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SECRETARY OF THE AIR FORCE**

**AIR FORCE MANUAL 11-2AC-130J,
VOLUME 1**



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Flying Operations

AC-130J AIRCREW TRAINING

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This manual implements 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 AC-130J aircraft. This Air Force Manual (AFMAN) applies to all civilian employees and uniformed members of the Regular Air Force, and Air Force Reserve who operate or maintain AC-130J aircraft. This publication does not apply to the Air National Guard or 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 37 United States Code 301a *Incentive Pay*, Public Law 92-204, Section 715 *Appropriations Act for 1973*, Public Laws 93-570 *Appropriations Act for 1974*, 93-294 *Aviation Career Incentive Act of 1974*, and Executive Order 13478, *Amendments to Executive Order 9397 Relating to Federal Agency Use of Social Security Numbers*. The applicable SORN F011 AF XO A, Aviation Resource Management System 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 using the DAF Form 847, *Recommendation for Change of Publication*; route DAF Forms 847 from the field through the appropriate functional chain of command. 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/A3O-AI, through AFSOC/A3TA, for review and coordination prior to approval of the

publication in accordance with (IAW) Air Force Instruction (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 AFSOC/A3TA, and the user MAJCOM/DRU/FOA. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See Department of the Air Force Manual (DAFMAN) 90-161, *Publishing Processes 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. See [paragraph 1.4](#) of this manual for details on training waiver authorities and waiver routing.

SUMMARY OF CHANGES

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Chapter 1

GENERAL GUIDANCE

1.1. General. This manual implements AFD 11-2, *Aircrew Operations*, and provides for training management of AC-130J aircrew members. Training procedures, 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 Method. The primary training method for AC-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 (MR) status on unit assigned aircrew members. **(T-3)**

1.1.2.1. Squadrons will have six months from the time a new core mission event is added and MAJCOM guidance issued to train to qualify aircrew in the new event (Air Force Reserve Command units have up to 12 Months). **(T-2)**

1.1.2.2. Commanders (CC) should not assign additional duties to first assignment “pipeline” (directly out of formal AC-130J training) crewmembers (officer and enlisted) for their first 6 months in the unit and not until after Combat Mission Ready (CMR) training is complete. This guidance allows pipeline students to learn the weapon system without distraction of an additional duty. All other personnel may be assigned additional duties.

1.1.2.3. Squadron commanders (SQ/CCs) may carry new crewmembers as MR for up to six months if an aircrew member arrives at the unit after a Permanent Change of Station or formal school and is not MR in all core mission events.

1.1.2.3.1. This guidance does not apply to Basic Aircraft Qualification (BAQ) events.

1.1.2.3.2. If training is not complete in six months, the aircrew member becomes “Non-Mission Ready.”

1.1.2.3.3. Aircrew will not perform events in which they are not qualified unless under the direct supervision of an instructor. **(T-2)**

1.1.3. The hours requirements in this manual associated with training/upgrades are designated as minimums. Meeting these minimums does not automatically qualify an individual for training/upgrade.

1.2. Roles and Responsibilities. Air Force Special Operations Command (AFSOC) Commander (AFSOC/CC or COMAFSOC) is responsible for overall management of Air Force flying training programs supporting Air Force Special Operations Forces (AFSOF) and United States Special Operations Command (USSOCOM). AFSOC is the lead command for AC-130J Mission Design Series (MDS) aircraft in accordance with AFD 10-9, *Lead Command Designation and Responsibilities for Weapon Systems*.

1.2.1. MAJCOM/A3 will issue updated mission continuation training guidance via Ready Aircrew Program Tasking Message (RTM) as necessary to Operations Group Commanders (OG/CC) for implementation. **(T-2)** The RTM prescribes annual training requirements for

continuation training once graduate-level formal training is complete. RTM contents will not be used as a basis for Syllabus of Instruction (SOI) minimum requirements. **(T-2)**

1.2.1.1. AC-130J Initial Qualification is conducted via training in the MC-130J, C-130J, or another variant of the C-130J that conducts Initial Qualification Training (IQT). Responsibility for training conducted in other MDS is IAW with the appropriate MDS Vol 1. AFSOC/A3TA is responsible for AFSOC AC-130J transition, requalification, Instructor, Combined Refresher, continuation, and Mission Qualification Training (MQT). AFSOC/A3TS is responsible for AC-130J Aircrew Training Device (ATD) support for AFSOC.

1.2.1.2. AFSOC/A3TA is the primary source for formal training products. Vendor supplied training is considered formal courseware and is authorized for use during IQT/MQT, software update training and aircraft modification training. Route requests for other MAJCOM training materials, if needed, through AFSOC/A3TA. 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.

1.2.2. Formal Training Unit (FTU) Commander Responsibilities.

1.2.2.1. Overall operation, logistics, and administration of AC-130J formal training courses.

1.2.2.2. 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 quantity. The biennial formal course reviews, biennial SOI reviews, and annual Programmed Flying Training conferences are the primary conduits for significant changes.

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

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

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

1.2.2.6. 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 course code. **(T-2)**

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

1.2.2.8. Review ETCA and determine if changes to the course announcements are needed. If so, coordinate with the MAJCOM training office and submit appropriate changes. **(T-3)**

1.2.2.9. 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)**

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

1.2.2.11. Prepare a quarterly report of student training status and forward through channels to MAJCOM training office. **(T-3)**

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

1.2.3. SQ/CC or designated representative. SQ/CCs are responsible for establishing and maintaining the Squadron Aircrew Training program, Flying Hour Program, and ensure training occurs in accordance with AFMAN 11-202, Vol 1, *Aircrew Training* and AFMAN 11-2AC-130J, Vol 1, *AC-130J Aircrew Training*. **(T-2)**

1.3. Secondary Method Training (SMT) (N/A for AFSOC FTUs). In-unit training using applicable formal school courseware is referred to as SMT in this publication. To accomplish SMT, submit a waiver to AFSOC/A3T. See AFMAN 11-202, Vol 1, as supplemented, for guidance. **(T-2)**

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

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)** Reference AFMAN 11-202 Vol 2, *Aircrew Standardization and Evaluation Program* for AF Form 8 procedures.

1.3.4. Active Duty Service Commitment (ADSC). SMT incurs the same ADSC as attending a formal school course. For ADSC guidance, see AFMAN 36-2100 *Military Utilization and Classification* and AFSOC A3 memo titled "ADSC for AFSOC Advanced Flying Training" 14 Sep 22. Acknowledge ADSC via AF form 63, *Active Duty Service Commitment Acknowledgement Statement* and process with the Base Military Personnel Flight.

1.4. Waivers. Unless otherwise noted, the MAJCOM/A3 is the waiver authority for AFMAN 11-2AC-130J, Vol 1. Refer to **Table 1.1.** for the processing of waiver requests.

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

1.4.2. Operations Group commanders are granted waiver authority for individual, ground, and flying training requirements in the MAJCOM-Specific AC-130J RTM for all non-committed forces. AFSOC A3 or delegated authority retains waiver authority for committed forces per the FORGEN cycle. See current RTM for additional guidance. Waive flying training requirements (MAJCOM-specific AC-130J RTM BAQ, Basic Mission Capable (BMC), and MR tables except as otherwise noted) on an individual, case-by-case basis only. **(T-2)** Wings/groups must keep an accurate record of waivers granted. **(T-2)** Ensure notification of MAJCOM training offices of any OG extensions. **(T-2)** The OG/CC or COMAFSOF may:

1.4.2.1. Extend ground training requirement due dates up to 2 months for the designated items in the MAJCOM-specific AC-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, IAW applicable MAJCOM-specific AC-130J RTM, 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.

Table 1.1. Processing of Waiver Requests.

Waiver requested by:	Waiver Authority	Forward request through:	Reply sent to:	Info copy sent to:
AFSOC Unit	As Tiered or AFSOC/A3T	Group Training to AFSOC/A3T	Group Training	Requesting Unit
Air Force Reserve Command Unit	Air Force Reserve Command/A3T	Group/OGV to 10 AF/OST to Air Force Reserve Command/A3T	Group OGV	10 AF/OST, AFSOC/A3T, Requesting Unit
Air National Guard Unit	National Guard Bureau/A3	Group OGV to National Guard Bureau/A3JO to National Guard Bureau/A3	Group OGV	

1.5. Senior Officer (Colonel selects and above) and Enlisted (Chief Master Sergeants) Qualification and Performance Requirements. AFMAN 11-202, Vol 1, as supplemented identifies senior officer and enlisted qualification training requirements. See formal course syllabus 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. Crewmembers, regardless of skill level, are recognized as qualified to perform all assigned duties following successful completion of the applicable flight qualification. The crewmember's qualification status is documented on the AF Form 8. 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 Aircrews.

1.7.1. For intra-command transfer of aircrew members, the gaining organization will honor validated training completed by newly assigned crewmembers prior to the transfer. **(T-2)**

1.7.2. For inter-command transfer, certifications and qualifications will be accepted to the maximum extent practical, as long as training and evaluation standards are equivalent. **(T-2)**

1.7.3. Aircrew members qualified in the same MDS are considered qualified in that equipment throughout the force when used for the same mission. **(T-2)**

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

1.7.5. Foreign and interservice exchange officers should arrive from the AFSOC formal school to the duty station mission qualified in the AC-130J with a current physical and current physiological training. Exchange officers arriving from the formal school will complete all required training to include CMR that is not transferable from their former unit. **(T-2)**

1.7.5.1. Exchange officers who bypass the FTU and arrive direct to the duty station “qualified” in a C-130J variant from their service/country will complete BAQ Differences training IAW the most current AFSOC/A3T published in-unit differences syllabus. **(T-2)** MQT may either be conducted at the FTU or SMT in the unit. Units will ensure all applicable syllabus requisites and all required ground training events not transferrable from their former unit, to include items required to complete CMR, are accomplished and documented. **(T-2)** They will also ensure exchange aircrew complete USAF physiological training and a flight physical if proper documentation cannot be produced. **(T-2)**

1.7.5.2. Requirements for foreign exchange officers to complete training that incorporates classified information will vary by country, security clearance, need to know, and specific exchange agreement. Consult the MAJCOM Foreign Disclosure Officer to determine an individual's eligibility to receive classified training. For example, some countries' exchange officers are only eligible to complete these events if they will deploy with their host U.S. unit. Some exchange officers may not complete any, and others have no restrictions and may complete all of these events.

1.8. Permanent Change of Station Screening.

1.8.1. Losing units will screen individual flight and ground training records during unit out-processing. **(T-3)**

1.8.2. Accomplish this screening in sufficient time to correct discrepancies prior to Permanent Change of Station. Losing unit will provide a printed copy of current ground and flying training summaries to individuals prior to Permanent Change of Station. **(T-3)** See DAFMAN 11- 401, *Aviation Management*, for additional guidance.

1.9. Command Relationships.

1.9.1. AFSOC and Air Education and Training Command (AETC). The AFSOC/AETC Memorandum of Agreement outlines the inter-command relationships and responsibilities regarding aircrew training operations. 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. **(T-2)**

1.9.2. AFSOC, Air Combat Command (ACC), and the United States Air Force Warfare Center. The AFSOC/ACC/United States Air Force Warfare Center Memorandum of Agreement outlines the inter-command relationships and responsibilities regarding AC-130J operations at the 14 Weapons School, ACC, Hurlburt Field, FL.

Chapter 2

QUALIFICATION TRAINING

2.1. Overview. This chapter outlines the minimum requirements for 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. If no requalification course exists, conduct requalification using the initial or Special Operations Forces (SOF) transition qualification course.

2.2.2. For Flight Surgeon and X-prefix flyer training requirements, refer to AFMAN 11-202, Vol 1, as supplemented, and applicable RTMs.

2.3. Training Prerequisites. Course prerequisites are IAW the appropriate formal course syllabus, the ETCA, AFMAN 11-202, Vol 1, and this manual. The syllabus designates the course prerequisite approval authority.

2.4. Ground Training Requirements. Complete ground training requirements IAW AFMAN 11- 202, Vol 1, the ETCA, and the formal course syllabus. In addition, all crewmembers must complete ground training requirements IAW [Table 2.1](#), prior to the first flight. **(T-1)** For clarity all requirements in [Table 2.1](#). & [Table 3.1](#) are identified with an Aviation Resource Management System (ARMS) event identifier.

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

Basic Aircraft Qualification Ground Training Requirements	Reference	Event ID
Crew Resource Management (CRM)	AFMAN 11-202, Vol 1 <i>Aircrew Training</i>	G066XS
Aircrew Flight Equipment (AFE) Familiarization	AFI 11-301, Vol 1 <i>Aircrew Flight Equipment Program</i>	LL01XS
Emergency Egress Training, Non- Ejection Seat	AFI 11-301, Vol 1	LL03XS
Local Area Survival (LAS)	AFI 16-1301, <i>Survival, Evasion, Resistance, and Escape Program</i>	SS01XS
Emergency Parachute Training (EPT)	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	AFMAN11-403, <i>Aerospace Physiological Training Program</i>	ARMS

Notes:

1. For Flight Surgeon and X-prefix flyer training requirements, refer to AFMAN11-202, Vol 1, as supplemented, and applicable RTMs. For Combat Camera Aerial Photographer Training requirements, refer to Department of Defense Instruction 5040.02, *Visual Information*.
2. See MAJCOM-specific AC-130J 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. BAQ Conversion Training. Unit conversions follow AFMAN 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.

2.7. BAQ Transition Training. Transition training of mission-qualified AC-130W Navigators (NAVs), Combat Systems Officers (CSOs), and Aerial Gunners (AGs) will be accomplished using a MAJCOM-approved transition training syllabus. (T-2) BAQ Transition Training for mission-qualified AC-130W NAVs, CSOs, and AGs will be accomplished simultaneously with mission qualification transition training IAW [paragraph 3.3.1](#) and [paragraph 3.6](#). (T-2)

2.8. BAQ Difference Training. BAQ Difference training will include successful completion of the qualification written Open and Closed Book examinations. (T-2) Document completion of difference training with instructor certification on the AF Form 4348, *USAF Aircrew Certifications*, for the AC-130J. Aircrew members entered into difference training will complete training within 180 days after the first flight of the training program (12 months for Air Reserve Component). (T-3) Aircrew may maintain previous qualifications and certifications (e.g., Instructor and Flight Examiner) attained in any C-130J variant in BAQ only at the discretion of the unit commander. BAQ difference training to the AC-130J is authorized via in-unit training IAW MAJCOM approved SOI for:

2.8.1. Pilots qualified in any C-130J variant aircraft.

2.8.2. Loadmasters qualified in any C-130J variant aircraft. Loadmasters conducting BAQ difference training will conduct mission qualification transition training IAW [paragraph 3.6.1.2](#). (T-2)

Chapter 3

MISSION QUALIFICATION TRAINING (MQT)

3.1. Overview. This chapter establishes the minimum training requirements for completing mission qualification, requalification, and transition training. Upon completion of mission qualification training, the crewmember will be assigned either BMC or MR status.

3.2. General Requirements. All crewmembers will complete initial, requalification, conversion, difference, or transition qualification prior to mission qualification training, unless simultaneously completing basic qualification and mission qualification IAW MAJCOM-approved syllabus, [Chapter 2](#), and this chapter. (T-2) The primary method of mission qualification or requalification is to complete the appropriate formal training course listed in the ETCA. Completion of 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 transition mission qualification course.

3.2.2. Units may request waivers to conduct MQT via SMT IAW AFMAN 11-202, Vol 1, as supplemented, when attendance is not practical, or quotas are not available. Any aircrew member who has previously failed to successfully complete the ETCA formal course for substandard performance will not be issued a SMT waiver. Approved MQT via SMT must be accomplished IAW applicable formal school courseware and AFMAN 11-202, Vol 1, as supplemented. (T-2)

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

3.3. Training Prerequisites. Course prerequisites are IAW 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 MQT 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 will determine whether a pilot will be trained and evaluated as a Mission Copilot or Mission Pilot.

3.4. Ground Training Requirements. Complete all ground training in [Table 2.1](#), [Table 3.1](#), and MAJCOM-specific AC-130J RTM as part of MQT, or prior to certifying individuals as MR. Complete all academic and ground training delineated in applicable courseware. Qualified MR crewmembers transferred from other units require only unit-specific MR training events, and events which are due/overdue.

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/M-18)	AFI 31-117, <i>Arming and Use of Force by Air Force Personnel</i> , AFI 36-2654, <i>Combat Arms Program</i>	G211XS G210XS	All	1
Small Arms Training (M-4/variants)	AFI 31-117 AFI 36-2654	G299XS	Specified Individuals	1
<p>Notes: See MAJCOM-specific RTM for additional information on requirements.</p> <p>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)</p> <p>2. Training Status Item. Crew members will fly with an instructor until this event is accomplished. (T-2)</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 crewmember'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 11-2AC-130J, Vol 3, *AC-130J Operations Procedures*.

3.6. In-unit Mission Qualification Transition Training. In-unit mission qualification transition training must be accomplished IAW MAJCOM-approved transition syllabus and AFMAN 11-202, Vol 1, as supplemented. (T-2)

3.6.1. Upon completion of C-130J Initial Qualification, in-unit mission qualification transition training to the AC-130J is authorized for:

3.6.1.1. AC-130W Pilots, CSOs, NAVs, and AGs.

3.6.1.2. Any C-130J variant loadmasters. Requires AFSOC AC-130J Special Mission Aviator Functional Area Manager approval prior to sending directly to unit for transition training.

3.6.2. Crewmembers will complete all required ground training prior to being declared mission ready. (T-2)

3.6.3. Crewmembers qualified and current in special mission events may regain that qualification without additional training once they are BMC or MR in their new aircraft.

Chapter 4

CONTINUATION TRAINING (CT)

4.1. General Requirements. Requirements in this chapter and the MAJCOM-specific AC-130J RTM are the minimum flying and related ground training to maintain currency and training status. The MAJCOM-specific AC-130J RTM contains all ground training and flying requirements tables and definitions.

4.1.1. Training requirements may be completed on any sortie if the accrediting criteria of this manual and the MAJCOM-specific AC-130J RTM are met. Sorties and events that are compatible may be credited on the same flight.

4.1.2. Aircrew members cannot log CT requirements in events in which they are unqualified.

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

4.1.4. 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 aircrew evaluation or certification date.

4.1.5. Aircraft flying requirements may be accomplished in a certified ATD as noted in the MAJCOM-specific AC-130J RTM BAQ, BMC, and MR flying requirements tables.

4.2. Flight Training Levels (FTLs). The use of experienced-based FTLs allows the squadron commander to prioritize training resources. When these minima are met, awarding a training level is at the sole discretion of the unit commander. **Note:** The aircrew member's availability to fly should not be a factor in assigning FTLs.

4.2.1. FTLs are based on minimum Primary Aircraft Authorization (PAA) time and total time per [Table 4.1. \(T-3\)](#)

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

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

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

Table 4.1. Minimum FTL Flying Hour Requirements (T-3).

Crew Position	FTL "A"	FTL "B"	FTL "C"
	PAA/Total Hours	PAA/Total Hours	PAA/Total Hours
Pilot	700/1,700	300/1,300	No Minimum
CSO/WSO	800/1,300	500/1,000	No Minimum

AG	600/1,300	300/750	No Minimum
Notes: 1. For Basic Qualification FTL, PAA time will include any flight time and Weapons System Trainer (WST) time for any variant of C-130J. 2. For Mission Qualification FTL, PAA will include the following: 3. Crewmembers may add up to 200 C/EC/LC/MC/WC/KC-130J WST hours toward PAA and all AC-130J WST hours toward PAA. 4. Former AC-130W NAV/CSO – All AC-130W time. 5. Former AC-130H/U/W Loadmasters & Aerial Gunners may add up to 200 hours AC-130H/U/W time toward PAA. 6. Former AC-130H/U/W Pilots may add up to 200 hours of AC-130H/U/W time toward PAA. 7. Former AC-130 H/U Fire Control Officers, Electronic Warfare Officers (EWOs) or NAVs, may add up to 200 hours of AC-130H/U/W time toward PAA.			

4.2.2. Crew members may be assigned different FTLs for basic and mission qualifications and individual events. Example: An AC coming from MC-130Js might be assigned basic FTL “A,” mission FTL “C,” with a caveat of FTL “A” for Air-to-Air Refueling (AAR).

4.2.3. Change of FTL. FTLs may be increased (from C-B or B-A) in concurrence with quarterly squadron training review boards, although they may be reduced at any time (from A-B or B-C). If a crewmember’s FTL is reduced during the annual period, they may be prorated for unfulfilled requirements.

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

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 the MAJCOM-specific AC-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 AC-130J RTM BAQ table event results in loss of basic aircraft currency.

4.4.1.2. Crew members who maintain BAQ 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 semiannual currency is lost (failure to complete the requirements of RTM BAQ table), it is lost for both aircraft. Lost BAQ semiannual currency may be regained in either aircraft. Crew members must complete at least one aircrew proficiency sortie semi-annually in every C-130J variant for which that crewmember maintains a qualification. **(T-3)** 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-3)**

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

4.4.2. Regaining Currency.

4.4.2.1. Designated MAJCOM-specific AC-130J RTM BAQ and MR events require an evaluation (unqualified) if loss of currency exceeds 6 months (see AFMAN11-202, Vol 1, as supplemented). Other events require showing proficiency to an instructor in the aircraft or simulator 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 squadron commander, 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. Qualification Training. Crewmembers requiring qualification will accomplish training IAW AFMAN11-202, Vol 1, applicable MAJCOM supplements, **Chapter 2**, **Chapter 3**, and **Chapter 5** of this manual. (T-2)

4.5. Ground Training. Accomplish ground training IAW the MAJCOM-specific AC-130J RTM ground training table. Conduct training IAW the referenced publications, notes in MAJCOM-specific AC-130J RTM ground training table and the guidance below. The governing directive or MAJCOM-specific AC-130J 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 applies when crewmembers exceed due dates for events in the applicable MAJCOM-specific AC-130J RTM ground training table:

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

4.5.1.2. Training status items. Crewmembers will not fly overdue events without instructor supervision. (T-2)

4.5.1.3. MR items. Failure to accomplish MR events in the MAJCOM-specific AC-130J RTM ground training table results in non-mission ready status, and the individual cannot deploy as a crewmember.

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

4.5.3. AC-130J Systems/Simulator 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 crewmembers who desire to practice specific events will identify those requirements on the first day of training. The simulator refresher course requirement may be satisfied by satisfactory completion of formal school BAQ or requalification that includes instruction in the events contained in the simulator refresher SOI.

4.5.3.1. The recommended crew size for AC-130J refresher course is an AC, copilot, CSO, WSO, and one AG. The minimum crew size for AC-130J refresher course is an AC, copilot, and one AG. If units are unable to provide the minimum crew size, they will ensure the ATS contractor is able to support less than the minimum crew. Otherwise, the ATS contractor is not required to provide the training for less than the required minimum crew size.

4.5.3.2. Instructors may credit the AC-130J refresher course when they instruct a full AC-130J refresher course (Air Reserve Component-only: ATS contractors who are also qualified crewmembers may credit the AC-130J refresher course when teaching the course in a civilian capacity).

4.5.3.3. AC-130J refresher course is not required for aircrew members who will not be flying the same type or similar aircraft beyond four months after their due date.

4.5.3.4. When AC-130J WSTs are not available for training, request Headquarters AFSOC/A3TA/R acquire C-130J or variant simulator refresher courses at various locations to serve as alternate training for this requirement. Preference should be for HC/MC-130J refresher slots if available.

4.5.4. Visual Threat Recognition and Avoidance Trainer (VTRAT) Training. Periodic VTRAT training is designed to introduce or refresh 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 IAW Air Force Tactics, Techniques, and Procedures (AFTTP) 3-3. (U) *Combat Aircraft Fundamentals AC-130J* and AFTTP 3-1. *Tactical Employment AC-130J*.

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

4.5.5. 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 MR status or mobility status. AFMAN 11-2AC-130J, Vol 1 and associated MAJCOM-specific AC-130J RTM are not the governing directive for completion of ancillary training events. They do not include ancillary training required by DAFI 36-2670, *Total Force Development*. 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 AFMAN 11-202, Vol 1, the source AFMAN 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.

4.6. 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 AC-130J RTM, based on assigned FTL (A, B, or C). **(T-2)** See MAJCOM-specific AC-130J RTM for more detailed currency and volume flying requirements by FTL. BAQ, BMC, and MR aircrew will also comply with the following:

4.6.1.1. MR aircrew members will accomplish applicable BMC requirements as designated in the MAJCOM-specific AC-130J RTM according to their mission qualification and FTL, or the MR requirements as designated in Squadron Training Plan. **(T-2)**

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

4.6.1.3. First Pilots (FP) will maintain currency IAW MAJCOM-specific AC-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 to the maximum extent possible.

4.6.1.4. Qualified instructors providing direct supervision for a noncurrent or unqualified crewmember may log events performed by their student crewmember. Instructor Pilots must occupy a pilot seat with a set of controls to log BAQ flying events performed by a noncurrent or unqualified student crewmember occupying the other pilot seat. **(T-2)**

4.6.2. Flying Currency Event Definitions. See MAJCOM-specific AC-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.

4.6.3. For Flight Surgeon and X-prefix flyer training requirements, refer to AFMAN 11-202, Vol 1, as supplemented, and applicable RTMs.

4.7. Multiple Qualifications. Refer to AFMAN 11-202, Vol 2, *Aircrew Standardization and Evaluation Program*, MAJCOM supplements, and AFMAN11-2MDS-specific, Vol 2 for crew positions and evaluation requirements. Refer to AFMAN11-202, Vol 1 concerning approval authority for multiple qualifications. Multiple qualified crewmembers will have one aircraft designated as their primary aircraft. Other aircraft will be considered secondary aircraft. **(T-2)** Document secondary aircraft in the member's Flight Evaluation Folder through an AF Form 4348 entry indicating completion of appropriate differences training.

4.7.1. All AFSOC C-130J crewmembers are authorized multiple qualifications in their primary mission aircraft (i.e., AC-130J, EC-130J, and MC-130J) and a "slick" C-130J variant for BAQ. Multiple aircraft qualified crewmembers may credit basic proficiency and/or mission sorties on any aircraft in which qualification and currency is maintained. Events that can be credited are based on qualification held in each MDS.

4.7.2. Aircrew members who hold multiple qualifications must complete 100 percent of the requirements of the MAJCOM-specific AC-130J RTM. Multiple qualified crewmembers may complete the MAJCOM-specific AC-130J RTM requirements 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 crewmember qualified as mission FTL A in the AC-130J and mission FTL B in the EC-130J should have an FTL A basic qualification profile.

4.7.4. Multiple qualified crewmembers who maintain MR status in more than one C/MC-130 variant must complete the semiannual mission ready flying requirements in the MAJCOM-specific AC-130J RTM. **(T-2)** Multiple qualified crewmembers may accomplish mission events in either aircraft but will fly at least one Combat Mission Profile quarterly in each aircraft in which they are MR. **(T-2)**

4.7.5. AC-130J MR crewmembers who maintain BAQ in a C-130J variant may accomplish requirements listed in the MAJCOM-specific AC-130J RTM as allowed in the RTM.

4.7.6. When the training table for the secondary aircraft contains core mission events not required in the primary aircraft, crewmembers will complete required volume and currency for those events in their secondary aircraft. **(T-2)**

4.7.7. 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. **(T-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. The flying time prerequisites for upgrade are based on the crewmember 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. CMR program. CMR is designed to provide the deployment skill requirements for AFSOC aircrew members. Refer to AFSOCI 36-2601, *Air Commando Development* for further details of the CMR program.

5.3. Advanced Tactical Readiness (ATR) program. ATR is designed to enhance crewmember mission/combat proficiency and squadron readiness for aircrew members. Refer to AFSOCI 36-2601 for further details of the ATR program.

5.3.1. ATR is a prerequisite for upgrade to Basic Aircraft Commander, WSO, and Instructor AG. (T-2)

5.3.2. After completion of ATR, unit commanders may waive up to the maximum percentages allowed by AFSOCI 36-2601 of the total and PAA flying hours required for upgrade IAW paragraph 5.6, 5.7, and 5.8. (T-2) Flying hours required for upgrade can be waived on an individual basis only. (T-2) File a copy of the waiver in the individual's training record. (T-2)

5.4. First Pilot (FP) Upgrade. Unit commanders will consider experience, knowledge, and judgment when identifying FP Basic Aircraft Commander (BAC) qualification training candidates. (T-2) Nominees must have an in-depth knowledge of systems, procedures, and regulations prior to entry into the upgrade program. (T-2) The upgrade program teaches BAQ Aircraft Commander (AC) duties and responsibilities, as well as left seat instrument qualification.

5.4.1. Based upon performance, experience, and requisite flight hours, mission ready copilots will be identified for upgrade to FP by squadron leadership via the Squadron Training Review Board (STRB) IAW AFI 11-202 V1 AFSOC Supplement paragraph 1.14.3.. (T-2) For all FP upgrades comply with paragraph 5.5.3 (T-2) Individuals nominated for upgrades will be annotated via the Upgrade Nomination Letter IAW AFMAN 11-202, Vol 1, AFSOC Supplement paragraph 4.1.. (T-2)

5.4.2. BACs will maintain mission ready status as a copilot until entered into formal training to become a MP. Completion of ATR is recommended but not required prior to BAC qualification training.

5.5. Mission Pilot (MP) Upgrade. Unit commanders will consider experience, knowledge, and judgment when identifying MP qualification training candidates. Nominees must have an in-depth knowledge of systems, procedures, and regulations prior to entry into the upgrade program. (T-2) The upgrade program teaches AC duties and responsibilities, as well as left seat mission qualification.

5.5.1. Based upon performance, experience, and requisite flight hours, mission ready copilots will be identified for upgrade to MP by squadron leadership via the STRB IAW AFMAN 11-202 Volume 1 AFSOC Supplement **paragraph 1.14.3. (T-2)** Individuals nominated for upgrades will be annotated via the Upgrade Nomination Letter IAW AFMAN 11-202 Volume 1 AFSOC Supplement **paragraph 4.1.. (T-2)**

5.5.2. MP Upgrade Prerequisites. The prerequisite flying time levels for upgrade are based on pilots having gained the knowledge and judgment required to effectively accomplish the unit's mission. For all MP upgrades comply with **Paragraph 5.6 (T-2)** Flying experience should include left seat time prior to entering formal school upgrade training. MP candidates will meet all prerequisites listed in the ETCA and the formal school syllabus. **(T-2)**

5.5.3. Minimum hours required for upgrade to Aircraft Commander (AC). **(T-2)**

5.5.3.1. *Pipeline.* Copilot selection for AC Upgrade. Mission copilots will accrue a minimum combination of 450 PAA hours in C-130J aircraft or certified WST. **(T-2)** PAA hours only include flight time accrued post-graduation from initial mission qualification training in the AC-130J. **(T-2)**

5.5.3.2. *Crossflow.* Pilots previously qualified in a non-Gunship MDS upgrading to AC. Crossflow mission pilots will accrue a minimum of 200 PAA hours. **(T-2)**

5.5.3.3. *Transition.* Pilots previously qualified in AC-130H/U/W. Transition mission copilots may qualify directly to Aircraft Commander at the discretion of the unit commander.

5.6. WSO Upgrade. Commanders will consider experience, knowledge, and judgement when identifying candidates. **(T-2)** Nominees must have an in-depth knowledge of systems, procedures, and instructions prior to entry into the upgrade program. **(T-2)** The upgrade program teaches WSO duties and responsibilities, as well as right seat mission qualification.

5.6.1. Based upon performance, experience, and requisite flight hours, CSOs will be identified for upgrade to WSO by squadron leadership via the STRB IAW AFMAN 11-202 Volume 1 AFSOC Supplement **paragraph 1.14.3. (T-2)** Individuals nominated for upgrades will be annotated via the Upgrade Nomination Letter IAW AFMAN 11-202 Volume 1 AFSOC Supplement **paragraph 4.1.. (T-2)**

5.6.2. WSO Upgrade Prerequisites. The prerequisite flying time levels for upgrade in **paragraph 5.6.3** are based on WSOs having gained the knowledge and judgment required to effectively accomplish the unit's mission. For all WSO upgrades comply with **paragraph 5.6.3 (T-2)** WSO candidates will meet all prerequisites listed in the ETCA and the formal school syllabus. **(T-2)**

5.6.3. Minimum Hours Required for Upgrade to WSO. **(T-2)**

5.6.3.1. *Pipeline.* AC-130J Pipeline CSOs upgrading to WSO will accrue a minimum combination of 450 PAA hours in C-130J aircraft or certified WST **(T-2)** PAA hours only include time accrued post-graduation from initial mission qualification training in the AC-130J. **(T-2)**

5.6.3.2. *Crossflow.* 12S previously qualified in a non-Gunship MDS upgrading to WSO require a minimum of 200 PAA Hours. **(T-2)** PAA hours only include time accrued post-graduation from initial mission qualification training in the AC-130J.

5.6.3.3. *Transition.* 12S previously qualified in AC-130H/U/W may qualify directly to WSO at the discretion of the unit commander.

5.7. Instructor Upgrade. 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) For all instructor upgrades comply with [paragraph 5.7.3](#) (T-2)

5.7.1. Ground and Flight Training Requirements. All instructor candidates will adhere to the following:

5.7.1.1. Qualify in the applicable formal school instructor course for their crew position IAW the ETCA. If no formal school instructor course exists, conduct ground and flying training IAW the applicable MAJCOM syllabi. (T-2)

5.7.1.2. 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. Instructor candidates must meet the requirements defined in [paragraph 5.7.3](#) prior to being qualified as an instructor. (T-2)

5.7.1.3. 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 C2. Previously qualified USAF aircrew instructors must meet the requirements of [paragraph 5.3](#) and [paragraph 5.7.3](#). (T-2) Training will be accomplished IAW MAJCOM approved syllabus of instruction. (T-2)

5.7.2. Instructor Requalification. Instructor candidates who were previously qualified as instructors in the AC-130J may requalify directly to instructor status.

5.7.3. Instructor Pilot.

5.7.3.1. Initial instructor upgrade candidates will accrue a minimum combination of 200 PAA hours in C-130J aircraft or certified WST as a certified Aircraft Commander. (T-2)

5.7.3.2. Previous C-130J instructors may be certified by the unit commander to instruct BAQ only once AC-130J BAQ conversion training is complete. (T-2) See [paragraph 2.6](#) for BAQ conversion training.

5.7.3.3. Count all certified C-130J model variant WST hours toward PAA. (T-2)

5.7.4. Instructor WSO.

5.7.4.1. Initial instructor upgrade candidates will accrue a minimum combination of 650 PAA hours in AC-130J aircraft or certified WST after initial AC-130J mission qualification. (T-2)

5.7.4.2. Count all flight and certified WST hours from AC-130J & AC-130W toward PAA. (T-2)

5.7.5. Instructor Gunner.

5.7.5.1. Initial instructor upgrade candidates will accrue a minimum combination of 300 PAA hours in AC-130J aircraft or certified WST after initial AC-130J mission qualification. (T-2)

5.7.5.2. Instructor AG candidates must have at least a 5-level and be a certified Lead Gun. (T-2)

5.8. Flight Examiner Certification Training. Before being certified 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 IAW AFMAN 11-2MDS, Vol 2. Conduct initial Flight Examiner certification training IAW MAJCOM-approved guidance. Unit commanders will annotate Flight Examiner certification on an AF Form 4348, AF Form 1381, *USAF Certification of Aircrew Training* or MAJCOM-approved substitute. (T-2)

5.9. Unit Commander Aircrew Certifications. Unit commanders will personally review each aircrew member's qualifications, and certify eligible aircrew based on their knowledge, experience, maturity, judgement, and ability. (T-2) For all unit commander aircrew certifications refer to [Table 5.1](#). (T-2)

5.9.1. BAQ Only AC. BAC qualified FPs will not fly as a Pilot in Commander until certified by the unit commander as a BAQ Only AC. (T-2)

5.9.2. Aircraft Commander Certification. Mission qualified pilots will not fly as a Pilot in Command until certified by the unit commander as an Aircraft Commander. (T-2)

5.9.3. BAQ Only IP. After completion of AC-130J BAQ Differences Training, previous C-130J variant IPs may be certified by the unit commander to instruct BAQ only.

5.9.4. Instructor. Qualified IPs, IWs, and IGs will not perform instructional duties until certified to do so by the unit commander. (T-2)

Table 5.1. Unit Commander Aircrew Certifications (T-2).

AIRCREW CERTIFICATION	REQUIRED QUALIFICATION
BAQ Only AC	FP
Aircraft Commander	MP
BAQ Only IP	IP
Instructor	IP, IW, IG

5.10. Special Mission Qualifications and Instructor Certified Event Training. Special mission qualification and instructor certified event training may be completed in-unit without a waiver. Units will coordinate all in-unit developed courseware and syllabi with MAJCOM/A3T for approval. (T-2)

5.10.1. Special Mission Qualifications. The unit commander may select aircrew members qualified in the unit's mission to maintain additional special qualifications. A flight evaluation is required for 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 AFMAN 11-2AC-130J, Vol 2, *AC-130J Aircrew Evaluation*

Criteria. Upon completion of training and qualification, maintain currency IAW this publication and applicable RTMs.

5.10.2. 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 certification for an event. 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 grade folder (AF Form 4109, *SOF/CSAR Aircrew Training Record*, AF Form 4110, *Comments – SOF/CSAR Training Record*, AF Form 4111, *SOF/CSAR Training Record*), approved electronic equivalent, or SOI (if available). (T-2) Aircrew will maintain currency IAW this publication and applicable RTM. (T-2)

5.10.2.1. Instructor certified 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. (T-2)

5.10.2.2. Functional Check Flight (FCF). Certifies aircrew to perform functional check flight duties. Ground training can be conducted by any FCF certified crewmember. (T-2) Flight training will be conducted by an FCF certified crewmember in the crew position being trained. (T-2)

5.10.2.3. Hot Refueling. All crewmembers designated for hot refueling certification will accomplish the applicable training IAW AFI 11-235, *Specialized Refueling Operations*, and the AFSOC Hot Refueling Guide (HRG). (T-2) The HRG is available on the AFSOC Stan/Eval Teamsite: <https://usaf.dps.mil/teams/AFSOC-StanEval/SitePages/Home.aspx>. Training may be accomplished by attending the formal school course. When not available, or attendance is not practical, SMT using formal school courseware is approved. Units do not require a waiver to conduct in-unit training.

5.10.2.4. Hostile Environment Repair Procedures. Certifies AGs to conduct Hostile Environment Repair Procedures.

5.10.2.5. AAR Instructor. Pilots must complete AAR Instructor training and certification prior to teaching AAR. (T-2)

5.10.2.6. Lead Gun. Commanders will consider experience, knowledge, and judgement when identifying Lead Gun candidates. (T-2) Lead Gun certification follows successful completion of the AFSOC/A3T approved Lead Gun SOI.

5.10.2.7. Block Differences Training. Block differences training and certification for the AC-130J block variant that MQT is conducted on is awarded upon completion of the AFSOC/A3T approved SOI. For AC-130J block differences post-MQT, use AFSOC/A3T guidance and/or approved SOI to train and certify aircrew on a specific AC-130J block variant. (T-2)

5.10.2.8. NVG Airland Copilot. Certifies mission qualified Copilots to perform NVG Airland Operations. Training must be conducted by a current and certified NVG Airland Instructor Pilot through the AC-130J Pilot NVG Airland SOI. (T-2)

5.10.2.9. NVG Airland Pilot. Certifies mission qualified Pilots to perform NVG Airland Operations. Training must be conducted by a current and certified NVG Airland Instructor Pilot through the AC-130J Pilot NVG Airland SOI. (T-2)

5.10.2.10. NVG Airland Instructor Pilot. Certifies mission qualified Instructor Pilots to instruct NVG Airland Operations. Training must be conducted by a current and certified NVG Airland Instructor Pilot through the AC-130J Pilot NVG Airland SOI. (T-2)

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

INSTRUCTOR CERTIFIED EVENTS	Crew Positions
Functional Check Flight	MP, MG
Hot Refueling	MP, MG
Hostile Environment Repair Procedures	MG
AAR Instructor	IP
Lead Gun	MG
Block Differences Training	As Required
NVG Airland	MP, MC, IP

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

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

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

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AFI 36-2670, *Total Force Development*, 25 June 2020

AFI 36-2654, *Combat Arms Program*, 16 April 2020

AFMAN 11-202 Vol 1, *Aircrew Training*, 27 September 2019

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

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

AFMAN 11-2AC-130J, Vol 2, *AC-130J Aircrew Evaluation Criteria*, 4 November 2019

AFMAN 11-2AC-130J, Vol 3, *AC-130J General Operations Procedures*, 25 June 2021

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

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

AFTTP 3-1.AC-130J, *Tactical Employment AC-130*, 4 June 2021

AFTTP 3-3.AC-130J, *Combat Fundamentals AC-130J*, 4 June 2021

Air Allied Tactical Publication (ATP)-3.3.4.2, *Air-to-air Refueling ATP-56*, 26 April 2019

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

AFSOC Hot Refueling Guide, *C-130 Hot Refueling Operations Procedures* 1 November 2004 with Flight Crew Information File 16-131 and 16-133

Adopted Forms

AF Form 4109, *SOF/CSAR Aircrew Training Record*

AF Form 4110, *Comments - SOF/CSAR Training Record*

AF Form 4111, *SOF/CSAR Training Record*

AF Form 8, *Certificate of Aircrew Qualification*

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

AF Form 623, *Individual Training Record*

AF Form 847, *Recommendation for Change of Publication*

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

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

AF Form 4348, *USAF Aircrew Certifications*

DD Form 2992, *Medical Recommendation for Flying or Special Operational Duty*

Abbreviations and Acronyms

AAR—Air-to-Air Refueling

AC—Aircraft Commander

AETC—Air Education and Training Command

AF—Air Force

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

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

AG—Aerial Gunner

ARMS—Aviation Resource Management System

ATD—Aircrew Training Device

ATP—Allied Tactical Publication

ATR—Advanced Tactical Readiness

ATS—Aircrew Training System

BAC—Basic Aircraft Commander

BAQ—Basic Aircraft Qualification
BMC—Basic Mission Capable
CC—Commander
CMR—Combat Mission Ready
CSAR—Combat Search and Rescue
CSO—Combat Systems Officer
CT—Continuation Training
DRU—Direct Reporting Unit
ETCA—Education and Training Course Announcements
FCF—Functional Check Flight
FOA—Field Operating Agency
FP—First Pilot
FTL—Flight Training Level
FTU—Formal Training Unit
HRG—Hot Refueling Guide
IAW—In Accordance With
IQT—Initial Qualification Training
MAJCOM—Major Command
MDS—Mission Design Series
MP—Mission Pilot
MQT—Mission Qualification Training
MR—Mission Ready
NAV—Navigator
OG/CC—Operations Group Commander
P—Pilot—PAA—Primary Aircraft Assigned
RAP—Ready Aircrew Program
RTM—RAP Tasking Memorandum
SMT—Secondary Method Training
SOF—Special Operations Forces
SOI—Syllabus of Instruction
SQ/CC—Squadron Commander
USAF—United States Air Force

VTRAT—Visual Threat Recognition and Avoidance Trainer

WSO—Weapon System Officer

WST—Weapons System Trainer

Office Symbols

AF/A3—Deputy Chief of Staff of the Air Force for Operations

AF/A3T—Air Force Training and Readiness Directorate

Terms

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

Ancillary Training—Universal training, guidance, or instruction, regardless of Air Force Specialty Code, 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—Status awarded to crewmembers who have passed a qualification or qualification/instrument evaluation but not a mission evaluation. Typically BAQ status is awarded after IQT and differences training if required.

Basic Aircraft Qualification Aircrew Member—An aircrew member who has satisfactorily completed qualification training in the basic aircrew position and maintains aircrew aircraft currency IAW this instruction. The aircrew member, when current, may perform the events in the BAQ table of the MDS-specific RTM.

Basic Mission Capable Aircrew Member—An aircrew member who has satisfactorily completed IQT and MQT, and is maintaining the applicable BMC mission qualification currency requirements of this instruction. BMC crewmembers may perform primary crew duties on any unilateral training mission. For other missions, the squadron commander must determine the readiness of each BMC crewmember to perform primary crew duties. **(T-3)**

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

Certified WST—A simulator with a current Simulator Evaluation Report or “Sim Cert” maintained by HQ AFSOC/A3TS.

Combat Mission Ready—An aircrew member who has satisfactorily completed IQT and MQT, maintains qualification and proficiency in the command or unit combat mission and has completed the required CMR training for their crew position. See AFSOCI 36-2601 for details.

Combat Systems Officer—Generically a crewmember who has graduated from undergraduate CSO training. In the AC-130J, flight deck duties to include navigation, target verification, command and control.

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 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—Core Mission Events are defined by the mission flying requirements tables in the RTM. A crewmember must be qualified in all core mission events to be considered Mission Ready (MR) or Basic Mission Capable (BMC). **(T-3)** 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 will maintain at least 100 percent of their required manning as MR. AFSOC SQ/CC or SQ/DO will determine the status/qualification of crewmembers in excess of 100 percent manning requirement.

Crew Resource Management—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 will occupy one of the pilot seats. For other crew positions, the instructor will be readily available to assume the primary duties if required.

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

Education and Training Course Announcements—Reference for formal courses giving MAJCOM procedures, security requirements, reporting instructions, clothing requirements and location information. <https://usaf.dps.mil/teams/app10-etca/SitePages/Home.aspx>

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

Flight Training Level—A standard assigned to crewmembers, based upon experience and Sq/CC recommendation, directing flying continuation training requirements.

Formal School Courseware—Training materials and programs developed for training crewmembers 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 IAW applicable volume(s) of AFTTP, AFMAN 11- 2AC-130J, Vol 3, ATP-56(B), and ATP-3.3.4.2. AFSOC guidance will never be less restrictive than the

formation definitions found in AFMAN 11-202, Vol 3, for “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—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—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—a status awarded for completing both IQT and MQT and having passed a mission evaluation. Separate from CMR.

Mission Qualification Training—The training necessary to qualify a crewmember in a specific crew position to perform the command or unit operational mission. MQT completion is a prerequisite for MR status.

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

Primary Aircraft Authorization—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 crewmembers 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 formal school SOI and courseware.

Special Mission Events—Mission events not designated as a “core event.” Some MR crewmembers will carry additional qualifications in special mission events. Squadron CC/DO will determine which crewmembers 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.

Training Status—A deficient status in which a crewmember must fly under the supervision of an instructor when occupying a primary crew position. **(T-2)** Once deficient items are corrected, the crewmember is removed from training status.

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

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

Weapon System Trainer—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.