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SECRETARY OF THE AIR FORCE**

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EC-130J AIRCREW TRAINING

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This manual implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations*. It establishes standards for qualification, mission qualification, continuation, and upgrade training for aircrew members operating the EC-130J aircraft. This manual is applicable to Regular Air Force, Air Force Reserve (AFR) to the Air National Guard (ANG), to civilian employees, and those with a contractual obligation to abide by the terms of DAF issuances. This manual is not applicable United States Space Force.

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statement. See DAFI 90-160, *Publications and Forms Management*, for a description of the authorities associated with the Tier numbers. Submit items requested for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the requestors commander for non-tiered compliance.

SUMMARY OF CHANGES

This interim change revises AFMAN 11-2EC-130J Volume 1 by (1) specifying that it is not applicable to the United States Space Force in the opening paragraph, (2) updating referenced publication type, title, and date throughout, (3) updating referenced document type, title, and date throughout, (4) updating event IDs for training requirements listed throughout, (5) removing Government Detention Level B and Hostage Survival Level B requirements from **Table 3.1**, (6) adding S-V97-A Advanced SERE Skills Training and S-V98 Long Term Survival Training requirements to **Table 3.1**, (7) changing crew position for Small Arms Training requirement in **Table 3.1** to LM, (8) removing Airborne Mission System Operator (AMSO) crew position from **Table 4.1**, (9) removing AMSO references throughout, (10) removing **paragraph 5.6.6**. Instructor AMSO, (11) removing PTT – Partial Task Trainer from *Abbreviations and Acronyms* listing, (12) adding STRB – Squadron Training Review Board to *Abbreviations and Acronyms* listing, (13) removing Table A2.2.. EC-130J Airborne Mission System Operator Core Mission events table, and (14) making miscellaneous grammatical edits throughout.

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Chapter 1

GUIDANCE

1.1. General. This is a specialized publication intended for the use of Airmen who have graduated from technical training related to this publication. This manual provides guidance for training management of EC-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 EC-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)**.

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 Reserve Component have up to 12 Months). **(T-3)**.

1.1.2.2. Commanders will not assign additional duties to first assignment (directly out of formal EC-130J training) crewmembers (officer and enlisted) for their first 6 months after mission qualification and not until after Combat Mission Ready (CMR) training is complete. **(T-3)**. This policy allows pipeline students to learn the weapon system without distraction of an additional duty.

1.1.2.3. Squadron commanders (SQ/CC) may carry new crew members as Mission Ready (MR) for up to six months if an aircrew member arrives at the unit after a PCS or formal school and is not MR in all core mission events.

1.1.2.3.1. This policy does not apply to basic aircraft qualification 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)**.

1.2. Roles and Responsibilities.

1.2.1. 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.

1.2.1.1. Pursuant to DAFPD 10-9, *Lead Command/Lead Agent Designation and Responsibilities for United States Air Force Weapon System, Non-Weapon Systems, and Activities*, Air Force Special Operations Command (AFSOC) is designated as the lead command for EC-130J Mission Design Series (MDS) aircraft.

1.2.2. Air Education and Training Command (AETC) responsibilities are listed in the AFSOC/AETC Memorandum of Agreement (MOA) or as determined by AETC. Contact AFSOC/A3TA for current MOA.

1.2.3. Air National Guard (ANG) will subscribe to this manual or independently develop training policies that will be reviewed by and coordinated with AFSOC/A3T. **(T-2).**

1.2.4. AFSOC/A3TA will issue updated mission continuation training guidance via Ready Aircrew Program Tasking Message (RTM) as necessary to Operations Group (OG)/CC for implementation.

1.2.4.1. 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.

1.2.4.2. AFSOC/A3TA is the primary source for formal training products. When formal training products are unavailable, units may use other MAJCOM-developed products. When specific formal courseware is not published, units may use locally-developed training syllabi that have been reviewed and approved by AFSOC/A3TA.

1.2.5. Squadron Commander (SQ/CC) Responsibilities.

1.2.5.1. Manage overall operation, logistics, and administration of EC-130J formal training courses. **(T-3).**

1.2.5.2. 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. **(T-2).** The biennial formal course reviews, biennial SOI reviews, and annual programmed flying training conferences are the primary conduits for significant changes.

1.2.5.3. 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 formal school graduates meet unit requirements. **(T-3).**

1.2.5.4. Maintain a class roster of student entries and graduates for each formal course. **(T-3).**

1.2.5.5. Award DAF Form 1256, *Certificate of Training*, to graduates per Education and Training Course Announcements (ETCA) <https://app10-eis.aetc.af.mil/etca/SitePages/Home.aspx>.

1.2.5.6. 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-3).**

1.2.5.7. Prepare, review, and forward all syllabi to AFSOC/A3T chief of aircrew training (NGB/A3JO for EC-130J FTU) for coordination. Syllabi will contain a brief summary of revised, deleted, or added material and a resource impact statement (flying hours, manpower, facilities, etc.). **(T-2).**

1.2.5.8. Review ETCA and determine if changes to the course announcements are needed. If so, coordinate with the AFSOC/A3TA and submit appropriate changes. **(T-3).**

1.2.5.9. Notify AFSOC/A3TA, NGB/A3JO 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-3).**

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

1.2.5.11. Prepare a quarterly report of student training status and forward through channels to AFSOC/A3TA and NGB/A3JO. (T-3).

1.2.5.12. Coordinate with AFSOC/A3T, AFSOC/A3V and NGB/A3O 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/A3T. (T-2). ANG waivers will be coordinated through NGB/A3O to AFSOC/A3T (T-2). See DAFMAN 11-202, Vol 1, as supplemented by MAJCOM for guidance. (T-2).

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. SMT attendance may incur a service commitment.

1.4. Waivers. Unless otherwise noted, the AFSOC/A3T is the waiver authority for Vol 1 aircrew training requirements. Refer to [Table 1.1](#) for the processing of waiver requests. Waiver format templates are available on the AFSOC/A3T SharePoint site. <https://cs2.eis.af.mil/sites/13531/Templates%20and%20Forms/Forms/AllItems.aspx>

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.).

Table 1.1. Processing of Waiver Requests.

Waiver requested by:	Waiver Authority	Forward request through:	Reply sent to:	Info copy sent to:
AFSOC Unit	AFSOC/A3T	Group/OST to AFSOC/A3T	Group/OST	Requesting Unit
ANG Unit	AFSOC/A3T	Group OGV to AFSOC/A3T	Group OGV	NGB/A3O

1.4.2. Operations Group commanders (OG/CCs) or Commander Air Force Special Operations Forces (COMAFSOF) are the waiver authority for individual, case-by-case ground and flying training requirements found in MAJCOM-specific EC-130J RTM.

1.4.2.1. Extension of ground training requirement due dates up to 2 months for the designated items in the MAJCOM-specific EC-130J RTM ground training table.

1.4.2.2. Extension of due dates for the duration of an exercise, contingency, or operational mission for events, IAW applicable MAJCOM-specific EC-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. They can waive flying training requirements (MAJCOM-specific combined RTM Basic Aircraft Qualification (BAQ) and Mission Ready (MR) tables except as otherwise noted) on an individual basis only. Wings/groups must keep an accurate record of waivers granted. **(T-2)**.

1.4.2.4. They must notify MAJCOM training office of any OG extensions. **(T-3)**.

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

1.6. Career Enlisted Aviator. Career Enlisted Aviator qualifications are not tied to AFMAN 36-2100, *Military Utilization and Classification*, skill-level upgrade. All enlisted aircrew qualifications are separate and distinct from skill level qualification. When an AF Form 8, *Certificate of Aircrew Qualification*, is completed for the applicable flight evaluation, then that crew member is qualified to perform all duties assigned to that crew qualification regardless of skill level. Aircrew instructor qualifications and flight examiner certifications are also separate and distinct from on-the-job 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 accept validated training completed by newly assigned crewmembers prior to the transfer. **(T-3)**.

1.7.2. For inter-command transfer, certifications and qualifications should be accepted to the maximum extent practical, as long as training and evaluation standards are equivalent. The operations officer at the gaining unit should review the individual's career training folder and flight evaluation folder to determine which certifications and qualifications will be honored.

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.

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 formal school to the duty station qualified in the EC-130J with a current physical and current physiological training. Mission qualification training should also have been completed. Exchange officers arriving from the formal school will complete all required training to include CMR that is not transferable from their former unit. **(T-3)**.

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)**. Mission qualification training will either be conducted at the FTU or SMT in the unit. **(T-2)**. 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 base 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 (PCS) 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 PCS. Losing unit will provide a printed copy of current ground and flying training summaries to individuals prior to PCS. (T-3). See DAFMAN 11-401, *Aviation Management*, for additional guidance.

1.9. Command Relationships.

1.9.1. AFSOC, AETC, and ANG. The AFSOC/AETC MOA outlines the inter-command relationships and responsibilities regarding aircrew training operations at the 58th Special Operations Wing. Informal discussion and coordination regarding formal training and evaluation matters between AFSOC, AETC and ANG training agencies is encouraged. Formal authorization for inter-command requests (e.g., waivers, operations guidance, training quotas, or syllabus requirements) must be forwarded through all MAJCOMs for coordination. (T-2).

1.9.2. AFSOC, Air Combat Command (ACC), and the United States Air Force Warfare Center (USAFWC). The AFSOC/ACC/USAFWC MOA outlines the inter-command relationships and responsibilities regarding E/MC-130J operations at the 14th Weapons Squadron.

1.9.3. AFSOC, ANG, and the 193d Special Operations Wing. Informal discussion and coordination regarding formal training and evaluation matters between AFSOC and ANG 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, refer to [Table 1.1](#) for proper routing. (T-2).

Chapter 2

QUALIFICATION TRAINING

2.1. Overview. This chapter outlines the minimum requirements for Basic Aircraft Qualification (BAQ) training. 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 **(T-3)**.

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

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 of instruction (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-3)**.

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 crew members must complete ground training requirements IAW [Table 2.1](#), prior to the first flight. **(T-2)**.

Table 2.1. Basic Aircraft Qualification Ground Training Requirements.

Basic Aircraft Qualification Ground Training Requirements	Reference	Event ID
Crew Resource Management (T-2)	AFMAN 11-202, Vol 1 and AFMAN 11-290, <i>Cockpit/Crew Resource Management Program</i> (as supplemented by MAJCOM)	G060XS
Aircrew Flight Equipment (T-2) Familiarization Training (T-2)	AFMAN 11-301, Vol 1, <i>Aircrew Flight Equipment (AFE)</i>	LL01XS
Emergency Egress Training, Non Ejection Seat (T-2)	AFMAN 11-301, Vol 1	LL03XS
Local Area Survival (T-2)	AFI 16-1301, <i>Survival, Evasion, Resistance and</i>	SS01XS

	<i>Escape (SERE) Program</i>	
Emergency Parachute Training (T-2)	AFI 16-1301	SS06XS
Marshalling Exam (T-2)	AFMAN 11-218, <i>Aircraft Operations and Movement on the Ground</i>	G101XS
Flight Physical (T-2)	DAFMAN 48-123, <i>Medical Examinations and Standards</i>	ARMS
Physiological Training (T-2)	AFMAN 11-403, <i>Aerospace Physiological Training Program</i>	ARMS
Notes: 1. For Flight Surgeon and Medical Technician training requirements, refer to AFMAN 11-202, Vol 1, MAJCOM Supplement. For Combat Camera Aerial Photographer Training requirements, refer to DoDI 5040.02, <i>Visual Information (VI)</i> . 2. See MAJCOM-specific combined 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 in-unit conversion training requests through the chain of command for MAJCOM/A3 approval. (T-2).

2.6.2. Transition Training (TX). Transition of mission-qualified C-130J pilots and loadmasters (LM) and HC-130P/N and MC-130E/H/P Combat Systems Officers (CSOs) (mission qualified or previously mission qualified but out of the cockpit less than 36 months) to the EC-130J may be accomplished using a MAJCOM-approved transition training syllabus. (T-2).

2.6.3. Difference Training. BAQ difference training to the EC-130J is authorized for the following:

2.6.3.1. C-130J/C-130J-30. Pilots and Loadmasters.

2.6.3.2. MC-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.

2.6.3.5. WC-130J. Pilots and Loadmasters

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* 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 Air Reserve Component). **(T-3)**.

2.6.6. Aircrew members may maintain previous instructor, evaluator, qualifications/certifications at the discretion of the SQ/CC.

2.7. Senior Officer Course. The EC-130J Senior Officer Course results in BAQ for pilots and CSOs.

2.7.1. Pilot graduates receive an Air Force Form 8 and are qualified to perform first pilot duties in the EC-130J.

2.7.2. CSO graduates receive an Air Force Form 8 and are qualified to perform BAQ-only duties in the EC-130J.

2.7.3. See formal course syllabus for additional guidance.

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

Chapter 3

MISSION QUALIFICATION TRAINING (MQT)

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

3.2. General Requirements. All crew members will complete initial, conversion, or transition qualification prior to mission qualification training and mission certification. **(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 IAW AFMAN 11-202, Vol 1, as supplemented by MAJCOM, when attendance is not practical, or quotas are not available.

3.2.2.1. Approved in-unit mission qualification training must be accomplished IAW applicable formal school courseware and the guidance below: **(T-2)**.

3.2.2.1.1. 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).

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

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

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 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). 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-3)**. Until the requirements of [Table 5.1](#) are met, the pilot will fly as either an MP or MC. **(T-3)**. Once certified, MPAs may fly as pilot in command in all qualified events.

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

3.4. Ground Training Requirements. Complete all ground training in [Table 2.1.](#), [Table 3.1.](#), and MAJCOM-specific EC-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/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-3).

Table 3.1. Mission Qualification Ground Training Requirements.

Requirements (Course Title)	Reference	Event ID	Crew Position	Note
Level-C (SERE Training, S-V80-A)	AFI 16-1301	SS20XS	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 Aircrew Chemical Defense Ensemble	AFMAN 11-301, Vol 1	LL05XS	All	1
Aircrew Chemical Defense Training	AFMAN 11-301, Vol 1	LL04XS	All	1
Emergency Parachute Training with Aircrew Chemical, Biological, Radiological, Nuclear (ACBRN) 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
S-V97-A Advanced SERE Skills Training	AFI 16-1301	SS37XS	All	1
S-V98 Long Term Survival Training	AFI 16-1301	SS38XS	All	1
Small Arms Training (M-9)	AFI 31-117, <i>Arming and Use of Force by Air Force Personnel</i> , AFI 36-2654,	G211XS	All	1

	Combat Arms Program, ANG Guidance			
Small Arms Training (M-4/variants)	AFI 31-117 AFI 36-2654	G299XS	LM	1
<p>Notes: See MAJCOM-specific combined 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.</p> <p>2. Training Status Item. Crew members will fly with an instructor until this event is accomplished.</p>				

3.5. Flying Training Requirements. Satisfactorily completing the appropriate formal course satisfies the requirements of this section. Formal course training will include all core mission events applicable to the crew member's aircraft and crew position. **(T-3).** ([Table A2.1.](#)).

3.5.1. 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 DAFMAN 11-2EC-130J, Vol 3, *EC-130J Operations Procedures*.

3.6. In-unit MQ Transition Training.

3.6.1. In-unit MQ transition training to the EC-130J is authorized for:

3.6.1.1. MC-130J and HC-130J Pilots, CSOs, and Loadmasters.

3.6.2. The primary method for accomplishing difference training is in-unit 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 combined 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 MR 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 flight training level. When these minimums are met, awarding a training level is at the sole discretion of the SQ/CC. **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 MR aircrew members.

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

4.2.1.1.3. FTL "C"- Inexperienced BAQ and/or MR 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 MC/HC-130J aircraft hours, any MC-130J Weapon System Trainer (WST) (includes EC-130J Special mission equipment WST) time, and up to 200 C/HC/KC-130J WST hours.

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

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 AC coming from MC-130Js might be assigned basic FTL “A,” mission FTL “C,” with a caveat of FTL “A” for AAR.

4.2.3. Change of FTL. Once a semiannual period begins, personnel will not be moved to a level requiring fewer events until the next semiannual period. (T-3).

4.3. 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 EC-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 EC-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 semiannual currency is lost (failure to complete the requirements of RTM BAQ table), it is lost for both aircraft. Lost basic aircraft qualification semiannual currency may be regained in either aircraft. Crew members must complete at least one aircrew proficiency sortie semiannually in every C-130J variant for which that crew member maintains a qualification. (T-2). Failure to complete at least one aircrew proficiency sortie in the C-130J variant results in loss of currency in that C-130J variant only and currency must be regained in that C-130J variant. (T-2).

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

4.4.2. Regaining Currency.

4.4.2.1. Designated MAJCOM-specific EC-130J RTM BAQ and MR events require an evaluation (unqualified) if loss of currency exceeds 6 months (see AFMAN 11-202, Vol

1). 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 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 IAW 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 IAW the MAJCOM-specific EC-130J RTM ground training table. Conduct training IAW the referenced publications, notes in RTM ground training table and the guidance below. The governing directive or RTM takes precedence over Chapter 4 requirements. If AFMAN 11-2EC-130J, Vol 1, is also listed as a governing directive, the most restrictive guidance should be followed.

4.5.1. Failure to Complete Ground Training Events. Make-up training should be accomplished at the earliest opportunity. The following apply when crewmembers exceed due dates for events in the applicable MAJCOM-specific combined 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 without instructor supervision. (T-3).

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

4.5.2. Ground Training Events. See current AFSOC combined Ready Aircrew Program Tasking Memo (RTM) for Ground Training Event definitions and requirements.

4.5.3. EC-130J Simulator Refresher Course. The periodic simulator 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 should identify those requirements on the first day of training. 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 loadmaster. 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 EC-130J refresher course when they instruct a full EC-130J refresher course (Air Reserve Component: ATS contractors who are also qualified crew members may credit the EC-130J refresher course when teaching the course in a civilian capacity).

4.5.3.3. EC-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.

4.5.3.4. Every effort should be made to conduct simulator refresher training in an approved SOF WST/RWST (Weapon System Trainer/ Reconfigurable Weapon System Trainer). When HC/MC-130J WSTs are not available for training, NGB/A3OY will acquire C-130J simulator refresher courses at various locations to serve as alternate training for this requirement.

4.5.4. Visual Threat Recognition and Avoidance Trainer (VTRAT) Training. Periodic VTRAT training is designed to introduce or refresh crew members in the basics of aircraft threat engagement recognition and avoidance. The VTRAT simulation displays realistic visual characteristics of anti-aircraft artillery 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 AFTTP 3-1.E/MC-130J and AFTTP 3-3.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).

4.5.5. 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 mission ready status or mobility status. AFMAN 11-2EC-130J, Vol 1 and associated MAJCOM-specific RTM are not the governing directive for completion of ancillary training events. They do not include ancillary training required by DAFMAN 36-2689, *Training Program*. This includes Total Force Awareness Training and Expeditionary Skills Training, which should be tracked at unit level. Individuals are responsible for completing additional ancillary ground training requirements as specified in applicable publications. In accordance with AFMAN 11-202, Vol 1, the source publication provides training frequency for these events unless an approved waiver has been authorized. See Unit Deployment Manager or Unit Training 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 [Table 4.2](#) and the MAJCOM combined RTM, based on assigned FTL (A, B, or C). See MAJCOM combined RTM for more detailed currency and volume flying requirements by FTL. BMC and MR aircrew will also comply with the following: (T-2).

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

EVENT	ARMS ID	P/CP		CSO		LM		Notes
		A/B	C	A/B	C	A/B	C	
BAQ								
Aircrew Proficiency Sortie	ST14XS	60	45	60	45	60	60	1, 2
Total Takeoffs	TO00XS	60	45					1, 2
Instrument Approaches	AP10XS	60	45					1, 2
Total Landings	LD00XS	60	45					1, 2
Mission								
Combat Mission Profile	ST51XS	90	60	90	60			1, 3
NVG Takeoff	NV15XS	90	60					5
NVG Landing	NV20XS	90	60					5
Self-Contained Approach	AP80XS			90	60			4
Air-to-Air Refueling	AR00XS	90	90					4, 6
Notes: See AFMAN 11-202, Vol 1, as supplemented by MAJCOM, for Flight Surgeon or X-prefix flyer training requirements.								
1. Only these events require an evaluation if loss of currency exceeds 6 months per AFMAN 11-202, Vol 1.								
2. Failure to accomplish event, within specified time, results in loss of basic aircraft currency.								
3. Failure to accomplish event, within specified time, results in loss of mission currency.								
4. Non-currency in this event results in loss of currency in this sub area.								
5. Non-currency in this events results in loss of currency in only that event.								
6. Contact qualified pilots only.								

4.6.1.1. MR aircrew members will also accomplish applicable mission ready requirements as designated in the MAJCOM combined RTM according to their mission qualification and FTL. **(T-2).**

4.6.1.2. BMC aircrew members will also accomplish at least 50 percent of the applicable mission requirements as designated in the MAJCOM combined RTM according to their assigned FTL. **(T-2).**

4.6.1.3. BAQ FP Aircraft Commanders (FPAs) and FPs will maintain currency IAW MAJCOM combined RTM in either seat (unless seat-specific). Emphasis should be on left seat flying. Fly Local Proficiency Sorties from the left seat. **(T-3).** 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 AC who has a minimum of 50 hours since certification occupies the right seat. DAFMAN 11-2EC-130J, Vol 3. further defines takeoff and landing policy. CPs will maintain currency IAW **Table 4.2** and MAJCOM combined RTM in the right seat only. **(T-2).**

4.6.1.4. Instructors and flight examiners may not log events performed by other crew members during instruction or evaluations. **(T-3).** **Exception:** With SQ/CC approval, instructors flying FTU sorties with a student may log 50% of volume requirements and update currency with events accomplished by students under their direct supervision.

4.6.2. Flying Currency Event Definitions. See MAJCOM combined RTM for complete semiannual volume and currency events and their definitions. Failure to accomplish currency or volume requirements results in loss of basic aircraft currency. Flight Surgeons will log currency IAW AFMAN 11-202, Vol 1 requirements.

4.7. Multiple Qualifications. Refer to AFMAN 11-202, Vol 2, *Aircrew Standardization/Evaluation Program*, MAJCOM supplements, and AFMAN 11-2MDS-specific, Vol 2 for crew positions and evaluation requirements. Refer to AFI 11-202, Vol 1 concerning approval authority for multiple qualifications. Multiple qualified crew members will have one aircraft designated and documented in their Flight Evaluation Folder (FEF) as their primary aircraft. Other aircraft will be considered secondary aircraft. Document secondary aircraft in the member's FEF through a AF Form 4348 entry 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. 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 100 percent of the requirements of **Table 4.2** and the MAJCOM combined RTM. Multiple qualified crew members may complete **Table 4.2** and the MAJCOM combined RTM requirements in either aircraft, but must maintain aircrew proficiency sortie currency in each aircraft.

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 qualified crew members who maintain MR or Combat Mission Ready (CMR) status in more than one AFSOC C-130J variant must complete the semiannual mission ready flying requirements in **Table 4.2** and the MAJCOM combined RTM. **(T-2).** Multiple qualified crew members may accomplish mission events in either aircraft, but will fly at least one Combat Mission Profile quarterly in each aircraft in which they are mission ready.

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

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.

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

4.8. Chemical Defense Task Qualification Training (CDTQT). The purpose of CDTQT is to reinforce the crewmember's awareness of limitations and demonstrate physiological effects while wearing the aircrew chemical defense ensemble. Aircrew will accomplish IAW applicable AFSOC SOL. (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.

5.1.1. The flying time prerequisites for upgrade are based on the crew member having gained the knowledge and judgment required to effectively accomplish the unit's missions. SQ/CCs will ensure their continuation training programs emphasize these areas. Crew members will have an in-depth knowledge of systems, procedures, and instructions before entering the formal upgrade program. (T-3).

5.2. Combat Mission Ready (CMR) program. (AFSOC only) 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.

5.2.1. New accession, inter-service exchange, and foreign exchange crew members will not deploy in a flying capacity until they complete CMR. (T-3).

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

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

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 AC 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-3).

5.4. EC-130J Pilot Development through Aircraft Commander Upgrade. EC-130J pilots graduate from the EC-130J FTU as BAQ first pilots (FP) and as Mission Pilot (MP) or mission copilot (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 AC. (T-2).

5.4.1. Based upon performance, experience, and requisite flight hours, Mission Pilots and CPs will be identified for upgrade to Aircraft Commanders (ACs) by squadron leadership via the Squadron Training Review Board (STRB). (T-3).

5.4.2. Mission Pilot Selection for Aircraft Commander Certification. Mission Pilots should complete ATR and meet the prerequisites defined in [Table 5.1](#) prior to being considered for certification to AC. See [paragraph 5.5](#) for AC certification requirements.

5.4.3. Copilot Selection for Aircraft Commander Upgrade/Certification. Mission copilots should complete ATR, the Copilot/CSO EC-130J Review Workbook, and meet the prerequisites defined in [Table 5.1](#) prior to being considered for upgrade to AC.

5.4.3.1. CPs require a minimum of one AF Form 8 evaluation after Copilot mission ready certification prior to entry into AC upgrade (N/A for SOF/MAF cross-flow, or FAIP/OSA). **(T-3)**.

5.4.3.2. Copilot Aircraft Commander Course. CPs will conduct In-unit Training using AFSOC EC-130J Aircraft Commander Upgrade Qualification SOL. **(T-2)**. The training will culminate in a MP evaluation IAW AFMAN 11-2EC-130J, Vol 2, *EC-130J Aircrew Evaluation Criteria*. **(T-2)** See [paragraph 5.5](#) for AC certification requirements.

Table 5.1. Minimum Hours Required for Initial Upgrade to EC-130J Aircraft Commander (T-2).

TOTAL FLYING HOURS	PAA FLYING HOURS
Over 1,800	200
1,200-1,799	300
900-1,199	700
Notes: 1. All pilots with prior rotary-wing time will be trained as copilots unless they have a minimum of 500 hours of fixed-wing time (including Undergraduate Pilot Training flying time). (T-3) . 2. For the purpose of this table, PAA flying hours includes any type of C-130J aircraft. Subtract all “Other” time from the required total and PAA flying hours. Add all C/HC/KC/MC-130J WST time toward PAA flying hour requirements.	

5.5. Aircraft Commander Certification. Pilots will not fly as a pilot-in-command until certified by the SQ/CC as an AC. **(T-3)**.

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 MQT may enter a unit-developed AC certification program and may be certified after completion of ATR and attaining a minimum of 100 EC-130J PAA flying hours (OG/CC is waiver authority for the 100 EC-130J PAA flying hours). **(T-3)**. The 100 PAA flying hours includes C/HC/KC/MC-130J WST time. **Exception:** “Other” time will not be used.

5.5.3. First Pilot Aircraft Commander (FPA). All C-130J variant ACs transitioning to the EC-130J may be certified as FPA. All other C-130J FPs must meet the requirements of [Table 5.1](#) in order to be certified as 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. A sound and practical aircrew instructor program is a prerequisite for effective training, standardization, and aircraft mishap prevention.

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)**. Prior qualified instructors do not require to be MR for 6 months.

5.6.3. Instructor Pilot. Initial instructors require a minimum of 200 EC-130J PAA flying hours since aircraft commander certification. **(T-3)**. Previously qualified AC/C/HC/MC-130 instructor pilots require 100 EC-130J PAA flying hours. **(T-3)**.

5.6.3.1. SQ/CC may waive 10 percent of the PAA hours required for upgrade to instructor pilot. Will be waived on an individual basis only and a copy of the waiver will be filed in the individual's training record. **(T-3)**.

5.6.4. Instructor CSO. Initial instructors must have a minimum of 1,000 total flying hours, at least 200 PAA flying hours, have completed ATR, and completed Copilot/CSO EC-130J Review Workbook. Previously qualified HC-130 instructor navigators and MC-130 instructor Navigators/Electronic Warfare Officers must have 100 EC-130J hours (aircraft and WST). **(T-3)**.

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-3)**.

5.6.6. DELETED.

5.6.7. 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:

5.6.7.1. 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)**. First time instructors must complete Flight Instructor Preparatory course or equivalent. **(T-2)**.

5.6.7.1.1. 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.

5.6.7.1.2. 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 C2. They should meet requirements of [paragraph 5.3.2](#). Training will be accomplished IAW MAJCOM approved syllabus of instruction. **(T-3)**.

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

5.6.8. 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 IAW AFMAN 11-2EC-130J, Vol 2. Conduct initial evaluator upgrade training IAW MAJCOM-approved guidance. Annotate certification on an AF Form 4348, AF Form 1381, *USAF Certification of Air Crew Training* or MAJCOM-approved substitute. (T-3).

5.8. Special Mission Qualifications and Instructor Certified Event Training. Special mission qualification and 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 and syllabi with AFSOC/A3T for approval. (T-2).

5.8.1. Special Mission Qualifications. The SQ/CC will select aircrew members qualified in the unit's mission to maintain additional special qualifications. (T-3). A flight evaluation is required for the below Special Mission Qualifications. (T-3). 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 11-2EC-130J, Vol 2 (T-2). Upon completion of training and qualification, maintain currency IAW this publication and applicable RTMs. (T-2).

5.8.1.1. AAR Contact. Units may select precontact certified FPs and MCs for upgrade to AAR contact qualification. Complete ground and flight training IAW MAJCOM-approved AF Form 4111, *SOF/CSAR Training Record* or approved electronic equivalent. (T-3).

5.8.2. 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 (T-3). Instructors are authorized to teach any event in which they are certified and current unless specifically restricted. Complete training IAW this publication and MAJCOM-approved AF Form 4111, approved electronic equivalent, or SOI (if available). (T-3). Aircrew will maintain currency IAW this publication and applicable RTM. (T-2).

5.8.2.1. These events may be taught at the formal school as part of MQT. Formal school instructors will make AF Form 4348 or MAJCOM-approved substitute entries for all [Table 5.2](#) training completed during mission qualification. (T-3).

Table 5.2. Instructor Certified Events (T-3).

EVENT	Crew Position
FARP	LM
FCF	P, LM
Hostile Environment Repair Procedures (HERP)	LM
Military Free Fall (MFF)	P, CSO

JPADS/I-CDS	P, CSO, LM
XCDS HS/LS Airdrop	P, CSO, LM
Max Effort Takeoff/Landing	P,CSO
Heavy Equipment Airdrop	P, CSO, LM
Visual Airdrop	P,CSO

5.8.2.2. Forward Area Refueling Point (FARP). All training for pilots, CSOs and Phase I training for LMs should be accomplished at the FTU. When unable to accomplish or complete all phases at the FTU, conduct in-unit IAW AFI 11-235 and with MAJCOM-approved SOI (T-2). This training certifies applicable AFSOC EC-130J aircrew to conduct FARP.

5.8.2.2.1. LM initial FARP certification will include establishing a FARP site IAW AFI 11-235, *Specialized Fueling Operations*, pressurizing hoses, accomplishing an actual fuel transfer to a receiver aircraft, evacuating hoses, and breakdown of FARP site. (T-3). 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 OG/CC approval.

5.8.2.3. Functional Check Flight (FCF). Certifies aircrew to perform functional check flight duties. Open book test required IAW MAJCOM policy. Ground training can be conducted by any FCF qualified crew member. Flight training will be conducted by an FCF qualified crew member in the crew position being trained **Exception:** Pilot may train CSO at unit commander discretion. (T-3). After instructor certification on the AF Form 4348 (or MAJCOM approved substitute), maintain currency IAW MAJCOM policy.

5.8.2.4. Hostile Environment Repair Procedures (HERP). Certifies LMs to conduct HERP procedures.

5.8.2.5. Military Free Fall (MFF). If not accomplished at the FTU, this certifies Pilots and CSOs to plan and conduct high altitude airdrops, namely military free fall (MFF).

5.8.2.6. Joint Precision Airdrop System (JPADS)/Improved Container Delivery System (I-CDS). Conduct training IAW AFSOC JPADS concept of employment and AFSOC-specific JPADS SOIs (T-3). Pilots will accomplish Phase I training. (T-3). CSOs and LMs will accomplish Phase I and Phase II training. (T-3).

5.8.2.7. Extracted Container Delivery System (XCDS) High Speed/Low Speed (HS/LS) Airdrop. Certifies aircrew to conduct HS/LS CDS or XCDS airdrop procedures.

5.8.2.8. Max Effort Takeoff/Land. If not accomplished at the FTU, this certifies Pilots to plan and conduct max effort takeoffs and landings.

5.8.2.9. Heavy Equipment Airdrop. If not accomplished at the FTU, this certifies Pilots, CSOs and Loadmasters to plan, rig and conduct heavy equipment airdrop.

5.8.2.10. Visual Airdrop. If not accomplished at the FTU, this certifies Pilots and CSOs to plan, and conduct visual airdrop procedures.

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Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

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Executive Order 9397, *Numbering System for Federal Accounts Related to Individual Persons*, 22 November 1943

Executive Order 13478, *Amendments to Executive Order 9397 Relating to Federal Agency Use of Social Security Numbers*, 18 November 2008

Public Law 92-204, *Department of Defense Appropriations Act, 1972*

Public Law 93-570, § 715, *Continuing Appropriation Act, 1975*

Title 5, United States Code, Section 552a, *Records maintained on individuals*

Title 37, *United States Code, Section 301a, Incentive Pay*

Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*

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

AF Form 4111, *SOF/CSAR Training Record*

AF Form 4348, *USAF Aircrew Certifications*

DAF Form 847, *Recommendation for Change of Publication*

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

Abbreviations and Acronyms

AAR—Air-to-Air Refueling

AC—Aircraft Commander

ACBRN—Aircrew Chemical, Biological, Radiological, Nuclear

ACC—Air Combat Command

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

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
AMSO—DELETED
ANG—Air National Guard
ARC—Air Reserve Component
ARMS—Aviation Resource Management System
ATP—Allied Tactical Publication
ATS—Aircrew Training System
BAQ—Basic Aircraft Qualification
BMC—Basic Mission Capable
CC—Commander
CDS—Container Delivery System
CMR—Combat Mission Ready
CP—Copilot
CSO—Combat Systems Officer
DO—Director of Operations
DoD—Department of Defense
DRU—Direct Reporting Unit
ETCA—Education and Training Course Announcements
FAIP—First Assignment Instructor Pilot
FARP—Forward Area Refueling Point
FCF—Functional Check Flight
FP—First Pilot
FPA—FP Aircraft Commander
FTL—Flying Training Level
FTU—Formal Training Unit
HERP—Hostile Environment Repair Procedures
HS/LS—High Speed/ Low Speed
IAW—In Accordance With
I-CDS—Improved Container Delivery System
IQ—Initial Qualification
IQT—Initial Qualification Training

JPADS—Joint Precision Airdrop System

LM—Loadmaster

MAF—Mobility Air Force

MAJCOM—Major Command

MC—Mission Co-Pilot

MDS—Mission Design Series

MFF—Military Freefall

MOA—Memorandum of Agreement

MP—Mission Pilot

MPA—Mission Pilot Aircraft Commander

MQT—Mission Qualification Training

MR—Mission Ready

NVG—Night Vision Goggles

OG—Operations Group

OPR—Office of Primary Responsibility

P—Pilot—PAA—Primary Aircraft Assigned

PCS—Permanent Change of Station

PTT—DELETED

RTM—Ready Aircrew Program Tasking Memorandum

RWST—Reconfigurable Weapon System Trainer

SCA—Self-Contained Approach

SERE—Survival Evasion Resistance Escape

SMA—Special Mission Aviator

SMT—Secondary Method Training

SOF—Special Operations Forces

SOI—Syllabus of Instruction

SOW—Special Operations Wing

STRB—Squadron Training Review Board

TX—Transition Training

USAF—United States Air Force

WST—Weapon System Trainer

XCDS—Extracted Container Delivery System

Terms

Air-to-Air Refueling—For the purposes of this manual, airborne fuel onload (simulated or actual) by EC-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 DAFMAN 36-2689.

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

Basic Mission Capable (BMC) Aircrew Member—An aircrew member who has satisfactorily completed IQT and MQT, and is maintaining 50 percent of the applicable mission qualification currency requirements of this manual. Basic mission capable crew members may perform primary crew duties on any unilateral training mission. For other missions, the SQ/CC must determine the readiness of each basic mission capable crew member to perform primary crew duties.

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 will develop, and coordinate with the training command, in-unit training plans that maximize 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 must be qualified in all core mission events to be considered Mission Ready (MR) or Basic Mission Capable (BMC). To determine how non-currency in any core mission event affects overall mission currency, refer to the aircraft's mission ready flying requirements. Loss of qualification in any core mission event results in loss of overall mission qualification. Squadrons will maintain at least 100 percent of their required manning as MR. AFSOC squadron CC/DO will determine the status/qualification of crew members in excess of 100 percent manning requirement.

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 will occupy one of the pilot seats. For other crew positions, the instructor will be 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. <https://etca.randolph.af.mil/>

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.

First Pilot (FP)—Initial Pilot qualification from initial qualification training (IQT.)

Forward Area Refueling Point (FARP)—For the purpose of this manual, ground fuel transfer by EC-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.

Initial Qualification Training (IQT)—Training needed to qualify a crewmember for basic crew 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)—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.

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

Non-current—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 Assigned (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.

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

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

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.

Unqualified—A crewmember is unqualified under the following circumstances:

- 1**—Failure to successfully pass an evaluation according to AFMAN 11-2EC-130J Vol 2, or
- 2**—Failure to accomplish an evaluation in the time frame required by AFMAN 11-2EC-130J Vol 2, or
- 3**—Non-current flight training events in excess of six months as specified by the MAJCOM-specific combined RTM, or
- 4**—Administratively downgraded by SQ/CC or higher authority, or
- 5**—Never qualified in the aircraft.

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 and Table A2.2 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 combined RTM for the most up-to-date currency requirements, volume requirements, and event descriptions.

Table A2.1. EC-130J Core Mission Events by Crew Position.

EVENT	P	CP	CSO	LM	Notes
Combat Mission Profile	X	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			
AAR	X	X	X	X	1
Night AAR	X	X			1
Surface Radar	X	X	X		
Expendable	X	X	X		
Secure Communication/SATCOM	X	X	X		
Anti-Jam	X	X	X		
SAMS-ESA			X		
Notes:					
1. CPs accomplish CP duties only.					

EVENT	P	CP	CSO	LM	Notes
2. FPs are allowed to accomplish max efforts from left seat.					

Table A2.2. DELETED.