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AIR FORCE RESERVE COMMAND

Undergraduate Flying Training Guidebook

PILOT | COMBAT SYSTEMS OFFICER | REMOTELY PILOTED AIRCRAFT PILOT | AIR BATTLE MANAGER

Current as of February 2023

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U.S. AIR FORCE

"The selection and training of the persons who are to fly the machines… is the most important consideration."

Billy Mitchell, "Winged Defense," 1925

1. **General Information.** The Air Force Reserve Command (AFRC) Undergraduate Flying Training (UFT) program is the official flying training program of the Air Force Reserve (AFR), supporting the Air Force's total-force effort to select and train high-quality rated (flying) officers. The AFRC UFT program is managed by the Aircrew Management Branch (A3RB) of the Resources Division (A3R) in AFR's Operations Directorate (A3). This AFRC UFT Guidebook (referred to as the "Guidebook") serves as the primary source of information for the program and provides guidance for individuals applying to an AFR UFT board for selection to training to become a pilot, Combat Systems Officer (CSO), Remotely Piloted Aircraft (RPA) pilot, or Air Battle Manager (ABM). See below for a brief description of each of these rated positions. This Guidebook is updated monthly and is available for download at https://afreserve.com/downloads/AFRC_UFT_Guidebook.pdf. Please reference *Attachment 1 – Abbreviations and Acronyms* as required, and Guidebook Section 10 "AFR Missions, Aircraft, Units and Bases" for information on AFR missions, aircraft, and bases. In order to view Attachments, please open this document in Adobe Acrobat or Adobe Reader and select VIEW > SHOW/HIDE > NAVIGATION PANES > ATTACHMENTS. See https://www.youtube.com/watch?v=Y5bb_Sg7Lh0 for more information on how to view .pdf Attachments.

1.1. **Positions**. There are four different ways to serve and fly as an officer in the Air Force Reserve. See below for a description of each.

1.1.1. **Pilot.** Air Force Reserve pilots operate the flight controls to employ aircraft in a wide variety of missions. AFR pilots can be qualified to fly any aircraft in the AFR inventory.

1.1.2. **Combat Systems Officer (CSO).** Air Force Reserve CSOs manage the navigation, electronic warfare, and/or weapon systems of Air Force aircraft. AFR CSOs can fly the AC-130U Spooky, B-1B Lancer, B-52G Stratofortress, H/C-130H/J Hercules, E-3C/G Sentry, MC-130H/J Combat Talon II, or the U-28.

1.1.3. **Remotely Piloted Aircraft (RPA) Pilot.** Air Force Reserve RPA pilots employ unmanned aircraft from remote locations to conduct armed intelligence, surveillance and reconnaissance missions. AFR RPA pilots can fly the MQ-9 Reaper and RQ-4 Global Hawk.

1.1.4. **Air Battle Manager (ABM).** Air Force Reserve ABMs utilize knowledge of aircraft, weapons systems and surveillance to manage air warfare through radar control. AFR ABMs fly the E-3C/G Sentry.

2. **Eligibility.** Air Force Reserve UFT applicants must meet commissioning requirements to serve as an officer in the Air Force Reserve, as well as flying training requirements necessary to serve as a rated (flying) officer. Applicants must meet the requirements listed below.

2.1. If you are not currently a commissioned officer in the U.S. military, you must meet commissioning requirements as specified in chapter 2 of AFI 36-2005. Reference *Attachment 2 - AFI 36-2005, Officer Accesions (2 AUG 17) - Chapter 2.* You must have a 4-year degree in order to apply to an AFRC UFT Selection Board, or be within 1 semester of graduating (in which case you must submit with your application a letter from the registrar stating you are on track to graduate).

2.2. All UFT applicants must meet the flying training eligibility requirements as specified in Chapter 3 of AFMAN36-2100 and outlined below. Reference *Attachment 3 - AFMAN36-2100 (7 APR 21) - Military Utilization and Classification*.

2.2.1. **Age and Total Federal Commissioned Service**. In general, Air Force Reserve UPT/UCT/UABMT applicants must not be beyond their 33rd birthday nor have more than 8 years of Total Federal Commissioned Service (TFCS) by the date specified in the Board Results Message (the red date on the memo).

2.2.1.1. **URT Age Limit**. Per AFMAN36-2100 section 3.3.1.1.3, URT applicants must meet maximum age for appointment in the various grades as specified in AFMAN 36-2032.

2.2.2. **Morals.** Applicants should be of sound moral character. Per myPers, "AFR officer applicants, both prior service and non-prior service, may require a moral waiver if they have any adverse or reportable information in their personnel or criminal record from the last 10-years. 'Adverse or Reportable Information' is defined in DoDI 1320.04 Enclosure 4. Please see AFMAN 36-2032 Sec 5.4.5 and Attachment 2 for disqualifying moral issues and waiver authorities. Moral waivers can become quite a complicated matter, so please work with your Recruiter and gaining unit in determining if a waiver is required."

2.2.3. **Qualification Standards**. All applicants must take the Air Force Officer Qualifying Test (AFOQT) and Test of Basic Aviation Skills (TBAS) to obtain a Pilot Candidate Selection Method (PCSM) score. For more information, see AFMAN36-2664 (Attachment 4). Please work with your recruiter or sponsoring unit to schedule these tests.

2.2.3.1. **Air Force Officer Qualification Test**. "The AFOQT is available in two versions. Each version consists of 12 subtests. Subtests are used to compute one or more of the five aptitude composites. Scores on the subtests relate to performance in certain types of training. AFOQT composite scores are reported in percentiles. Percentile scores range from 1 to 99 and reflect the ranking of each examinee on that composite compared to scores in a test validation reference group. For example, an AFOQT verbal composite score of 56 places the examinee equal to or higher than 56 percent and lower than 43 percent of other examinees." *You must wait 90 days after taking the AFOQT before you can retake it. You can take the AFOQT up to three times, but the third time requires a waiver from your wing commander (or equivalent). The AFOQT now utilizes a "Superscore" system whereby an applicant's best composite score any test attempt is used as the score of record.* For more information, including minimum required scores, see AFMAN36-2664 16 MAY 2019 (Attachment 4).

2.2.3.2. **Test of Basic Aviation Skills**. "The TBAS measures cognitive, multi-tasking, and psychomotor attributes predictive of success in Air Force pilot (including Remotely Piloted Aircraft (RPA)) training programs. The TBAS is a battery of subtests administered on a computer test station. Examinees are required to respond to computerized tasks using a keypad, joysticks, and foot pedals. The TBAS includes subtests measuring psychomotor coordination, cognitive abilities, and multi-tasking capabilities." *You must wait 90 days after taking the TBAS before you can retake it. You can take the TBAS up to three times, but the third time requires a waiver from your wing commander (or equivalent).* For more information, see AFMAN36-2664 16 MAY 2019 (Attachment 4).

2.2.3.3. **Pilot Candidate Selection Method.** The PCSM is a composite score based on your TBAS score, AFOQT scores, and flight time (both fixed-wing and helicopter time). *The maximum number of flight hours that will result in the highest possible PCSM score (given your AFOQT Pilot and TBAS scores) is now 60 hours.* Pilot and RPA pilot applicants must attain the minimum required PCSM score of 10. PCSM scores are available at https://access.afpc.af.mil/pcsmdmz/faq2_0.html. For more information, see AFMAN36-2664 16 MAY 2019 (Attachment 4).

2.2.4. **Medical**. If selected, applicants must meet all medical standards for pilot, Remotely Piloted Aircraft (RPA) pilot, Combat Systems Officer (CSO), or Air Battle Manager (ABM) training, as applicable, prior to training per AFI 48-123 and outlined below. Reference *Attachment 5 – AFI 48-123, Medical Examinations and Standards*. Note: ROTC detachments schedule flight physicals after the board, and only for selected candidates (see Section 4.6).

2.2.4.1. **Undergraduate Pilot Training (UPT) applicants** must meet Initial Flying Class I (IFCI) standards *and* pass the Medical Flight Screening (MFS) program prior to beginning flight training. MFS is a subset of a complete initial flight qualification examination that uses standardized medical screening techniques to ensure pilot candidates are in compliance with Air Force Standards. MFS is only accomplished at USAF School of Aerospace Medicine (USAFSAM; located at Wright Patterson AFB, Ohio). FCI examinations accomplished at WPAFB need not return for medical flight screening, since it is accomplished in conjunction with all FCI exams (and RPA pilot exams) done at USAFSAM and the combined evaluation is forwarded to HQ AETC/SGPS for simultaneous certification. If the candidate completes an IFCI at a local base flight medicine clinic, the certification stamp on the FCI exam will note "pending successful completion of MFS" which means it requires the additional MFS evaluation. The candidate must subsequently travel to WPAFB in order to complete MFS.

2.2.4.1.1. **Scheduling an IFC1.** For units seeking to schedule a flight physical for an applicant/selectee, please follow the guidance set forth in *Attachment 18 – IFC1 Flight Physical Scheduling Instructions*

2.2.4.2. **Undergraduate Combat Systems Officer Training (UCT) applicants** must meet Initial Flying Class IA standards. UCT applicants must have a current, certified Flying Class IA examination on record. IFCIAs are accomplished by the sponsoring unit's Reserve Medical Unit (RMU).

2.2.4.2.1. **Scheduling an IFC1A.** Applicants should work with their recruiter and/or sponsoring unit to schedule an IFCIA.

2.2.4.3. **Undergraduate RPA Training (URT) applicants** must meet FAA Class III and Ground Based Operator (GBO) standards, as well as complete Medical Flight Screening (MFS).

2.2.4.3.1. **Scheduling an IFCII.** Applicants should work with their recruiter and/or sponsoring unit to schedule the appropriate exams.

2.2.4.4. **Undergraduate Air Battle Manager Training (UABMT) applicants** must meet Initial Flying Class III (IFCIII) standards. Applicants should work with their recruiter and/or sponsoring unit to schedule an IFCIII.

2.2.4.4.1. **Scheduling an IFCIII.** Applicants should work with their recruiter and/or sponsoring unit to schedule an IFCIII.

2.3. **Reserve Service Commitment (RSC)**. In return for the Air Force Reserve spending millions of dollars to train you to fly and operate a military aircraft, you have the opportunity to serve for a minimum number of years. This is called the RSC, and its duration depends on the type of training you receive. The RSCs are the exact same as the active duty commitments: 10 years for UPT, and 6 years for UCT, UABMT, and URT. RSCs are Reserve-wide, and are not dependent on which squadron you join. If selected for UFT, you will sign a contract to signify your understanding of the RSC. Reference *Attachment 10 - AFR UFT Reserve Service Commitment Contract* and *Attachment 11 - AFI 36-2102, Air Force Reserve Service Commitment Date Program*.

2.4. **Scrolling**. "Scrolling" is the term given to the legal process in which the President formally nominates military officers for confirmation by the U.S. Senate. When active duty officers transition duty to the Reserve component, Reserve enlisted members are commissioned, or individuals join the AFR directly, their name and current rank must be added to the Reserve scroll to enable them to serve as officers in the AFR. The scrolling process often takes an average of 4 months to complete, so it is very important to start this process as early as possible.

2.4.1. **Applicants not currently in the AFR**. For applicants not currently in the AFR, the scrolling process is initiated by the applicant's recruiter.

2.4.2. **Applicants currently in the AFR**. For applicants currently in the AFR, the applicant's unit and Force Support Squadron (FSS) will submit the commissioning application package to Air Reserve Personnel Center (ARPC) once the member is selected for UFT. To initiate the scroll process, the applicant's FSS should submit all documentation to ARPC via a myPers incident. ARPC then initiates the scroll process. It is important that the unit and FSS submit this application in a timely manner to allow the scrolling process to be completed prior to the member's first training date.

2.5. **Palace Chase/Palace Front**. Palace Chase and Palace Front are programs offered to active-duty officers and enlisted members, providing them the opportunity to transition directly from active duty into the Air Reserve Component (ARC). Palace Chase is an early release program that allows a member to transfer to the ARC prior to the completion of the member's Active Duty Service Commitment (ADSC), whereas Palace Front is a transfer program that allows a member to transition to the ARC the day after the member's ADSC is fulfilled.

2.6. **Exception to Policy (ETP)**. Applicants not meeting one or more eligibility requirements may seek an ETP in accordance with Chapter 3.5 of AFMAN36-2100. Reference *Attachment 3 - AFMAN36-2100 - Military Utilization and Classification (7 APR 21)*. Any applicant requiring an ETP must be sponsored. AFRC/A3 is the approval authority for ETPs, delegated by memo from AFRC/CC. The NAF/CC must concur with the ETP request prior to an applicant meeting a board. Note: AFMAN36-2100 states an *"ETP should only be requested in rare circumstances when a commander can document sustained, exceptional performance and the deviation from policy is minor… Commanders should specifically and explicitly justify why supporting an ETP for an individual, considering a large pool of fully qualified applicants, is in the best interests of the RegAF, AFR or ANG. Only the rare, truly exceptional individual should be endorsed and forwarded through the chain of command for ETP consideration."*

2.6.1. **Non-Medical ETP**. Non-medical ETP requests are accomplished by the sponsoring unit via either the AF215 or an endorsement memorandum. For the memorandum, see *Attachment 20 - AGE -TFCS ETP REQUEST TEMPLATE*. For the AF215, the gaining WG/CC must state the requested ETP(s) in block 20 of the AF215 and the gaining NAF/CC must sign block 21 to recommend approval of the ETP(s). Members who require an ETP and do not have NAF/CC signature via block 21 of AF 215 will not be boarded. Applicants should route AF Form 215 ETP requests via Task Management Tracker (TMT) to the appropriate NAF/CC for signature. Recommended routing: SQ/CC > OG/CC > WG/CC > NAF/CC > Requestor. Our recommendation is to staff the TMT so that it returns to the requestor, who then submits the application (with NAF/CC-endorsed ETP) to the board. Do not include AFRC/A3RB in NAF routing of any non-medical ETP. Separate ETP-approval MFRs may be included in the application package to provide background information on the ETP. Reference Guidebook Attachment 14 for more information.

2.6.1.1. **Age/TFCS ETP**. Exceptions to Policy for age and/or Total Federal Commissioned Service are intended for qualified applicants who are slightly outside the age/TFCS limit (i.e. minor deviation from policy), or, if well outside the limit, are *exceptionally qualified*.

2.6.1.2. **Moral ETP.** Moral ETPs require all court records including final adjudication and a detailed statement from the applicant outlining the offense, any adverse adjudication and any mitigating factors the applicant wants to offer. Work with your sponsoring unit and/or recruiter to ensure all required documentation is provided.

2.6.1.3. **Prior Disenrollment from OTS/ROTC/USAFA**. Per myPers, "An individual dis-enrolled from a military service academy for any reason or dis-enrolled from any other officer training program, such as ROTC or OTS, because of lack of aptitude, indifference to training, incompatibility, breach of contract terms, undesirable character traits, or disciplinary reasons may not reenroll in any Air Force officer commissioning program or be appointed to any Air Force component without a waiver from the appropriate nomination authority listed in AFMAN 36-2032 Sec 5.3. The waiver must be submitted in accordance with AFMAN 36-2032 Sec 5.4.8.3 and Sec 7.4.7."

2.6.1.4. **Prior Disenrollment from a military flying training course.** Reference section 3.3.2.12. of *Attachment 3 - AFMAN36-2100 - Military Utilization and Classification (7 APR 21).*

2.6.2. **Medical ETP**. The Force Development ETP (FDETP) process exists to evaluate highly competitive Air Force applicants with critical skill sets. <u>It is intended only for exceptionally qualified applicants</u>. Approval authority for flying training applicants who do not meet service medical accession standards but meet medical retention standards is delegated by SecAF through the Assistant Secretary of the Air Force for Manpower & Reserve Affairs (SAF/MR), to the AETC/CC. See *Attachment 25 - SECAF ETP Delegation Memo Signed 27 Aug 21*. AFMAN36-2100 states an *"ETP should only be requested in rare circumstances when a commander can document sustained, exceptional performance and the deviation from policy is minor… Commanders should specifically and explicitly justify why supporting an ETP for an individual, considering a large pool of fully qualified applicants, is in the best interests of the RegAF, AFR or ANG. Only the rare, truly exceptional individual should be endorsed and forwarded through the chain of command for ETP consideration."* This process is for Medical ETPs only. Non-medical ETPs such as age, TFCS, etc., must follow the process outlined in Section 2.6.1. Non-Medical ETP.

2.6.2.1. **Medical ETP Application Process.** For the latest guidance on how to submit a medical ETP, contact HQAFRC.A3RB.UFT@us.af.mil.

3. **Sponsorship.** Sponsorship is the act of being "hired" by an AFR flying squadron. Unlike active duty where you are assigned a squadron and aircraft, the Air Force Reserve allows you more control over where and what you fly—you just need to be sponsored by a unit that is flying the aircraft you want to fly in the location you want to live. *It is important to realize that the majority of AFR units are mobility/tanker units. Flying fighter aircraft in the AFR is possible, but these positions are more difficult to obtain due to the lower numbers available.*

3.1. **How to Get Sponsored.** Individual AFR units control their own hiring processes internally. Headquarters AFRC does not control individual unit hiring, nor does it track unit hiring timelines. Each unit has different hiring needs and hire at different times throughout the year, often holding local hiring events at the unit. These hiring events are often referred to as "boards." Do not confuse these unit hiring boards with the formal AFR UFT board which you must meet in order to be officially selected for UFT. It is your responsibility to contact units to set up an interview. When it comes to getting sponsored, flexibility is necessary. So please don't be surprised or disappointed if your first choice does not work out. To pursue unit sponsorship, follow these steps:

3.1.1. Reference Guidebook Section "AFR Missions, Aircraft, Units and Bases" to determine which aircraft and/or locations interest you.

3.1.2. Reference *Attachment 6 - AFR UNIT HIRING POC LIST* for unit contact information.

3.1.3. Contact the units you would like to join. The individual units will notify you of any additional requirements necessary for sponsorship. If you find contact information that is out of date, please notify AFRC/A3RB (Aircrew Management) at HQAFRC.A3RB.UFT@us.af.mil.

3.1.4. Once you secure unit sponsorship, reference the "Sponsorship" section of this guidebook.

3.2. **What to Do Once Sponsored.** There are certain things you must do after you get sponsored, depending on whether or not you have been selected for AFR UFT.

3.2.1. **If you have not yet been selected for AFR UFT:**

3.2.1.1. Obtain a signed AFR Sponsorship Letter from your sponsoring unit's squadron commander. Reference *Attachment 7 - AFR Unit Sponsorship Letter Template*.

3.2.1.2. Email a copy of your signed AFR Sponsorship Letter to your AFR officer accessions recruiter. If you are already in the AFR and are not working with an AFR recruiter, include your signed AFR Sponsorship Letter in your UFT board application package and annotate your sponsorship status on the AFR UFT Board Application Cover Sheet. Reference the Guidebook Section titled "Application Procedures" for more information on the application process.

3.2.2. **If you have already been selected for AFR UFT:**

3.2.2.1. Obtain a signed AFR Sponsorship Letter from your sponsoring unit's squadron commander. Reference *Attachment 7 - AFR Unit Sponsorship Letter Template*.

3.2.2.2. Email a copy of your signed AFR Sponsorship Letter to AFRC/A3RB (Aircrew Management) at HQAFRC.A3RB.UFT@us.af.mil and 340 FTG (UFT Pipeline Training Management) at 340FTG.UFT.Workflow.1@us.af.mil.

3.3. **Unsponsored Program.**

3.3.1. The AFRC UFT Program is not accepting unsponsored applications to regular (non-ROTC, non-CPW) or CPW UFT selection boards.

3.3.2. As an applicant to the AFR ROTC UFT Program (see below), you may apply even if you are unsponsored. Please refer to the "Sponsorship" section of this Guidebook for information on how to secure sponsorship.

3.3.3. **Placement**. Unsponsored UFT selectees and students currently in the pipeline should continue to pursue sponsorship, working closely with their assigned LNO once they arrive at their UFT base. Students' primary focus should be doing well in training. If the student is still not sponsored 45 days prior to "assignment drop night," 340 FTG will coordinate with AFRC/A3RB for placement in a unit at the needs of the AFR (per *Attachment 10 - AFR UFT Reserve Service Commitment Contract*).

4. **AFR Reserve Officer Training Corps (ROTC) UFT Program**. If you are an AFROTC cadet and are interested in commissioning directly into the Air Force Reserve as a rated officer, the Reserve Categorization Process – Rated (RCP-R) program may be for you. The RCP-R is part of the Total Force commissioning effort and provides you the opportunity to apply for a rated position in the Air Force Reserve (not the Air National Guard). Your ROTC detachment should complete the Form 53 process as they would with an Active Duty-bound cadet, in the event you are medically disqualified from aviation service. Medically-disqualified cadets may have the option to fill a non-rated AFR position, otherwise they will continue on an Active Duty track as a non-rated officer per normal ROTC procedures. Please reference *Attachment 22 – RCP-R TIMELINE* for an overview of the various steps involved in the RCP-R program. The AFRC ROTC board meets annually in mid-October. Applications must be submitted by COB, September 30th.

4.1. **Application**

4.1.1. **Eligibility**. All eligibility requirements in Guidebook Section 2 apply, *although ROTC applicants will not accomplish a flight physical until after they have been selected*. Only rising juniors are eligible to meet an RCP-R selection board. Exceptions for rising seniors can be made if the cadet receives written permission from the ROTC Registrar.

4.1.2. **Sponsorship**. Applicants do not need to be sponsored in order to apply to RCP-R, however sponsored applicants are given favorable consideration by the selection board. For more information on sponsorship, how to secure sponsorship, and what happens if you are not sponsored by track-select time at UFT, refer to the Sponsorship section of this Guidebook. *Note: This is not an application for a position in the Air National Guard (ANG). If interested in ANG, you must contact ANG units directly.*

4.1.3. **AFSC Preference.** You may apply for a pilot, CSO, ABM, or RPA position, in any combination or order of preference, and you will only be evaluated for selection for the positions you apply for, in the order listed. For example, if you want to apply only for pilot, select "pilot" in the first block on AF215 Item 7 and leave blocks 2-4 blank. If you want to apply for pilot with a secondary choice of CSO, select "pilot" in the first block, "CSO" in the second block, and leave the rest blank. In this case, if not selected for pilot, the board would automatically consider you for a CSO position. If you want to apply for pilot with CSO secondary and ABM tertiary, select "pilot" in the first block, "CSO" in the second block, "ABM" in the third block, etc.

4.1.4. **Application Package Submission.** See Guidebook Section 8.6 for information on how to apply to the RCP-R program. The AFRC ROTC board meets annually in mid-October. Applications must be submitted by COB, September 30th.

4.2. Selection

4.2.1. **Board**. AFR ROTC UFT Selection Boards convene once a year in October to select qualified AFROTC cadets. Board results are released to HQ AFROTC, where they are forwarded to ROTC detachments via the ARMS system. You should expect to be informed of the results by your detachment commander by the end of your fall semester. If you are not selected for the RCP-R program, you may still apply for an Active Duty rated position via the Active Duty rated board per the normal AFROTC process. **If selected, you should follow the steps set forth below.**

4.2.2. **Flight Physical.** If selected, coordinate with your ROTC detachment to schedule an appropriate Flying Class Physical to be accomplished and certified by AETC Surgeon General that is valid through the start date of your training program (UPT, URT, UCT and UABMT). All flying class physicals are good for 48 months following the certification date. Once you have accomplished your flight physical, it may take a few months to be stamped "certified" by AETC (assuming no issues/waivers).

4.2.3. **Accession**. Once your flight physical is complete and certified (stamped approved for training), you or your detachment should notify AFRC Officer Accessions (email them at RS.AFRCRS.OfficerAccession@us.af.mil) to be assigned an Air Force Reserve Officer Accessions Recruiter. The recruiter will contact you to complete the required paperwork and prepare your accession into the AFR upon completion of your college degree, answer any questions you may have, and have you sign a Reserve Service Commitment Contract (see ATTACHMENT 10 - AFR UFT Reserve Service Commitment Contract). The contract states that after completing UFT you will be required to complete a ten year service commitment for pilot, or six years for CSO or RPA (same contract as active duty Air Force).

4.2.4. **Sponsorship**. If you have not already do so, please begin reaching out to AFR flying units for sponsorship. Be sure to inform them that you have already been selected by an AFRC UFT ROTC Board. See UFT Guidebook Chapter 3 for more information on how to pursue unit sponsorship. **Please note that you were selected for an AFR flying training program, and the AFR is a different component than the Air National Guard (ANG). If you prefer to serve in the ANG, you must start over with their application and selection process to obtain an ANG training slot.** After all formal training is complete, you will be offered 140 days of full-time status after which you have the option of remaining full-time or going part-time pursuing a civilian career. Please keep in mind that cargo and air refueling aircraft constitute

most of the AFR aircraft inventory, so it is extremely difficult to secure sponsorship by a fighter or bomber aircraft unit.

4.2.5. **Flying Training Management.** The 340th Flying Training Group at Randolph AFB manages all AFRC undergraduate flying training. They will begin contacting you in the spring semester of your senior year to begin the process of building your training pipeline and accessing you into AFR. Until then, continue to pursue your degree to the best of your ability. If you are graduating during an odd semester (early or late) please inform this office as soon as possible. We understand life changes may occur, however, we strongly request that you not schedule any significant events (e.g. marriage, family trips, etc.) to occur after training begins. You will enter a 1.5-to-2 year formal training program at a cost of nearly $2M. It is imperative you provide maximum availability to attend all training requirements. While in flight training, you will be on continuous orders managed by 340 FTG. If you are an RPA select, your training will be managed by your sponsoring unit, not 340 FTG. Selectees without a private pilot's license will be scheduled for Initial Flight Training (IFT). Specific information on IFT is available online at http://www.dossaviation.com/usaf-ift. If you require IFT, it will be scheduled for you by 340 FTG. Please note that 340 FTG will not have your training pipeline scheduled until you in-process with them. Your military pay will begin when you are gained into 340 FTG. Please make an effort to set aside a few months' worth of living expenses in the event there are delays in getting you gained by 340 FTG.

4.3. **Reserve Service Commitment (RSC) and Follow-On Status for ROTC UFT Board Selectees.** ROTC cadets selected for AFR assignments will incur an RSC equivalent to what would have been their active duty service commitment (ADSC) for completing the AFROTC program, in addition to the RSC incurred for UFT. Reference the "Reserve Service Commitment" section of this Guidebook and *Attachment 22 - AFR UFT RESERVE SERVICE COMMITMENT CONTRACT*. Cadets will attend undergraduate flying training (UFT) in an active-duty-for-training status. After completion of the UFT pipeline, graduates will remain in a full-time status for at least 140 days of mission training with their unit of assignment. The remainder of any RSC will be served in either a full-time status as an Active Guard/Reserve (AGR) or ART, or in a part-time capacity as a Traditional Reservist (TR). Reference the "Operational Flying" section of this Guidebook for more information on AFR statuses.

5. Civil Path to Wings (CPW) Program

5.1. The Air Force is developing the CPW Program—a new pathway that will allow qualified pilot candidates the opportunity to receive credit for their civilian flight training and experience, potentially allowing them to receive credit towards a portion or all of UPT. **This program is ONLY for pilots who will fly Mobility Air Forces (MAF), Special Operations Forces (SOF) or Command, Control, and Intelligence, Surveillance and Reconnaissance (C2ISR) aircraft—*it is not for fighter or bomber pilot candidates***. The program is scheduled to start in June 2021. All applicants must be sponsored by an AFR flying unit, and must meet standard Air Force officer and pilot medical/physical requirements (see Guidebook Section 2).

5.2. The basic eligibility requirements are as follows:

5.2.1. **Sponsorship** by an AFR flying unit. See Section 3 for information on how to secure unit sponsorship.
5.2.2. A current **PCSM** score. See the Guidebook Section "Pilot Candidate Selection Method."
5.2.3. Minimum **commercial certificate with MEI**

5.2.4. Minimum **500 hours total fixed-wing/manned flight time** (or an additional 250 hrs after Comm/MEI)
5.2.5. Minimum **~100 hrs in the last year** prior to validation
5.2.6. Maximum possible **multi-engine aircraft under IFR in the National Air Space**

5.3. If you meet the basic eligibility requirements listed above, you may be selected for AFRC CPW. To apply, follow the guidance set forth below.

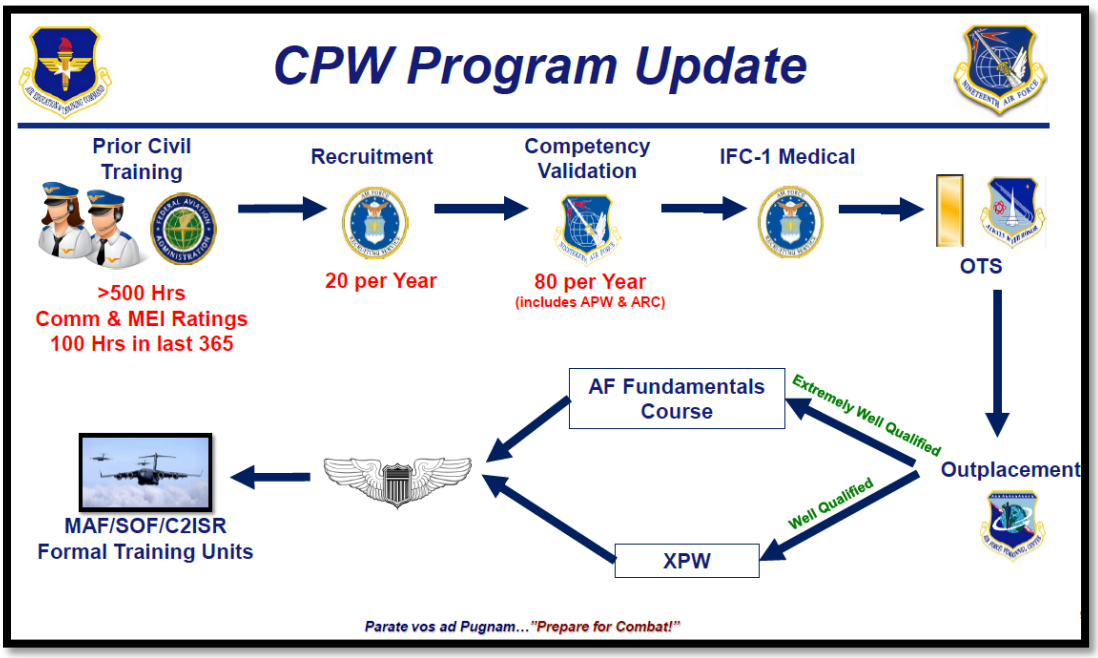
5.3.1. Submit an application to an AFRC UFT Board. **Please note that AFRC CPW boards and AFRC UFT boards are now one and the same.** Please reference Guidebook Section 8 for information on how to submit an application to an AFRC UFT Board. Boards convene quarterly, usually on the second Tuesday (January, April, July, and October). If selected for CPW, you will be scheduled for a CPW Competency Validation (CV).

5.3.2. Complete the CPW CV at Randolph AFB, TX. This consists of a robust assessment of general flying and instrument knowledge. Applicants should be prepared for a 75 question closed book knowledge test, a 100 question tabletop question & answer session and emergency procedure walkthrough as well as a 1.5 hour simulator assessment. The written exam portion of the Validation is FAR/AIM focused with heavy emphasis on IFR and national airspace info.

5.3.3. Based on your performance in the CPW CV, Air Education & Training Command (AETC) will make a determination of your qualification level. You will be found to be either WELL QUALIFIED, or EXTREMELY WELL QUALIFIED.

5.3.3.1. If WELL QUALIFIED, you will be scheduled for an Air Force Initial Flying Class 1 (IFC1) flight physical. Upon certification of your IFC1, you will be scheduled for a CPW class where you will bypass UPT Phase 2 (T-6s) and proceed directly to UPT Phase 3 (T-1s), possibly as early as June 2021.

5.3.3.2. If EXTREMELY WELL QUALIFIED, you will be scheduled for an Air Force Initial Flying Class 1 (IFC1) flight physical. Upon certification of your IFC1, you will be scheduled for the Air Force Fundamentals course (possibly as early as June 2021) and then proceed directly to the Formal Training Unit for your sponsoring unit's aircraft.



6. **Training Pipeline Overview.** The entire UFT pipeline is managed by the 340th Flying Training Group (FTG) located at Randolph AFB, Texas. The 340 FTG manages student progression through training, ensuring AFR UFT students are on continuous orders from their accession into AFR through the completion of their assigned-aircraft training. If you are selected on an AFRC UFT Board, you will be contacted by the 340 FTG gains team and they will ask you when you are available for training. The date you actually begin training will depend on how long it takes your flight physical to be cleared and subsequently gained to 340 FTG UFT. Please work diligently with your recruiter/unit on this process. Once you are gained, your training events will scheduled for you depending upon your training pipeline requirements. See below for a brief description of various training events, in an approximate order of completion.

6.1. **Officer Training School (OTS).** If you are not already a commissioned officer in the military, you will attend OTS at Maxwell AFB, Alabama. This rigorous, 9.5-week program is organized into four phases designed to challenge you both mentally and physically. Throughout the course of the program, you'll develop the skills and confidence you need to lead the men and women of the United States Air Force as an officer. For more information on OTS, please visit www.airuniversity.af.edu/Holm-Center/OTS/.

6.2. **Initial Flying Training (IFT).** If you have been selected for pilot training and you do not already have a private pilot license (or it has been greater than 5 years since your last flight), you will attend IFT in Pueblo, Colorado. IFT is designed to gauge aptitude for flight, introduce you to the rigors of military aviation, and prepare you for success in Air Force flying training with flight training in the Diamond DA20 Katana. For more information on IFT, please visit www.dossaviation.com/usaf-ift.

6.3. **Survival, Evasion, Resistance and Escape (SERE).** All UPT, CSO, and ABM selectees will complete SERE training, which includes multiple courses located at Fairchild AFB in Washington, and

Naval Air Station Pensacola in Florida. These courses are designed to teach students the fundamentals of survival in a variety of environments, evasion from enemy forces, resistance and conduct after capture, and escape from captivity. They can be completed at any time throughout the UFT training pipeline. For more information on SERE, visit www.fairchild.af.mil/About/Fact-Sheets/Display/Article/238992/us-air-force-survival-school/.

6.4. **Undergraduate Flying Training (UFT).** UFT teaches students the basics of military flying to earn Air Force wings. Depending on what rated position you have been selected for, you will attend one of 4 different types of UFT. See below for information on each.

6.4.1. **Undergraduate Pilot Training (UPT).** Lasting approximately 12 months, UPT trains Air Force pilots and is broken up into three phases: academics, primary, and advanced. After academics, students enter the primary phase which consists of flying training in the T-6A Texan II. Following primary training, students enter the advanced phase which consists of flying training in either the T-1A Jayhawk, for students who will be assigned to transport or tanker aircraft, or the T-38C Talon, for students assigned to fighter or bomber aircraft. UPT is conducted at one the locations listed below (chosen for you by the 340th based on availability), and graduates receive Air Force pilot wings.

- Columbus AFB - Columbus, Mississippi. www.columbus.af.mil (T-6, T-1, and T-38)
- Laughlin AFB - Del Rio, Texas. www.laughlin.af.mil (T-6, T-1 and T-38)
- Sheppard AFB - Wichita Falls, Texas. www.sheppard.af.mil (T-6 and T-38)
- Vance AFB - Enid, Oklahoma. www.vance.af.mil (T-6, T-1 and T-38)

6.4.2. **UCT (Undergraduate CSO Training).** UCT trains Air Force Combat Systems Officers at Naval Air Station Pensacola, Florida. UCT utilizes the T-6A Texan II for the primary phase of training with follow-on training in the T-1A Jayhawk and T-25 Simulator for Electronic Combat. UCT duration varies depending on the type of CSO, with navigators training for approximately 6 months and Electronic Warfare Officers (EWO) and Weapon Systems Officers (WSO) training for about 12 months. UCT graduates receive Air Force CSO wings.

6.4.3. **URT (Undergraduate RPA Training).** URT trains Air Force Remotely Piloted Aircraft pilots at Randolph AFB, Texas, and lasts approximately 3.5 months. URT consists of IFT (UP2), instrument qualification (UP3), and RPA fundamentals (UP4). URT graduates receive Air Force RPA pilot wings.

6.4.4. **UABMT (Undergraduate ABM Training).** UABMT trains Air Force Air battle Managers at Tyndall AFB, Florida, and lasts approximately 6 months. UABMT graduates receive Air Force ABM wings.

6.5. **Introduction to Fighter Fundamentals (IFF).** Upon graduation from UPT or UCT, if you are assigned a fighter or bomber aircraft, you will enter IFF where you will learn the basics of fighter aircraft maneuvering and tactics in the T-38 Talon. IFF is an 8-week transition course between UPT/UCT and the Formal Training Unit (FTU), and is accomplished at one of the following locations:

- Columbus AFB - Columbus, Mississippi. www.columbus.af.mil
- Randolph AFB - San Antonio, Texas. www.jbsa.mil
- Sheppard AFB - Wichita Falls, Texas. www.sheppard.af.mil

6.6. **Formal Training Unit (FTU).** The FTU is where Air Force pilots, CSOs, ABMs, and RPA pilots learn to fly and operate their assigned aircraft. See below for the duration (approximate) and location of the various FTUs.

- A-10 – 6 months at Davis-Monthan AFB, Arizona
- B-1B – 6 months at Dyess AFB, Texas
- B-52 – 12 months at Barksdale AFB, Louisiana
- C-5M – 4 months at Joint Base San Antonio-Lackland, Texas.
- C-17 – 4 months at Altus AFB, Oklahoma
- C-130H/J – 6 months at Little Rock AFB, Arkansas
- E-3C/G – 4 months at Tinker AFB, Oklahoma
- F-16C – 7 months at Luke AFB, Arizona
- F-22 – 7.5 months at Tyndall AFB, Florida
- F-35A – 7 months at Luke AFB, Arizona
- HC-130 –3 months at Little Rock AFB, Arkansas
- KC-10 – 4.5 months at Travis AFB, California, or Joint Base McGuire, New Jersey
- KC-135 – 4.5 months at Altus AFB, Oklahoma
- MQ-9 – 4.5 months at Creech AFB, Nevada (launch-and-recovery qualification only); Holloman AFB, New Mexico; March ARB, California; Syracuse, New York
- RQ-4 – 3 months at Beale AFB, California
- WC-130J – 6 months of C-130J training at Little Rock AFB, Arkansas, followed by 4 months of hurricane-specific training at Keesler AFB, Mississippi

6.7. **Mission Training (MT).** After you are qualified in your assigned aircraft at the FTU, you will exit the UFT pipeline and return to your sponsoring unit where you will learn your specific operational mission set, known as MT. Depending on your aircraft, MT will take anywhere from 140 days to 3 years. At the completion of your MT you will be a fully-qualified rated officer ready to deploy anywhere in the world.

6.8. **Operational Flying**. As an operational rated officer in the AFR, you will have the opportunity to serve in a variety of status, both full-time and part-time, depending on what best meets your needs. See below for a brief description of each.

6.8.1. **Active Guard/Reserve (AGR).** A **full-time** Reservist serving on active duty orders.

6.8.2. **Air Reserve Technician (ART).** A **full-time** Reservist serving in a dual-status position. An ART works as a civilian employee (Part A) for a typical 40-hour work week, and as a military member (Part B) for typically one weekend a month and two weeks a year. The Office of Personnel Management (OPM) manages the guidance, called Aircrew Qualification Standards, that determines how many hours are required to be eligible for the different pay scales within the civil service pay structure. A GS-2181-09 (pilot at the GS-9 pay level) does not require a specific number of flying hours. A GS-2181-11 (pilot at the GS-11 pay level) requires 300 hours total military flight time, a GS-2181-12 (pilot at the GS-12 pay level) requires 750 hours total military flight time, a GS-2181-13 (pilot at the GS-13 pay level) requires 1,000 hours total military flight time, a GS-2181-13 Instructor (instructor pilot at the GS-13 pay level) requires 1,200 hours total military flight time, and a GS-2181-14 (pilot at the GS-14 pay level) requires 1,500 hours total military flight time. See *Attachment 16 - AFRC AFT QUALIFICATION STANDARD STANDARDS- AUG 2017*.

6.8.2.1. **Term Developmental ART (TDART) Program**. In order for a UPT graduate to accumulate sufficient hours to be eligible for a full-time ART position, AFRC created the TDART program. The TDART program is currently suspended due to funding limitations. AFRC is currently developing an alternative solution

6.8.3. **Traditional Reserve (TR).** A **part-time** Reservist serving in a traditional one-weekend-per-month and two-weeks-a-year status.

6.8.4. **Individual Reserve (IR).** A **part-time** Reservist serving as a backfill to an active duty position. IMAs coordinate flexible schedules with their assigned unit.

7. **Board Information**. Air Force Reserve Command UFT Selection Boards convene quarterly at HQ AFRC, Robins AFB, GA. Regular (non-ROTC) Boards usually convene on the second Tuesday of October, January, April and July. Applications may be submitted per guidance outlined herein prior to the last day of the month immediately preceding the month the board convenes in (e.g. applications must be submitted by December 31st to meet the January selection board). An annual ROTC Selection Board usually convenes on the second Tuesday of October (see Section 4 for more information about the AFR ROTC program).

7.1. **Selection Factors**. Many factors go into the selection of UFT candidates. These factors include, but are not limited to, previous flying experience, prior military experience, AFOQT/PCSM scores, degree and GPA, sponsorship status, and any ETP requests or quality force indicators. The board strives to select the most qualified applicants for flying training and to ensure training allocations are utilized to the maximum extent possible

7.2. **Board Results/Notification**. Board results are usually released at or near the end of the month in which the board convened. Upon approval of the UFT board results, AFRC/A3 notifies NAF and wing (or ROTC detachment) commanders of the results via email. Commanders should notify selectees of their selection within one week of receipt of the Results Message. One week after commanders are notified, the results are released to AFRC Recruiting Squadron and posted to the AFRC/A3RB

SharePoint site (accessible with CAC). Recruiters and FSS should work with selectees to complete required paperwork and facilitate gaining to the 340 FTG. Applicants should expect to be notified of the board results by 30 days after the board convenes, although delays are possible. Selectees with certified flight physicals should prepared to begin training immediately upon selection, although delays are possible.

7.3. **Reapplication**. If not selected on a UFT board, you may reapply to a subsequent board, provided something in your application package has changed (e.g. more flight hours, higher test scores, etc.).

8. **Application Procedures**. Application procedures vary slightly depending on the status and circumstances of the applicant. For example, a new civilian applicant will have different requirements than a current AFR member, and a unit-sponsored applicant will have different requirements than an unsponsored one. Application procedures for the various applicant types are listed in the following sections, according to the type of applicant. The types of applicants are: Non Prior Service (NPS), Prior Service AF Reserve (PSR), Prior Service AF Active Duty (PSA), Prior Service Air National Guard (PSG), Prior Service Other (non-AF) (PSO), Majors and Above (O4+) and ROTC applicants (ROTC). All applicants are either sponsored (S) or unsponsored (U). **For instructions on how to apply, reference the section below that applies to you. The term "prior service" refers to an applicant currently in the military.**

8.1. **Non-Prior Service**

8.1.1. **Sponsored.** A Non-Prior Service/Sponsored applicant (**NPS/S**) (i.e., new accession) is an individual who is not currently serving in any branch of the military and has been sponsored by an AFR flying unit. To apply as a NPS/S applicant, schedule an appointment with the nearest AFR Officer Accession (OA) recruiter. Reference *Attachment 8 – AFR OFFICER ACCESSIONS RECRUITER CONTACT LIST*. The OA recruiter will provide initial counseling on AFR participation and assist you in completing the items marked in **Column D** of *Attachment 9 - UFT BOARD APPLICATION CHECKLIST*.

8.1.2. **Unsponsored**. A Non-Prior Service/Unsponsored applicant (**NPS/U**) (i.e., new accession) is an individual who is not currently serving in any branch of the military and has not yet been sponsored by an AFR flying unit. To apply as a NPS/U applicant, schedule an appointment with the nearest AFR Officer Accession (OA) recruiter. Reference *Attachment 8 – AFR OFFICER ACCESSIONS RECRUITER CONTACT LIST*. The OA recruiter will provide initial counseling on AFR participation and assist you in completing the items marked in **Column E** of *Attachment 9 - UFT BOARD APPLICATION CHECKLIST*.

8.2. **Prior Service - Reserve AF**

8.2.1. **Officer**

8.2.1.1. **Sponsored.** A Prior Service - Reserve AF Officer/Sponsored applicant (**PSRO/S**) is an individual currently serving in the AFR as an officer who has been sponsored by an AFR flying unit. To apply as a PSRO/S applicant, work with your current unit, sponsoring unit, and the career development team of your servicing Force Support Squadron (FSS) to complete the items marked in **Column F** of *Attachment 9 - UFT BOARD APPLICATION CHECKLIST*.

8.2.1.2. **Unsponsored.** A Prior Service - Reserve AF Officer/Unsponsored applicant (**PSRO/U**) is an individual currently serving in the AFR as an officer who has not yet been sponsored by an AFR flying unit. To apply as a PSRO/U applicant, work with your current unit and the career development team of your servicing Force Support Squadron (FSS) to complete the items marked in **Column G** of *Attachment 9 - UFT BOARD APPLICATION CHECKLIST*.

8.2.2. **Enlisted**

8.2.2.1. **Sponsored.** A Prior Service Reserve AF Enlisted/Sponsored applicant (**PSRE/S**) is an individual currently serving in the AFR as an enlisted member who has been sponsored by an AFR flying unit. To apply as a PSRE/S applicant, work with your current unit, sponsoring unit, and the career development team of your servicing Force Support Squadron (FSS) to complete the items marked in **Column H** of *Attachment 9 - UFT BOARD APPLICATION CHECKLIST*.

8.2.2.2. **Unsponsored.** A Prior Service Reserve AF Enlisted/Unsponsored applicant (**PSRE/U**) is an individual currently serving in the AFR as an enlisted member who has not yet been sponsored by an AFR flying unit. To apply as a PSRE/U applicant, work with your current unit and the career development team of your servicing Force Support Squadron (FSS) to complete the items marked in **Column I** of *Attachment 9 - UFT BOARD APPLICATION CHECKLIST*.

8.3. **Prior Service - Active Duty AF**

8.3.1. **Officer**

8.3.1.1. **Sponsored.** A Prior Service - Active Duty AF Officer/Sponsored applicant (**PSAO/S**) is an individual currently serving in the Air Force as an active duty officer who has been sponsored by an AFR flying unit. To apply as a PSAO/S applicant, schedule an appointment with the nearest AFR Officer Accession (OA) recruiter. Reference *Attachment 8 – AFR OFFICER ACCESSIONS RECRUITER CONTACT LIST*. The OA recruiter will provide initial counseling on AFR participation and assist you in completing the items marked in **Column J** of *Attachment 9 - UFT BOARD APPLICATION CHECKLIST*.

8.3.1.2. **Unsponsored.** A Prior Service - Active Duty AF Officer/Unsponsored applicant (**PSAO/U**) is an individual currently serving in the Air Force as an active duty officer who has not yet been sponsored by an AFR flying unit. To apply as a PSAO/U applicant, schedule an appointment with the nearest AFR Officer Accession (OA) recruiter. Reference *Attachment 8 – AFR OFFICER ACCESSIONS RECRUITER CONTACT LIST*. The OA recruiter will provide initial counseling on AFR participation and assist you in completing the items marked in **Column K** of *Attachment 9 - UFT BOARD APPLICATION CHECKLIST*.

8.3.2. **Enlisted**

8.3.2.1. **Sponsored.** A Prior Service - Active Duty AF Enlisted/Sponsored applicant (**PSAE/S**) is an individual currently serving in the Air Force as an active duty enlisted member who has been sponsored by an AFR flying unit. To apply as a PSAE/S applicant, schedule an appointment with the nearest AFR Officer Accession (OA) recruiter. Reference *Attachment 8 – AFR OFFICER ACCESSIONS RECRUITER CONTACT LIST*. The OA recruiter will provide

initial counseling on AFR participation and assist you in completing the items marked in **Column L** of *Attachment 9 - UFT BOARD APPLICATION CHECKLIST*.

8.3.2.2. **Unsponsored.** A Prior Service - Active Duty Enlisted/Unsponsored applicant (**PSAE/U**) is an individual currently serving in the Air Force as an active duty enlisted member who has not yet been sponsored by an AFR flying unit. To apply as a PSAE/U applicant, schedule an appointment with the nearest AFR Officer Accession (OA) recruiter. Reference *Attachment 8 – AFR OFFICER ACCESSIONS RECRUITER CONTACT LIST*. The OA recruiter will provide initial counseling on AFR participation and assist you in completing the items marked in **Column M** of *Attachment 9 - UFT BOARD APPLICATION CHECKLIST*.

8.4. Prior Service - Air National Guard (ANG)

8.4.1. Officer

8.4.1.1. **Sponsored.** A Prior Service - ANG Officer/Sponsored applicant (**PSGO/S**) is an individual currently serving in the Air National Guard as an officer who has been sponsored by an AFR flying unit. To apply as a PSGO/S applicant, schedule an appointment with the nearest AFR Officer Accession (OA) recruiter. Reference *Attachment 8 – AFR OFFICER ACCESSIONS RECRUITER CONTACT LIST*. The OA recruiter will provide initial counseling on AFR participation and assist you in completing the items marked in **Column N** of *Attachment 9 - UFT BOARD APPLICATION CHECKLIST*.

8.4.1.2. **Unsponsored.** A Prior Service - ANG Officer/Unsponsored applicant (**PSGO/U**) is an individual currently serving in the Air National Guard as an officer who has not yet been sponsored by an AFR flying unit. To apply as a PSGO/U applicant, schedule an appointment with the nearest AFR Officer Accession (OA) recruiter. Reference *Attachment 8 – AFR OFFICER ACCESSIONS RECRUITER CONTACT LIST*. The OA recruiter will provide initial counseling on AFR participation and assist you in completing the items marked in **Column O** of *Attachment 9 - UFT BOARD APPLICATION CHECKLIST*.

8.4.2. Enlisted

8.4.2.1. **Sponsored.** A Prior Service - ANG Enlisted/Sponsored applicant (**PSGE/S**) is an individual currently serving in the Air National Guard as an enlisted member who has been sponsored by an AFR flying unit. To apply as a PSGE/S applicant, schedule an appointment with the nearest AFR Officer Accession (OA) recruiter. Reference *Attachment 8 – AFR OFFICER ACCESSIONS RECRUITER CONTACT LIST*. The OA recruiter will provide initial counseling on AFR participation and assist you in completing the items marked in **Column P** of *Attachment 9 - UFT BOARD APPLICATION CHECKLIST*.

8.4.2.2. **Unsponsored.** A Prior Service - ANG Enlisted/Unsponsored applicant (**PSGE/U**) is an individual currently serving in the Air National Guard as an enlisted member who has not yet been sponsored by an AFR flying unit. To apply as a PSGE/U applicant, schedule an appointment with the nearest AFR Officer Accession (OA) recruiter. Reference *Attachment 8 – AFR OFFICER ACCESSIONS RECRUITER CONTACT LIST*. The OA recruiter will provide initial counseling on AFR participation and assist you in completing the items marked in **Column Q** of *Attachment 9 - UFT BOARD APPLICATION CHECKLIST*.

8.5. Prior Service - Other (Non-AF)

8.5.1. **Officer. NOTE:** An Aeronautical Rating Board (ARB) is required by AFMAN11-402 for all rated, prior-service (non-Air Force) officers and commissioned warrant officers. This review ensures prior-rated applicants were not disqualified from aviation service, were never involved in any aircraft accident or mishap (or provides statements on the incident), reviews your qualification history, and awards you the appropriate rating and establishes your Air Force aviation service date. In accordance with AFMAN11-402 paragraph 4.9.5., I an applicant has been in the military within eight years of the date of request, the applicant "may request waiver of the requirement to appear before an Aeronautical Rating Board. The applicant must submit documentation showing completion of training that is equivalent to USAF undergraduate flying training and satisfies all requirements." This is referred to as an "ARB Waiver." Please contact Kim Coley (kimberly.coley.2@us.af.mil) to initiate the process.

8.5.1.1. **Sponsored.** A Prior Service - Other (Non-AF) Officer/Sponsored applicant (**PSOO/S**) is an individual currently serving in the military (non-Air Force branch) as an officer who has been sponsored by an AFR flying unit. To apply as a PSOO/S applicant, schedule an appointment with the nearest AFR Officer Accession (OA) recruiter. Reference *Attachment 8 – AFR OFFICER ACCESSIONS RECRUITER CONTACT LIST*. The OA recruiter will provide initial counseling on AFR participation and assist you in completing the items marked in **Column R** of *Attachment 9 - UFT BOARD APPLICATION CHECKLIST*.

8.5.1.2. **Unsponsored.** A Prior Service - Other (Non-AF) Officer/Unsponsored applicant (**PSOO/U**) is an individual currently serving in the military (non-Air Force branch) as an officer who has not yet been sponsored by an AFR flying unit. To apply as a PSOO/U applicant, schedule an appointment with the nearest AFR Officer Accession (OA) recruiter. Reference *Attachment 8 – AFR OFFICER ACCESSIONS RECRUITER CONTACT LIST*. The OA recruiter will provide initial counseling on AFR participation and assist you in completing the items marked in **Column S** of *Attachment 9 - UFT BOARD APPLICATION CHECKLIST*.

8.5.2. **Enlisted**

8.5.2.1. **Sponsored.** A Prior Service -Other (Non-AF) Enlisted/Sponsored applicant (**PSOE/S**) is an individual currently serving in the military (non-Air Force branch) as an enlisted member who has been sponsored by an AFR flying unit. To apply as a PSOE/S applicant, schedule an appointment with the nearest AFR Officer Accession (OA) recruiter. Reference *Attachment 8 – AFR OFFICER ACCESSIONS RECRUITER CONTACT LIST*. The OA recruiter will provide initial counseling on AFR participation and assist you in completing the items marked in **Column T** of *Attachment 9 - UFT BOARD APPLICATION CHECKLIST*.

8.5.2.2. **Unsponsored.** A Prior Service - Other (Non-AF) Enlisted/Unsponsored applicant (**PSOE/U**) is an individual currently serving in the military (non-Air Force branch) as an officer who has not yet been sponsored by an AFR flying unit. To apply as a PSOE/U applicant, schedule an appointment with the nearest AFR Officer Accession (OA) recruiter. Reference *Attachment 8 – AFR OFFICER ACCESSIONS RECRUITER CONTACT LIST*. The OA recruiter will provide initial counseling on AFR participation and assist you in completing the items marked in **Column U** of *Attachment 9 - UFT BOARD APPLICATION CHECKLIST*.

8.6. **ROTC Cadet.** The application process for an AFR ROTC UFT Board (i.e. RCP-R program) begins with the initial ARMS message announcing the program, which is sent by HQ ROTC to detachments in the spring semester of your sophomore year. Upon receipt of this ARMS message, detachments should notify cadets and work together to complete the application package, **which is due by the last day of the month prior to the month the board convenes**. Since most ROTC detachments are unable to send encrypted emails, please submit the application package using DoD Secure Access File Exchange (SAFE): https://safe.apps.mil/. For guidance on how to use DoD SAFE, please reference the DoD SAFE User Guide, available to download from this page: https://safe.apps.mil/about.php (click "Where Can I Find a DoD SAFE User Guide" near the bottom of the page).

8.6.1. **Sponsored.** An ROTC/Sponsored applicant (**ROTC/S**) is an AFROTC cadet applying to the Reserve Categorization Process, Rated (RCP-R) program who has been sponsored by an AFR flying unit. To apply as an ROTC/S applicant, work with your ROTC detachment cadre to follow the guidance outlined in the ARMS-AFROTC message. Once you have a certified flight physical, the nearest AFR Officer Accession (OA) recruiter will contact you to provide initial counseling on AFR participation and assist you in completing the items marked in **Column V** of *Attachment 9 - UFT BOARD APPLICATION CHECKLIST*.

8.6.2. **Unsponsored.** An ROTC/Unsponsored applicant (**ROTC/U**) is an AFROTC cadet applying to the Reserve Categorization Process, Rated (RCP-R) program who has not yet been sponsored by an AFR flying unit. To apply as an ROTC/U applicant, work with your ROTC detachment cadre to follow the guidance outlined in the ARMS-AFROTC message. Once you have a certified flight physical, the nearest AFR Officer Accession (OA) recruiter will contact you to provide initial counseling on AFR participation and assist you in completing the items marked in **Column W** of *Attachment 9 - UFT BOARD APPLICATION CHECKLIST*.

9. **Attrition.** In some cases, UFT students do not complete the training pipeline. If you are eliminated and removed from formal flying training, you will be administratively returned to 340 FTG for further disposition. The effective date is the date of official elimination, SIE, or CR determination. 340 FTG can move you to a non-student position via AF Form 2096 and you can apply for non-340th assignments via AF Form 1288 and RMVS. Regardless, you must remain in Selected Reserve and satisfactorily participate unless a reserve service commitment waiver is approved. Additional information listed below depends on your sponsorship status.

9.1. **Sponsored**. If you are removed from the UFT pipeline, regardless of cause, or are permanently disqualified from aviation service and you are sponsored, you will remain on paid orders for 30 days starting on the effective date to allow you time to search for a new unit/position. After your 30 day order expires, you will be returned to your sponsoring unit. Your sponsoring wing commander, utilizing Reserve Management Vacancy System (RMVS), will determine the best course of action to enable the fulfillment of your Reserve Service Commitment (RSC).

9.2. **Unsponsored**. If you are removed from the UFT pipeline, regardless of cause, or permanently disqualified from aviation service and you are unsponsored, 340 FTG will put you on 30 days of paid orders starting on the effective date to allow you time to search for a new unit/position. After your 30 day order expires, you will be allowed to remain assigned to 340 FTG for another 30 days (not on orders), at which time you will be transferred to the Individual Ready Reserve (IRR). If you previously served in a Reserve unit, you should seek to either be assigned to a non-rated vacant position within

your previous reserve unit or a reserve unit within commuting distance until fulfillment of your RSC, otherwise you will be transferred to the IRR.

9.3. If you are eliminated from UPT, you may be considered for CSO, URT, or ABM if you are qualified and specifically recommended (as indicated on AETC Form 139 or equivalent) for further flight training by the eliminating authority. An exception to policy is required in accordance with AFMAN36-2100 section 3.4.2. (Attachment 3). Your unit commander must request reinstatement in writing and provide AF Form 1288, *Application for Ready Reserve Assignment*, to the 340 FTG UFT Workflow with new assignment information. (340 FTG Workflow: 340FTG.UFT.Workflow@us.af.mil).

9.4. Depending on the timing of the elimination, you may have a remaining RSC IAW AFRCI 36-2102. You may be transferred to the IRR if you don't have an RSC or if the RSC has been waived IAW AFRCI 36-2102.

9.5. **Medical**. If for some reason you are unable to continue UFT due to a medical issue, 340 FTG will work with you to resolve the issue while supporting you and your family. The Air Reserve Component Case Management Division (ARC-CMD) is a centralized case management system office consisting of RegAF, AFR and ANG personnel. The ARC-CMD oversees the timely evaluation, treatment, and disposition of Wounded, Ill and Injured (WII) ARC Airmen and ensures expedited medical evaluation and treatment of Airmen to regain their ability to perform military duties or to enter into the Integrated Disability Evaluation System (IDES).

10. **AFR Missions, Aircraft, Units and Bases.** The AFR conducts a wide variety of missions in support of Air Force and Department of Defense (DoD) initiatives utilizing the world's greatest aircraft. See below for more information on these aircraft and the units that fly them, color-coded and grouped by the specific missions they support.

10.1. **Air Refueling**

10.1.1. **KC-10A Extender.** The KC-10 Extender is an advanced tanker and cargo aircraft designed to provide increased global mobility for U.S. armed forces. Although the KC-10's primary mission is aerial refueling, it can combine the tasks of a tanker and cargo aircraft by refueling fighters and simultaneously carry the fighter support personnel and equipment on overseas deployments. The KC-10 is also capable of transporting litter and ambulatory patients using patient support pallets during aeromedical evacuations.

- 70th Air Refueling Squadron, 349th Air Mobility Wing, Travis Air Force Base, California
- 76th Air Refueling Squadron, 514th Air Mobility Wing, Joint Base McGuire-Dix-Lakehurst, New Jersey
- 78th Air Refueling Squadron, 514th Air Mobility Wing, Joint Base McGuire-Dix-Lakehurst, New Jersey
- 79th Air Refueling Squadron, 349th Air Mobility Wing, Travis Air Force Base, California

10.1.2. **KC-46A Pegasus.** The KC-46A is the first phase in recapitalizing the U.S. Air Force's aging tanker fleet. With greater refueling, cargo and aeromedical evacuation capabilities compared to the KC-135, the KC-46A provides next generation aerial refueling support to Air Force, Navy, Marine Corps and partner-nation receivers.

- 18th Air Refueling Squadron, 931st Air Refueling Wing, McConnell Air Force Base, Kansas
- 905th Air Refueling Squadron, 931st Air Refueling Wing, McConnell AFB, Kansas
- 924th Air Refueling Squadron, 931st Air Refueling Wing, McConnell AFB, Kansas
- *Additional units will transition to the KC-46 in the near future*

10.1.3. **KC-135R Stratotanker.** The KC-135R Stratotanker provides the core aerial refueling capability for the United States Air Force and has excelled in this role for more than 60 years. This unique asset enhances the Air Force's capability to accomplish its primary mission of global reach. It also provides aerial refueling support to Air Force, Navy, Marine Corps and allied nation aircraft. The KC-135R is also capable of transporting litter and ambulatory patients using patient support pallets during aeromedical evacuations.

- 18th Air Refueling Squadron, 931st Air Refueling Wing, McConnell AFB, Kansas
- 63rd Air Refueling Squadron, 927th Air Refueling Wing, MacDill Air Force Base, Florida
- 72nd Air Refueling Squadron, 434th Air Refueling Wing, Grissom Air Reserve Base, Indiana
- 74th Air Refueling Squadron, 434th Air Refueling Wing, Grissom Air Reserve Base, Indiana
- 77th Air Refueling Squadron, 926th Air Refueling Wing, Seymour Johnson AFB, North Carolina.
- 314th Air Refueling Squadron, 940th Air Refueling Wing, Beale Air Force Base, California
- 328th Air Refueling Squadron, 914th Air Refueling Wing, Niagra Falls Air Reserve Station, NY
- 336th Air Refueling Squadron, 452nd Air Mobility Wing, March Air Reserve Base, California.
- 465th Air Refueling Squadron, 507th Air Refueling Wing, Tinker Air Force Base, Oklahoma
- 756th Air Refueling Squadron, 459th Air Refueling Wing, Joint Base Andrews, Maryland

10.2. Air Superiority

10.2.1. **F-22 Raptor.** The F-22 Raptor is one of the Air Force's newest fighter aircraft. Its combination of stealth, supercruise, maneuverability, and integrated avionics, coupled with improved supportability, represents an exponential leap in warfighting capabilities. The Raptor performs both air-to-air and air-to-ground missions allowing full realization of operational concepts vital to the 21st century Air Force. The F-22, a critical component of the Global Strike Task Force, is designed to project air dominance, rapidly and at great distances and defeat threats attempting to deny access to our nation's Air Force, Army, Navy and Marine Corps. The F-22 cannot be matched by any known or projected fighter aircraft.

- 301st Fighter Squadron (Formal Training Unit), 44th Fighter Group, Tyndall Air Force Base, Florida

- 302nd Fighter Squadron, 477th Fighter Group, Joint Base Elmendorf-Richardson, Alaska

10.3. Command and Control

10.3.1. **E-3C/G Sentry.** The E-3C/G Sentry is an airborne warning and control system, or AWACS, aircraft with an integrated command and control battle management, or C2BM, surveillance, target detection, and tracking platform. The aircraft provides an accurate, real-time picture of the battlespace to the Joint Air Operations Center. AWACS provides situational awareness of friendly, neutral and hostile activity, command and control of an area of responsibility, battle management of theater forces, all-altitude and all-weather surveillance of the battle space, and early warning of enemy actions during joint, allied, and coalition operations.

- 970th Airborne Air Control Squadron, 513th Air Control Group, Tinker AFB, Oklahoma

10.4. Global Precision Attack

10.4.1. **A-10C Thunderbolt II.** The A-10C Thunderbolt II has excellent maneuverability at low air speeds and altitude, and is a highly accurate and survivable weapons-delivery platform. The aircraft can loiter near battle areas for extended periods of time and operate in low ceiling and visibility conditions. The wide combat radius and short takeoff and landing capability permit operations in and out of locations near front lines. Using night vision goggles, A-10 pilots can conduct their missions during darkness.

- 47th Fighter Squadron, 924th Fighter Group, Davis-Monthan Air Force Base, Arizona
- 76th Fighter Squadron, 476th Fighter Group, Moody Air Force Base, Georgia
- 303rd Fighter Squadron, 442nd Fighter Wing, Whiteman Air Force Base, Missouri

10.4.2. **B-1B Lancer.** Carrying the largest conventional payload of both guided and unguided weapons in the Air Force inventory, the multi-mission B-1 is the backbone of America's long-range bomber force. It can rapidly deliver massive quantities of precision and non-precision weapons against any adversary, anywhere in the world, at any time.

- 345th Bomb Squadron, 307th Bomb Wing, Dyess Air Force Base, Texas

10.4.3. **B-52H Stratofortress.** The B-52H is a long-range, heavy bomber that can perform a variety of missions. The bomber is capable of flying at high subsonic speeds at altitudes up to 50,000 feet (15,166.6 meters). It can carry nuclear or precision guided conventional ordnance with worldwide precision navigation capability.

- 93rd Bomb Squadron, 307th Bomb Wing, Barksdale Air Force Base, Louisiana
- 343rd Bomb Squadron, 307th Bomb Wing, Barksdale Air Force Base, Louisiana

10.4.4. **F-15E Strike Eagle**. The F-15E Strike Eagle is a dual-role fighter designed to dominate air-to-air and air-to-ground missions. An array of avionics and electronics systems gives the F-15E the capability to fight at low altitude, day or night, and in all weather. Using two crew members, a pilot and a WSO, the Strike Eagle has the capability to fight its way to a target over long ranges, destroy enemy aircraft and ground targets, and fight its way out.

- 307th Fighter Squadron, 414th Fighter Group, Seymour Johnson AFB, North Carolina (current F-15E pilot and WSO instructors only)

10.4.5. **F-16C Fighting Falcon.** The F-16C Fighting Falcon is a compact, multi-role fighter aircraft. It is highly maneuverable and has proven itself in air-to-air combat and air-to-surface attack. It provides a relatively low-cost, high-performance weapon system for the United States and allied nations.

- 69th Fighter Squadron (Formal Training Unit), 944th Fighter Wing, Luke Air Force Base, Arizona
- 93rd Fighter Squadron, 482nd Fighter Wing, Homestead Air Reserve Base, Florida
- 457th Fighter Squadron, 301st Fighter Wing, Joint Reserve Base Fort Worth, Texas
- 706th Fighter Squadron, 926th Wing, Nellis Air Force Base, Nevada

10.4.6. **F-35A Lightning II.** The F-35A is the U.S. Air Force's latest fifth-generation fighter. It will replace the U.S. Air Force's aging fleet of F-16 Fighting Falcons and A-10 Thunderbolt II's, which have been the primary fighter aircraft for more than 20 years, and bring with it an enhanced capability to survive in the advanced threat environment in which it was designed to operate. With its aerodynamic performance and advanced integrated avionics, the F-35A will provide next-generation stealth, enhanced situational awareness, and reduced vulnerability for the United States and allied nations.

- 69th Fighter Squadron, 944th Fighter Wing, Luke Air Force Base, Arizona
- 466th Fighter Squadron, 419th Fighter Wing, Hill Air Force Base, Utah

10.5. Intelligence, Surveillance and Reconnaissance

10.5.1. **MQ-9 Reaper**. The MQ-9 Reaper is an armed, multi-mission, medium-altitude, long-endurance remotely piloted aircraft that is employed primarily against dynamic execution targets and secondarily as an intelligence collection asset. Given its significant loiter time, wide-range sensors, multi-mode communications suite, and precision weapons -- it provides a unique capability to perform strike, coordination, and reconnaissance against high-value, fleeting, and time-sensitive targets.

- 2nd Special Operations Squadron, 919th Special Operations Wing, Hurlburt Field, Florida
- 78th Attack Squadron, 926th Wing, Creech Air Force Base, Nevada
- 91st Attack Squadron, 926th Wing, Creech Air Force Base, Nevada
- 429th Attack Squadron, 926th Wing, Holloman Air Force Base, New Mexico

10.5.2. **RQ-4 Global Hawk**. The RQ-4 Global Hawk is a high-altitude, long-endurance, remotely piloted aircraft with an integrated sensor suite that provides global all-weather, day or night intelligence, surveillance and reconnaissance (ISR) capability. Global Hawk's mission is to provide a broad spectrum of ISR collection capability to support joint combatant forces in worldwide peacetime, contingency and wartime operations. The Global Hawk provides persistent near-real-time coverage using imagery intelligence (IMINT), signals intelligence (SIGINT) and moving target indicator (MTI) sensors.

- 13th Reconnaissance Squadron, 926th Wing, Beale Air Force Base, California

10.6. Personnel Recovery

10.6.1. **HC-130N/P**. The mission of the HC-130P/N "King" is to rapidly deploy to austere airfields and denied territory in order to execute all-weather personnel recovery operations anytime, anywhere. King crews routinely perform high and low altitude personnel & equipment airdrops, infiltration/exfiltration of personnel, helicopter air-to-air refueling, and forward area refueling point missions. When tasked, the aircraft also conducts humanitarian assistance operations, disaster response, security cooperation/aviation advisory, emergency aeromedical evacuation, casualty evacuation, noncombatant evacuation operations, and, during the Space Shuttle program, space flight support for NASA.

- 39th Rescue Squadron, 920th Rescue Wing, Patrick Air Force Base, Florida.

10.6.2. **HH-60G**. The primary mission of the HH-60G Pave Hawk helicopter is to conduct day or night personnel recovery operations into hostile environments to recover isolated personnel during war. The HH-60G is also tasked to perform military operations other than war, including civil search and rescue, medical evacuation, disaster response, humanitarian assistance, security cooperation/aviation advisory, NASA space flight support, and rescue command and control.

- 301st Rescue Squadron, 920th Rescue Wing, Patrick Air Force Base, Florida.
- 305th Rescue Squadron, 943rd Rescue Group, Davis Monthan Air Force Base, Arizona

10.7. Rapid Global Mobility

10.7.1. **C-5M Galaxy**. The C-5M Super Galaxy is a strategic transport aircraft and is the largest aircraft in the Air Force inventory. Its primary mission is to transport cargo and personnel for the Department of Defense. The C-5M is a modernized version of the legacy C-5 designed and manufactured by Lockheed Martin. Currently the U.S. Air Force owns

and operates 52 C-5B/C/M. They are stationed at Dover Air Force Base, Delaware; Travis AFB, California; Joint Base San Antonio-Lackland, Texas; and Westover Air Reserve Base, Massachusetts.

- 68th Airlift Squadron, 433rd Airlift Wing, Joint Base San Antonio, Texas
- 312th Airlift Squadron, 349th Air Mobility Wing, Travis Air Force Base, California
- 337th Airlift Squadron, 439th Airlift Wing, Westover Air Reserve Base, Massachusetts
- 356th Airlift Squadron, 433rd Airlift Wing, Joint Base San Antonio-Lackland, Texas
- 709th Airlift Squadron, 512th Airlift Wing, Dover Air Force Base, Delaware.

10.7.2. **C-40C**. The C-40C provides safe, comfortable and reliable transportation for U.S. leaders to locations around the world. The C-40C's primary customers are the combatant commanders and members of the Cabinet and Congress. The aircraft also performs other operational support missions.

- 73rd Airlift Squadron, 932nd Airlift Wing, Scott AFB, Illinois

10.7.3. **C-130H/J Hercules**. The C-130 Hercules primarily performs the tactical portion of the airlift mission. The aircraft is capable of operating from rough, dirt strips and is the prime transport for airdropping troops and equipment into hostile areas. The C-130 operates throughout the U.S. Air Force, fulfilling a wide range of operational missions in both peace and war situations.

- 96th Airlift Squadron, 934th Airlift Wing, Minneapolis-St Paul Air Reserve Station, Minnesota.
- 327th Airlift Squadron, 913th Airlift Group, Little Rock Air Force Base, Arkansas
- 357th Airlift Squadron, 908th Airlift Wing, Maxwell Air Force Base, Alabama
- 700th Airlift Squadron, 94th Airlift Wing, Dobbins Air Reserve Base, Georgia
- 731st Airlift Squadron, 302nd Airlift Wing, Peterson Air Force Base, Colorado
- 757th Airlift Squadron, 910th Airlift Wing, Youngstown-Warren Air Reserve Station, Ohio.
- 815th Airlift Squadron, 403rd Wing, Keesler Air Force Base, Mississippi.

10.7.4. **C-17A Globemaster**. The C-17A Globemaster III is the most flexible cargo aircraft to enter the airlift force. The C-17 is capable of rapid strategic delivery of troops and all types of cargo to main operating bases or directly to forward bases in the deployment area. The aircraft can perform tactical airlift and airdrop missions and can transport litters and ambulatory patients during aeromedical evacuations. The inherent flexibility and performance of the C-17 force improve the ability of the total airlift system to fulfill the worldwide air mobility requirements of the United States.

- 89th Airlift Squadron, 445th Airlift Wing, Wright-Patterson Air Force Base, Ohio
- 97th Airlift Squadron, 446th Airlift Wing, Joint Base Lewis-McChord, Washington
- 300th Airlift Squadron, 315th Airlift Wing, Joint Base Charleston, South Carolina
- 301st Airlift Squadron, 349th Air Mobility Wing, Travis Air Force Base, California
- 313th Airlift Squadron, 446th Airlift Wing, Joint Base Lewis-McChord, Washington

- 317th Airlift Squadron, 315th Airlift Wing, Joint Base Charleston, South Carolina
- 326th Airlift Squadron, 512th Airlift Wing, Dover Air Force Base, Delaware
- 701st Airlift Squadron, 315th Airlift Wing, Joint Base Charleston, South Carolina
- 728th Airlift Squadron, 446th Airlift Wing, Joint Base Lewis-McChord, Washington
- 729th Airlift Squadron, 452nd Air Mobility Wing, March Air Reserve Base, California.

- 732nd Airlift Squadron, 514th Air Mobility Wing, Joint Base McGuire-Dix-Lakehurst, New Jersey
- 758th Airlift Squadron, 911th Airlift Wing, Pittsburgh Air Reserve Station, Pennsylvania

10.8. Special Operations

10.8.1. **AC-130U/J**. The AC-130U/J Spooky gunships' primary missions are close air support, air interdiction and armed reconnaissance. Close air support missions include troops in contact, convoy escort and point air defense. Air interdiction missions are conducted against preplanned targets or targets of opportunity and include strike coordination, reconnaissance, and armed overwatch.

- 5th Special Operations Squadron, 919th Special Operations Wing, Hurlburt Field, Florida

10.8.2. **AC-208**. The AC-208 Combat Caravan is a counter insurgency light attack aircraft equipped with an electro-optical targeting system with an integrated laser designator, data link systems and self-protection equipment. The AC-208 supports Aviation Foreign Internal Defense (AvFID) missions.

- 711th Special Operations Squadron, 919th Special Operations Wing, Duke Field, Florida

10.8.3. **C-145A**. The C-145A Skytruck's primary role is aircrew training for U.S. Special Operations Command's Aviation Foreign Internal Defense (AvFID) mission to assess, train, advise and assist foreign aviation forces in airpower employment, sustainment and force integration.

- 711th Special Operations Squadron, 919th Special Operations Wing, Duke Field, Florida

10.8.4. **C-146A**. The C-146A Wolfhound's primary mission is to provide U.S. Special Operations Command flexible, responsive and operational movement of small teams needed in support of Theater Special Operations Commands. Airlift missions are conducted by Air Force Special Operations Command aircrews to prepared and semi-prepared airfields around the world, supporting Non-Standard Aviation (NSAv) missions.

- 859th Special Operations Squadron, 919th Special Operations Wing, Duke Field, Florida

10.8.5. **MC-130H/J**. The MC-130H/J Combat Talon II provides infiltration, exfiltration, and resupply of special operations forces in hostile or denied territory. Other missions include psychological operations and helicopter air refueling.

- 5th Special Operations Squadron, 919th Special Operations Wing, Hurlburt Field, Florida

10.8.6. **U-28**. The U-28A provides manned fixed-wing tactical airborne ISR support to humanitarian operations, search and rescue and conventional and special operation missions.

- 5th Special Operations Squadron, 919th Special Operations Wing, Hurlburt Field, Florida

10.9. Weather Reconnaissance

10.9.1. **WC-130J**. The WC-130 Hercules is a high-wing, medium-range aircraft flown by the Air Force Reserve Command for weather reconnaissance missions. The weather data collection aircraft penetrates tropical disturbances and storms, hurricanes and winter storms to obtain data on movement, size and intensity.

- 53rd Weather Reconnaissance Squadron, 403rd Wing, Keesler Air Force Base, Mississippi