and a "slick" C-130J variant for BAQ. MC-130J crew members are authorized multiple mission qualification in the EC-130J. 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.

4.7.2. Aircrew members which hold multiple qualifications must complete the volume and currency events as required by the MAJCOM-specific MC-130J RTM. **(T-2)** Multiple qualified crew members may complete volume and currency as required by the MAJCOM-specific MC-130J RTM in either aircraft, but must maintain aircrew proficiency sortie currency in each aircraft. **(T-2)**

4.7.3. 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.

4.7.4. Multiple aircraft qualified crew members who maintain BMC status in more than one C/MC-130 variant must complete the annual mission ready flying requirements in the MAJCOM-specific MC-130J RTM. **(T-2)** Multiple qualified crew members may accomplish mission events in either aircraft, but will fly at least one Combat Mission Profile annually in each aircraft in which they are mission ready. **(T-2)** MC-130J BMC crew members who maintain BAQ in a C-130J variant may accomplish requirements listed in the MAJCOM-specific MC-130J RTM as allowed in the RTM.

4.7.5. 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. **(T-2)**

4.7.6. 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. **(T-2)** If mission currency is lost in a secondary aircraft, it is lost only for that aircraft.

4.8. Chemical Defense Task Qualification Training (CDTQT) (N/A AETC). 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). Accomplish in accordance with MAJCOM-specific MC-130J RTM.

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. 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. **(T-3)** Crew members should have an in-depth knowledge of systems, procedures, and instructions before entering the formal upgrade program.

5.2. Combat Mission Ready (CMR) program. (N/A AETC) CMR is designed to provide the deployment skill requirements for AFSOC aircrew members. Refer to AFSOCI 36-2201, *Air Commando Development* for further details of the CMR program. New accession, inter-service exchange, and foreign exchange crew members will not deploy in a flying capacity until they complete CMR. **(T-2)**

5.3. Advanced Tactical Readiness (ATR) program. (N/A AETC) ATR is designed to enhance crew member mission/combat proficiency and squadron readiness for aircrew members. Refer to AFSOCI 36-2201 for further details of the ATR program.

5.3.1. Aircrew must complete CMR prior to starting the ATR program. ATR is a prerequisite for upgrade to aircraft commander for pilots, or upgrade to instructor for CSO and LM crew positions. **(T-2)**

5.3.2. SQ/CC, with OG/CC concurrence, may tailor ATR for experienced aircrew members (AFSOC and non-AFSOC) cross-flowing into the MDS on a case-by-case basis.

5.3.3. SQ/CC may waive 30 percent of the total and PAA flying hours required for upgrade to aircraft commander or instructor (non-pilot crew positions) once the crewmember has completed ATR. Can be waived on an individual basis only. File a copy of the waiver in the individual's training record. **(T-2)**

5.4. MC-130J Pilot Development through Aircraft Commander Upgrade. MC-130J pilots graduate from the FTU as BAQ FPs and as MP or MC depending on their flying experience (refer to course prerequisites for actual requirements). The guidance in this section refers to upgrade of Mission Qualified copilots/mission pilots (CMR complete) to aircraft commander.

5.4.1. Based upon performance, experience, and requisite flight hours, mission pilots and copilots will be identified for upgrade to aircraft commander by squadron leadership via the squadron Training Review Board. **(T-3)**

5.4.2. FAIP/Crossflow Selection for Aircraft Commander Certification. Prior to be considered for certification to Aircraft Commander, FAIP and crossflow mission pilots will have completed ATR, have accrued a minimum combined 200 PAA flying hours in the MC-130J aircraft/WST after initial MC-130J mission qualification, and have a minimum of 700 total hours (aircraft and WST). **(T-2)** Subtract all "Other" time from the required PAA flying hours. See [paragraph 5.5](#) for Aircraft Commander certification requirements.

5.4.3. Copilot Selection for Aircraft Commander Upgrade/Certification. Mission copilots will complete ATR, the Copilot/CSO MC-130J Review Workbook, and accrued a minimum of 450

PAA flying hours in the MC-130J aircraft/WST after initial MC-130J mission qualification prior to being considered for upgrade to Aircraft Commander. (T-2) Subtract all “Other” time from the required PAA flying hours. See [paragraph 5.5](#) for Aircraft Commander certification requirements..

5.4.4. Copilot Aircraft Commander Course. CPs will conduct In-unit Training using AFSOC MC-130J Aircraft Commander Upgrade Qualification SOI. (T-2) The training will culminate in a MP evaluation in accordance with AFMAN 11-2MC-130, Vol 2. (T-2) See [paragraph 5.5](#) for AC certification requirements.

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

5.5.1. Following completion of required training, pilots should be certified as an AC within 120 days unless extenuating circumstances exist.

5.5.2. Prior Qualified Aircraft Commander Certification. Prior qualified ACs, in any MDS, who are evaluated according to MP standards during MQ training may enter a unit-developed AC certification program and may be certified after completion of ATR and attaining a minimum of 200 PAA hours in the MC-130J aircraft/WST after initial MC-130J mission qualification (OG/CC is waiver authority for the 200 MC-130J PAA flying hours). (T-3) **Exception:** “Other” time will not be used.

5.5.3. First Pilot Aircraft Commander (FPA). All C-130J variant ACs transitioning to the MC-130J may be certified as FPA. All other C-130J FPs must meet the requirements of [paragraph 5.4.3](#) in order to be certified as FPA. (T-3) 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. (T-3) Once certified, FPAs may fly as pilot-in-command only in basic aircraft qualification events.

5.6. Instructor Upgrade.

5.6.1. Unit commanders will personally review each instructor candidate’s qualifications and select instructors based on their background, experience, maturity, and ability to instruct. (T-2)

5.6.2. Initial Candidates. All initial instructor upgrade candidates must be MR in their unit’s mission for a minimum of 6 months. (T-3) **Exception:** Prior qualified instructors do not require to be MR for 6 months.

5.6.3. Instructor Pilot. Initial instructor upgrade candidates require a minimum of 200 PAA MC-130J aircraft/WST hours since AC certification. Previously qualified C/HC/MC-130 instructor pilots require 100 MC-130J PAA aircraft/WST hours. (T-2) Squadron commanders may waive 10 percent of the PAA hours required for upgrade to instructor pilot. Instructor pilot upgrade will be waived on an individual basis only, and a copy of the waiver will be filed in the individual’s training record. (T-2)

5.6.4. Instructor CSO. Initial instructor upgrade candidates must have completed the ATR program, accrued a minimum of 450 PAA flying hours in the MC-130J aircraft/WST after initial MC-130J mission qualification, and completed the Copilot/CSO MC-130J Review Workbook. Previously qualified HC-130 instructor navigators and MC-130 instructor navigators/EWOs must have 100 MC-130J hours (aircraft and WST). (T-2)

5.6.5. Instructor LM. Must have at least a 5-level LM primary AFSC, a minimum of 500 total flying hours, at least 200 PAA flying hours, and have completed ATR. (T-2)

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

5.6.6.1. Qualify in the applicable formal school instructor course for their crew position in accordance with the ETCA. If no formal school instructor course exists, conduct ground and flying training in accordance with the applicable MAJCOM syllabi. (T-2) First time instructors must complete Flight Instructor Preparatory (FIP) course or equivalent. (T-2)

5.6.6.1.1. 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.

5.6.6.1.2. Crewmembers Previously Qualified as USAF Aircrew Instructors. 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 command and control. They should meet requirements of [Paragraph 5.3.2](#) Training will be accomplished in accordance with MAJCOM approved syllabus of instruction. (T-3)

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

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

5.7. Flight Examiner Upgrade. Before being designated as a flight examiner, candidates should demonstrate satisfactory knowledge of command training and evaluation policies and procedures. In addition, they should demonstrate the ability to administer an evaluation in accordance with AFMAN 11-2MC-130J, Vol 2. Conduct initial evaluator upgrade training in accordance with MAJCOM-approved guidance. Annotate certification on an AF Form 4348, AF Form 1381, or MAJCOM-approved substitute.

5.8. Special Mission Qualifications and Instructor Certified Event Training. . Instructor certified events training may be completed in-unit without a waiver. Comply with the requirements of AFMAN 11-202, Vol 1, and this publication. Units will coordinate all in-unit developed courseware/syllabi with MAJCOM/A3T for approval. (T-2)

5.8.1. Special Mission Qualifications. A flight evaluation is required for the below Special Mission Qualifications. Instructors are authorized to teach any special mission events in which they are qualified and current unless specifically restricted. Conduct evaluations in accordance with AFMAN 11-2MC-130J, Vol 2. Upon completion of training and qualification, maintain currency in accordance with this publication and applicable RTMs.

5.8.1.1. MC-130J Capability Release 2 (CR-2) or CR-2 Minus (CR-2M) P, CSO, LM special mission qualification. Training should be accomplished using the MC-130J CR-2 Transition SOI at the MC-130J CR-2 FTU.

5.8.1.2. CP AAR contact qualification. May be completed in-unit without a waiver. Units may select precontact certified MCs for upgrade to AAR contact qualification. The squadron commander (SQ/CC) will select aircrew members qualified in the unit's mission to maintain this additional special qualification. **(T-3)**. Complete ground and flight training in accordance with MAJCOM-approved AF Form 4111 or approved electronic equivalent. CPs are not required to maintain currency in this Special Mission Event to maintain BMC status.

5.8.2. Instructor Certified Events. **Table 5.1** lists the events which require instructor certification on an AF Form 4348 (or MAJCOM-approved substitute), and the crew positions allowed certification for an event. Instructors are authorized to teach any event in which they are certified and current unless specifically restricted. Complete training in accordance with this publication and MAJCOM-approved AF Form 4111, approved electronic equivalent, or SOI (if available). **(T-2)** Aircrew will maintain currency in accordance with this publication and applicable RTM. **(T-2)**

5.8.2.1. These events may be taught at the formal school as part of MQ training. Formal school instructors will make AF Form 4348 or MAJCOM-approved substitute entries for all **Table 5.1** training completed during mission qualification. **(T-2)**

Table 5.1. Instructor Certified Events.

EVENT	Crew Position
Forward Area Refueling Point (FARP)	LM
Functional Check Flight (FCF)	P, LM
Guided Bomb Unit (GBU)-43	CSO, LM
Hostile Environment Repair Procedures (HERP)	LM
JPADS/Improved-Container Delivery System (I-CDS)	P, CSO, LM
Simultaneous Landing	P, CSO
Extracted Container Delivery System (XCDS) Airdrop	P, CSO, LM
Increment 3	P, CSO, LM
Defensive Systems Upgrade	CSO
MC-130J CR-2 Senior Officer BAQ	P, CSO
Radio Frequency Counter Measures (RFCM)	P, CSO, LM

5.8.2.2. 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, conduct in-unit in accordance with AFI 11-235, *Forward Area Refueling Point Operations*, and with MAJCOM-approved SOI. This training certifies aircrew to conduct FARP (to include Refueling Ground Receptacle).

- 5.8.2.2.1. LM initial FARP certification includes establishing a FARP site in accordance with AFI 11-235, pressurizing hoses, accomplishing an actual fuel transfer to a receiver aircraft, evacuating hoses, and breakdown of FARP site. 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.
- 5.8.2.3. FCF. Certifies aircrew to perform functional check flight duties. Open book test required in accordance with 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-3)** After instructor certification on the AF 4348 (or MAJCOM approved substitute), maintain currency in accordance with MAJCOM policy.
- 5.8.2.4. GBU-43. Certifies aircrew to conduct GBU-43 airdrop procedures.
- 5.8.2.5. HERP. Certifies LMs to conduct HERP procedures.
- 5.8.2.6. Joint Precision Airdrop System (JPADS)/Improved Container Delivery System (ICDS). Conduct training in accordance with AFSOC JPADS concept of employment and AFSOC-specific JPADS SOIs. **(T-2)** Pilots, CSOs, and LMs accomplish Phase I training. In addition, CSOs and LMs will accomplish Phase II training. **(T-2)**
- 5.8.2.7. Simultaneous Landing. Certifies pilots and CSOs to conduct simultaneous landings.
- 5.8.2.8. Extracted Container Delivery System (XCDS) Airdrop. Certifies aircrew to conduct HSCDS or XCDS airdrop procedures.
- 5.8.2.9. Inc 3. Certifies aircrew to fly Increment 3-modified aircraft.
- 5.8.2.10. Defensive Systems Upgrade. Certifies CSO to fly aircraft with upgraded defensive systems.
- 5.8.2.11. MC-130J CR-2 Senior Officer BAQ. Training should be accomplished at CR-2 FTU. Certifies pilot and CSO senior officers (O6) as BAQ qualified to fly MC-130J CR-2 aircraft with an instructor from their crew position.
- 5.8.2.12. RFCM. Certifies CR-2M aircrew on RFCM procedures. Allows aircrew to fly CR-2 aircraft with RFCM system enabled.

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

5 USC § 552a, *Records maintained on individuals* (Privacy Act of 1974)

AFPD 11-2, *Aircrew Operations*, 31 January 2019

AFPD 11-4, *Aviation Service*, 12 April 2019

AFI 11-235, *Forward Area Refueling Point Operations*, 31 May 2019

AFI 11-2MC-130J, Vol 3, *MC-130J Operations Procedures*, 29 April 2015

AFI 11-301 Vol 1, *Aircrew Flight Equipment (AFE) Program*, 10 October 2017

AFI 16-1301, *Survival, Evasion, Resistance and Escape (SERE) Program*, 3 August 2017

AFI 31-117, *Arming and Use of Force by Air Force Personnel*, 6 August 2020

AFI 33-322, *Records Management and Information Governance Program*, 23 March 2020

AFI 36-2654, *Combat Arms Program*, 13 January 2016

AFMAN 11-202 Vol 1, *Aircrew Training*, 26 September 2019

AFMAN 11-202 Vol 2, *Aircrew Standardization/Evaluation Program*, 30 August 2021

AFMAN 11-202 Vol 3, *Flight Operations*, 10 January 2022

AFMAN 11-218, *Aircraft Operations and Movement on the Ground*, 5 April 2019

AFMAN 11-290, *Cockpit/Crew Resource Management and Threat & Error Management Program*, 25 October 2021

AFMAN 11-2MC-130J, Vol 2, *MC-130J Aircrew Evaluation Criteria*, 28 September 2018

AFMAN 11-2MC-130J, Vol 3, *MC-130J Operations Procedures*, 2 April 2020

AFMAN 11-2MC-130J, Vol 3, *MC-130J Operations Procedures*, 3 April 2020

AFMAN 11-403, *Aerospace Physiological Training Program*, 13 August 2020

AFTTP 3-1 *Tactical Employment MC-130*

AFTTP 3-3.MC-130J, *Combat Aircraft Fundamentals MC-130*, 30 July 2021

ATP-3.3.4.2, *Air-to-air Refuelling*, April 2019

DAFI 90-160, *Publications and Forms Management*, 14 April 2022

AFSOCI 36-2601, *Air Commando Development*, 20 August 2020

AFSOCMAN 11-207, *AFSOC Weapons and Tactics Program*, 17 March 2020

Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*

DAF 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 4111, *SOF/CSAR Training Record*

AF Form 4348, *USAF Aircrew Certifications*

Abbreviations and Acronyms

AAR—Air-to-Air Refueling

AbMN—Airborne Mission Networking

AC—Aircraft Commander

ACBRN—Aircrew Chemical, Biological, Radiological, Nuclear

ACC—Air Combat Command

ACDE—Aircrew Chemical Defense Ensemble

AETC—Air Education and Training Command

AF—Air Force

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

AFSOC—Air Force Special Operations Command

AFSOI—Air Force Special Operations Command Instruction

AFSOF—Air Force Special Operations Forces

AFTTP—Air Force Tactics, Techniques, and Procedures

ANG—Air National Guard

ARMS—Aviation Resource Management System

ATD—Aircrew Training Device

ATP—Allied Tactical Publication

ATS—Aircrew Training System

BAQ—Basic Aircraft Qualification

BMC—Basic Mission Capable

CC—Commander

CDS—Container Delivery System

CDTQT—Chemical Defense Task Qualification Training
CMR—Combat Mission Ready
COMAFSOF—Commander Air Force Special Operations Forces
CP—Copilot
CR-0—Capability Release 0
CR-2—Capability Release 2
CR-2M—Capability Release 2 Minus
CSAR—Combat Search and Rescue
CSO—Combat Systems Officer
DO—Director of Operations
EPT—Emergency Parachute Training
ETCA—Education and Training Course Announcements
FARP—Forward Area Refueling Point
FCF—Functional Check Flight
FP—First Pilot
FPA—FP Aircraft Commander
FTL—Flying Training Level
FTU—Formal Training Unit
HAAR—Helicopter Air-to-Air Refueling
HERP—Hostile Environment Repair Procedures
I-CDS—Improved Container Delivery System
IP—Instructor Pilot
IQT—Initial Qualification Training
JPADS—Joint Precision Airdrop System
LM—Loadmaster
MAJCOM—Major Command
MDS—Mission Design Series
MP—Mission Pilot
MQ—Mission Qualification
MQT—Mission Qualification Training
MR—Mission Ready
NMR—Non-Mission Ready

NVG—Night Vision Goggles

OG—Operations Group

P—Pilot

PAA—Primary Aircraft Assigned

PCS—Permanent Change of Station

PFT—Programmed Flying Training

RAP—Ready Aircrew Program

RFCM—Radio Frequency Countermeasures

RTM—Ready Aircrew Program Tasking Memorandum

SCA—Self-Contained Approach

SERE—Survival Evasion Resistance Escape

SMA—Special Mission Aviator

SMT—Secondary Method Training

SOC—Senior Officer Course

SOF—Special Operations Forces

SOI—Syllabus of Instruction

SORN—Systems of record notice

SOW—Special Operations Wing

SQ/CC—Squadron Commander

TAAR—Tiltrotor Air-to-Air Refueling

TTP—Tactics, Techniques, and Procedures

TX—Transition Training

USAF—United States Air Force

VTRAT—Visual Threat Recognition and Avoidance Trainer

WST—Weapon System Trainer

XCDS—Extracted Container Delivery System

Office Symbols

AFRC/A3T—Air Force Reserve Command Training and Tactics Division

AFSOC/A3—Air Force Special Operations Command Director of Operations

AFSOC/A3T—Air Force Special Operations, Operations Training Division

AFSOC/A3TA—Air Force Special Operations, Aircrew Training Branch

AFSOC/A3V—Air Force Special Operations, Standardization and Evaluation Division

SQ/CC—Squadron Commander

10 AF/OST—Tenth Air Force Operational Support Team

Terms

Air-to-Air Refueling—For the purposes of this manual, 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, Selected Force Training, Event Driven Training, and Expeditionary Skills Training. See AFI 36-2201V1.

Basic Aircraft Qualification (BAQ) Aircrew Member—Applies to an aircrew member who has satisfactorily completed IQT and is qualified to perform aircrew duties in the unit aircraft. The member must perform at the minimum frequency necessary to meet the most recent sortie and flight standards set for that weapon system in the applicable AFMAN 11-2MDS Volume 1.

Basic Mission Capable (BMC) Aircrew Member—An aircrew member who has satisfactorily completed initial and mission qualification training and is qualified in some aspect of the unit mission, but does not maintain MR/CMR status. The aircrew member must be able to attain full qualification to meet operational taskings within 30 days, or in accordance with the applicable AFMAN 11-2MDS Volume 1.

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 01 February and then on 31 March the following month and still fulfill the requirement.

Capability Release 2 MC-130J—MC-130J aircraft modified with AbMN, terrain following system, auxiliary flight deck station, electronic warfare bus, and RFCM.

Certify/Certification—The process of documenting that an individual is trained and qualified to perform in a given capacity. Normally accomplished by the Sq/CC.

Combat Mission Ready (CMR)—An aircrew member who has satisfactorily completed IQT and MQT, and maintains qualification and proficiency in the command or unit combat mission.

Combat Systems Officer (CSO)—Crewmember qualified to perform CSO duties.

Continuation Training—Ground and flight training events necessary to BAQ, BMC, or MR status. The continuation training program provides crewmembers with the volume, frequency, and mix of training necessary to perform unit's missions.

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 develop, and coordinate with the training command, in-unit training plans that maximize the use of highly experienced personnel as the initial cadre.

Copilot (CP)—Pilot qualified to perform duties in the right seat only.

Core Mission Events—A crew member qualified in all core mission events is considered MR or 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. Squadrons maintain 100 percent of their required manning as MR. AFSOC squadron CC/DO determines the status/qualification of crew members in excess of 100 percent manning requirement.

Crew Resource Management (CRM)—Training concept that emphasizes crew effectiveness by enhancing individual and aircrew performance in communication, situational awareness, effective leadership and management, and crew coordination.

Currency Event—Flying continuation training events with prescribed maximum interval-between-accomplishment.

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. Training necessary to qualify an individual in a different tactic or system within the same aircraft.

Direct Supervision—A crewmember is considered under direct supervision when flying with an instructor in the same crew position. For pilots the IP occupies one of the pilot seats. For other crew positions, the instructor is readily available to assume the primary duties if required.

Education and Training Course Announcements (ETCA)—Reference for formal courses giving MAJCOM procedures, security requirements, reporting instructions, clothing requirements and location information.

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

Expeditionary Skills Training—A category of Ancillary Training. Training directly related to an Airman's ability to survive and operate in a contingency environment. Examples of expeditionary skills training include chemical, biological, radiological, and nuclear, and Self-Aid/Buddy Care.

Forward Area Refueling Point (FARP)—For the purpose of this manual, ground fuel transfer by MC-130J tanker aircraft to a receiver aircraft, fuel bladder, or fuel vehicle using FARP equipment and checklist.

Flying Training Level (FTL)—A standard assigned to crew members, based upon experience and Sq/CC recommendation, directing flying continuation training requirements.

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.

Formation Operations—Accomplish in accordance with applicable volume(s) of AFTTP, AFMAN 11-2MC-130J, Vol 3, and ATP-3.3.4.2. AFSOC guidance is not less restrictive than the formation definitions found in AFMAN 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.

Initial Qualification Training (IQT)—Training needed to qualify aircrew for basic aircrew duties in an assigned position for a specific aircraft, without regard for the unit's operational mission.

Instructor Certified Events—Specialized 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 (or MAJCOM-approved substitute). Instructor certified events are documented on the AF Form 4348 (or MAJCOM-approved equivalent).

Loadmaster—A crewmember fully qualified to perform loadmaster duties.

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

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

Mission Ready (MR) Aircrew Member—An aircrew member who has satisfactorily completed IQT and MQT, and maintains qualification and proficiency in the command or unit operational mission.

Mission Qualification Training (MQT)—Training needed to qualify aircrew in an assigned crew position for a specific aircraft to perform the command or unit mission. The training necessary to qualify a crewmember in a specific crew position to perform the command or unit operational mission. MQ training completion is a prerequisite for MR status.

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

Noncurrent—Failure to meet the minimum prescribed currency requirements in a training period for a given event.

Non—Mission Ready (NMR) — Individual who is non-current in required continuation training or unqualified in the aircraft, or is not otherwise certified to perform the unit's mission(s). **Note:** BMC and BAQ crewmembers current, qualified, and appropriately certified are MR even though they may not be fully trained, qualified, or certified in all aspects of the unit's mission.

Primary Aircraft Authorization (PAA)—Aircraft authorized for performance of the operational mission. The PAA forms the basis for allocation of operating resources to include manpower, support equipment, and flying-hour funds. The operating command determines the PAA required for their assigned missions.

PAA Flying Hours—Flying hours flown in the MDS or like MDS (defined in individual Volume 1) and simulator time flown in the MDS or like MDS (defined in individual Volume 1).

Proficiency—The degree of skill achieved from accomplishing a prescribed minimum number of training events to accomplish the unit's mission.

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

Secondary Method Training (SMT)—Formal training conducted at a location not designated as an FTU using formal school SOI and courseware.

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

Total Flying Hours—Total flying hours for all aircraft flown in military service to include student and simulator 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)—Shortened version of qualification training for aircrew members cross-flowing from another military aircraft to allow credit for acquired aviation proficiency.

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

Volume—For the purposes of this manual, 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 manual, WST and simulator are synonymous.

Attachment 2

CORE MISSION TRAINING REQUIREMENTS

A2.1. Core Mission Events. [Table A2.1](#) lists the core mission events required for aircrew members. Flight Surgeon requirements are covered in AFMAN 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 A2.1. MC-130J Core Mission Events by Crew Position.

EVENT	P	CP	CSO	LM	Notes
Combat Mission Profile	X	X	X	X	
Mountainous NVG LL	X	X	X		
Threat/Coastal Penetration	X	X	X		
Self-Contained Approach (SCA)	X	X	X		
SCA Go-Around	X	X	X		
Tactical Recovery	X	X	X		
Integrated Precision Radar Approach	X	X	X		
Infiltration/Exfiltration				X	
Infiltration/Exfiltration with Canary Slides				X	
Tactical Recovery	X	X			1
Maximum Effort Takeoff	X	X			1, 2
Night Maximum Effort Takeoff	X	X			1, 2
Maximum Effort Landing	X	X			1, 2
Night Maximum Effort Landing	X	X			1, 2
NVG Takeoff	X	X			
NVG Landing	X	X			
Minimum Interval Landing	X	X	X		1
High Altitude Airdrop	X	X	X		
Personnel Airdrop	X	X	X	X	
CDS Airdrop	X	X	X	X	
CDS Static Line Retriever Cut				X	
Heavy Equipment Airdrop	X	X	X	X	
Visual Airdrop	X	X	X		

EVENT	P	CP	CSO	LM	Notes
Formation Airdrop	X	X	X		
NVG Airdrop				X	
Helicopter AAR	X	X	X	X	
Tilt-rotor AAR	X	X	X	X	
NVG HAAR	X	X		X	
NVG TAAR	X	X		X	
AAR	X	X	X	X	1
Night AAR	X	X			1
Formation Rejoin	X	X	X		
NVG Formation HAAR	X	X			
NVG Formation TAAR	X	X			
Inadvertent Weather Penetration	X	X	X		
Lost Contact	X	X	X		
Surface Radar	X	X	X		
Expendable	X	X	X		
Secure Communication/SATCOM	X	X	X		
Anti-Jam	X	X	X		
FARP	X	X	X		
CR-2 Special Mission Events	P	CP	CSO	LM	Notes
Mountainous Terrain Following LL	X	X	X		
RFCM	X	X	X		
Datalink			X		
AbMN			X	X	
Notes: 1. CPs accomplish CP duties only. 2. FPs are allowed to accomplish max efforts from left seat.					