



# AIR FORCE RESERVE COMMAND

## Pilot Opportunities Guidebook



For inquiries on flying opportunities in the Air Force Reserve,  
Please contact [HOAFRC.A3RB.AircrewAccessions@us.af.mil](mailto:HOAFRC.A3RB.AircrewAccessions@us.af.mil).

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**U.S. AIR FORCE**

1. **General Information.** The purpose of this Guidebook is to serve as a focal point for rated pilots interested in flying in the Air Force Reserve (AFR). Whether you are flying or have flown in the Air Force, a sister service, or have never served in the military, the AFR offers a wide variety of flying opportunities across the full spectrum of aircraft types, geographical locations, and job statuses allowing you to maintain currency, qualifications and proficiency—a great benefit for future flying opportunities! In order to view attachments, please open this document in Adobe Acrobat or Adobe Reader and select VIEW > SHOW/HIDE > NAVIGATION PANES > ATTACHMENTS.
2. **Sponsorship.** To fly in the AFR, you will eventually need to be sponsored by a unit. Therefore, consider securing unit sponsorship prior to or concurrent with contacting a recruiter. 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 at the base you choose. 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 much more difficult to obtain due to the lower numbers available. That said, you have a much higher probability of being hired for a fighter pilot position if you are a current or former fighter pilot.
  - 2.1. **How to Get Sponsored.** Individual AFR units control their own hiring processes internally. Each unit has different hiring needs and hires at different times throughout the year, often holding local hiring events at the unit. These hiring events are often referred to as “boards.” Units may or may not require an interview. Fully qualified prior service candidates may be gained by a unit as an overage even if vacancies are not available. 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:
    - 2.1.1. Reference Guidebook Section 9 to determine which aircraft and/or locations interest you, and contact [HQAFCR.A3RB.AircrewAccessions@us.af.mil](mailto:HQAFCR.A3RB.AircrewAccessions@us.af.mil) to determine what pilot positions are currently open and available.
    - 2.1.2. Contact the unit POCs to discuss your background and any open vacancies. Reference Attachment 1 for unit leadership contact information. Reference Attachment 6 for a Pilot Information Summary to complete and forward to the units. The hiring POCs will notify you of any additional requirements necessary for sponsorship. If you find contact information that is out of date, please notify [HQAFCR.A3RB.AircrewAccessions@us.af.mil](mailto:HQAFCR.A3RB.AircrewAccessions@us.af.mil).
  - 2.2. **What to Do Once Sponsored.** Once you secure unit sponsorship, obtain a signed AFR Sponsorship Letter from your sponsoring unit's Wing Commander (reference Attachment 2). Contact a recruiter and email him/her a copy of your signed AFR Sponsorship Letter.
3. **Recruiter.** The type of recruiter that will assist you through the process of joining the AFR depends on whether or not you are still serving in the Air Force, per below. The process of contacting a recruiter can be accomplished concurrently with seeking unit sponsorship.
  - 3.1. If you are currently serving on Active Duty, please contact the In-Service Recruiter (ISR) located at your current duty station. If you need help getting in touch with a recruiter, please visit <https://afreserve.com> and click “APPLY NOW,” or call 800-257-1212. Of note, Palace Chase and Palace Front are programs offered to active-duty officers, 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.

- 3.2. If you separated from Active Duty and are not currently in the Reserve, please contact your local Officer Accessions Recruiter (OAR) by referencing Guidebook Attachment 3.
4. **Medical.** Your assigned recruiter will assist you in determining what documents are required for medical clearance.
5. **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. In order for you to serve in the Reserve component, your name and current rank must be added to the Reserve scroll. Your assigned recruiter will work with you to complete your AFR scroll. Please reference Guidebook Attachment 4 for a list of documents that may be required.
6. **Additional Requirements.** There are additional requirements for you to join the AFR, depending on your military experience. Please reference the section below that applies to you.

#### 6.1. Prior Air Force (Active, Reserve, or ANG) Pilots.

- 6.1.1. **Medical.** If you have been separated from the Air Force for less than 12 months, you may be eligible for an expedited medical clearance. Your recruiter will assist you in gathering and completing the necessary forms, including a copy of your last flying PHA (the medical team can usually pull this from your electronic medical record), a completed medical history (AF 2807), and a signed DD2870 (to allow the medical team to access and review your medical records following separation and to discuss with leadership if necessary). Any flying medical waivers you may have also need to be current.
- 6.1.2. **Aeronautical Orders.** To fly in the Air Force Reserve, you must have current aeronautical orders. As a prior Air Force pilot, the process used to accomplish this depends on your situation. Please see below for which category applies to you.
  - 6.1.2.1. **Separation >90 Days.** If you separated from the Air Force (or aviation service) more than 90 days ago, you must accomplish an Aeronautical Orders Revalidation. Please reference Attachment 5 for a list of required documents your recruiter will need.
  - 6.1.2.2. **Separation >8 Years.** If you separated from the Air Force (or aviation service) more than 8 years ago, you must accomplish a Flight Evaluation Board (FEB). Please reference Attachment 9 for a list of required documents your recruiter will need.
  - 6.1.2.3. **Disqualified.** If you were medically or administratively disqualified, you must accomplish an Aeronautical Orders Requalification. Please reference Attachment 5 for a list of required documents your recruiter will need.
- 6.1.3. **Formal Training Course.** The flight training course you will need depends on the specific aircraft you will fly. For assistance in determining and scheduling the proper training course, please contact the training shop representative at your sponsoring unit.

**6.2. Retired-to-Reserve.** If you are currently retired but have not reached your Mandatory Separation Date (MSD) or High Year Tenure (HYT), you may request Unit, IMA and ART assignments based on the Air Force Reserve Indispensability Policy. The Chief of the Air Force Reserve (AF/RE) is the delegated approval authority for these assignment requests. Interested members should apply by submitting an application through an Air Force Reserve recruiter. The recruiter will work with the gaining Unit's servicing Force Support Squadron/RIO Detachment to route the request for approval. The gaining FSS/Det will submit all Retiree to SelRes requests on an AFRC Snowflake (see Attachment 10) through the Task Management Tool (TMT) for NAF/CC or RIO/CC approval. (ARPC weblink for additional info: [https://mypers.af.mil/app/answers/detail/a\\_id/34336](https://mypers.af.mil/app/answers/detail/a_id/34336)). Units and Dets must route a complete package to the following organizations in TMT:

1. Unit/Wing or Det
2. NAF/CC or RIO/CC
3. ARPC/CC
4. AFRC/CFM
5. AFRC/CD
6. AF/REP
7. AF/RE

**6.2.1.** If AF/RE approves the request, ARPC/DPA will notify the gaining NAF/Wing or RIO/Det of approval or disapproval actions. Requests can take 120-180 days to be processed/approved from the time ARPC receives it via TMT. NOTE: Per the Indispensability Policy Addendum, the following indispensability policy restrictions are lifted for the 11X, 12X, 21X, career fields:

1. 11X, 12X, and 21X manning levels below 100% vice 80% will be eligible for indispensability however, applicants for AFSCs that are at 100% manning will be approved on a case-by-case basis.
2. For 11X, 12X, and 21X AFSCs below 95%, no supporting documentation i.e., proof of advertisement, will be required as part of the package.
3. The 2-year contract limitation, reassignments, and annual review will be waived until desired manning levels are achieved. However, members may not serve beyond their HYT/MSD.

**6.3. Prior Army/Coast Guard/Marines/Navy Pilots.** For prior (non-AF) service members, joining the AFR will require two main actions—an AFR commission and a flight qualifications review (and UPT if required).

**6.3.1. AF Commission.** Please work with your recruiter to obtain and complete all necessary documentation for your commissioning package.

**6.3.2. Undergraduate Pilot Training (UPT).** Depending on your pilot training, you may need to attend Air Force UPT (per AFMAN 11-402).

**6.3.2.1.** If you graduated from USAF or USN primary fixed-wing training, you do not need to attend UPT. However, you must undergo an Aeronautical Orders review. Please reference

## Guidebook Section 6.3.3.

6.3.2.2. If you did not graduate from USAF or USN primary fixed-wing training, and you are a helicopter pilot (even if you later transitioned to fixed-wing aircraft), please see below for further guidance.

6.3.2.2.1. If you are looking to fly helicopters in the Air Force Reserve (including prior or current Army helicopter pilots), you must undergo an Aeronautical Orders review. Please reference Guidebook Section 6.3.3.

6.3.2.2.2. If you are looking to fly fixed-wing aircraft in the Air Force Reserve, you must attend UPT by applying for and being selected on an AFRC Undergraduate Flying Training (UFT) Selection Board. For more information on this process, please reference the AFRC UFT Guidebook, available for download at [https://afreserve.com/downloads/AFRC\\_UFT\\_Guidebook.pdf](https://afreserve.com/downloads/AFRC_UFT_Guidebook.pdf). There is no need for you to continue using the AFRC Pilot Opportunities Guidebook.

6.3.3. **Aeronautical Orders Review.** As a prior military pilot seeking flying status in the Air Force, you will need to have your flight history reviewed.

6.3.3.1. **Separation >8 Years.** If you separated from service more than eight years ago, you must accomplish a full Aeronautical Ratings Board (ARB). Please work with your recruiter to complete the necessary steps outlined in Guidebook Attachment 8.

6.3.3.2. **Separation <8 Years.** If you separated from service less than 8 years ago, a full ARB is not required. Instead, an ARB Waiver may be accomplished. Please work with your recruiter to complete the necessary steps outlined in Guidebook Attachment 9.

6.3.4. **Formal Training Course.** The flight training course you will need depends on the specific aircraft you will fly. For assistance in determining and scheduling the proper training course, please contact the training shop representative at your sponsoring unit.

6.4. **Non-Prior Military Pilots.** If you are looking to fly fixed-wing aircraft in the Air Force Reserve, you must attend UPT by applying for and being selected on an AFRC Undergraduate Flying Training (UFT) Selection Board. For more information on this process, please reference the AFRC UFT Guidebook, available for download at [https://afreserve.com/downloads/AFRC\\_UFT\\_Guidebook.pdf](https://afreserve.com/downloads/AFRC_UFT_Guidebook.pdf). There is no need for you to continue using the AFRC Pilot Opportunities Guidebook.

7. **Operational Flying Statuses.** 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.

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

7.2. **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, which determines how many

hours are required to be eligible for the different pay scales within the civil service pay structure. Military flight hour requirements for each grade are as follows:

- 7.2.1. GS-2181-09 (pilot at the GS-9 pay level) – no military flight time requirement.
- 7.2.2. GS-2181-11 (pilot at the GS-11 pay level) – minimum 300 hours total military flight time.
- 7.2.3. GS-2181-12 (pilot at the GS-12 pay level) – minimum 750 hours total military flight time.
- 7.2.4. GS-2181-13 (pilot at the GS-13 pay level) – minimum 1,000 hours total military flight time.
- 7.2.5. GS-2181-13 Instructor (instructor pilot at the GS-13 pay level) – minimum 1,200 hours total military flight time.
- 7.2.6. GS-2181-14 (pilot at the GS-14 pay level) – minimum 1,500 hours total military flight time.
- 7.2.7. Please reference Attachment 7 for more detailed information.

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

7.4. **Individual Reserve (IR).** A **part-time** Reservist serving as a backfill to an active duty position, coordinating flexible schedules with their assigned unit. Most of these types of positions are non-flying.

## 8. Incentives and Benefits.

8.1. The AFR offers a wide variety of incentives and benefits for service. Please contact your recruiter for more details.

9. **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.

### 9.1. Air Refueling

9.1.1. **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.



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



- 9.1.2. **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.



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

- 9.1.3. **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.



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

## 9.2. Air Superiority

- 9.2.1. **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.



- 301<sup>st</sup> Fighter Squadron, 44<sup>th</sup> Fighter Group, Tyndall Air Force Base, Florida
- 302<sup>nd</sup> Fighter Squadron, 477<sup>th</sup> Fighter Group, Joint Base Elmendorf-Richardson, Alaska

### 9.3. Command and Control

- 9.3.1. **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.



- 970<sup>th</sup> Airborne Air Control Squadron, 513<sup>th</sup> Air Control Group, Tinker AFB, Oklahoma

### 9.4. Global Precision Attack

- 9.4.1. **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.



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

- 9.4.2. **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.



- 345<sup>th</sup> Bomb Squadron, 307<sup>th</sup> Bomb Wing, Dyess Air Force Base, Texas

- 9.4.3. **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.



- 93<sup>rd</sup> Bomb Squadron, 307<sup>th</sup> Bomb Wing, Barksdale Air Force Base, Louisiana
- 343<sup>rd</sup> Bomb Squadron, 307<sup>th</sup> Bomb Wing, Barksdale Air Force Base, Louisiana



- 9.4.4. **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.



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

- 9.4.5. **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.



- 69<sup>th</sup> Fighter Squadron, 944<sup>th</sup> Fighter Wing, Luke Air Force Base, Arizona
- 93<sup>rd</sup> Fighter Squadron, 482<sup>nd</sup> Fighter Wing, Homestead Air Reserve Base, Florida
- 457<sup>th</sup> Fighter Squadron, 301<sup>st</sup> Fighter Wing, Joint Reserve Base Fort Worth, Texas
- 706<sup>th</sup> Fighter Squadron, 926<sup>th</sup> Wing, Nellis Air Force Base, Nevada

- 9.4.6. **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.



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

## 9.5. Intelligence, Surveillance and Reconnaissance

- 9.5.1. **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.



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

- 9.5.2. **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.

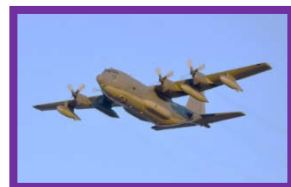


The Global Hawk provides persistent near-real-time coverage using imagery intelligence (IMINT), signals intelligence (SIGINT) and moving target indicator (MTI) sensors.

- 13<sup>th</sup> Reconnaissance Squadron, 926<sup>th</sup> Wing, Beale Air Force Base, California

## 9.6. Personnel Recovery

- 9.6.1. **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.



- 39<sup>th</sup> Rescue Squadron, 920<sup>th</sup> Rescue Wing, Patrick Air Force Base, Florida

- 9.6.2. **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.



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

## 9.7. Rapid Global Mobility

- 9.7.1. **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.



- 68<sup>th</sup> Airlift Squadron, 433<sup>rd</sup> Airlift Wing, Joint Base San Antonio, Texas

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

9.7.2. **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.



- 73<sup>rd</sup> Airlift Squadron, 932<sup>nd</sup> Airlift Wing, Scott AFB, Illinois

9.7.3. **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.



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

9.7.4. **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.



- 89<sup>th</sup> Airlift Squadron, 445<sup>th</sup> Airlift Wing, Wright-Patterson Air Force Base, Ohio
- 97<sup>th</sup> Airlift Squadron, 446<sup>th</sup> Airlift Wing, Joint Base Lewis-McChord, Washington
- 300<sup>th</sup> Airlift Squadron, 315<sup>th</sup> Airlift Wing, Joint Base Charleston, South Carolina
- 301<sup>st</sup> Airlift Squadron, 349<sup>th</sup> Air Mobility Wing, Travis Air Force Base, California
- 313<sup>th</sup> Airlift Squadron, 446<sup>th</sup> Airlift Wing, Joint Base Lewis-McChord, Washington
- 317<sup>th</sup> Airlift Squadron, 315<sup>th</sup> Airlift Wing, Joint Base Charleston, South Carolina
- 326<sup>th</sup> Airlift Squadron, 512<sup>th</sup> Airlift Wing, Dover Air Force Base, Delaware
- 701<sup>st</sup> Airlift Squadron, 315<sup>th</sup> Airlift Wing, Joint Base Charleston, South Carolina
- 728<sup>th</sup> Airlift Squadron, 446<sup>th</sup> Airlift Wing, Joint Base Lewis-McChord, Washington
- 729<sup>th</sup> Airlift Squadron, 452<sup>nd</sup> Air Mobility Wing, March Air Reserve Base, California

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

## 9.8. Special Operations

- 9.8.1. **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.



- 5<sup>th</sup> Special Operations Squadron, 919<sup>th</sup> Special Operations Wing, Hurlburt Field, Florida

- 9.8.2. **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.



- 711<sup>th</sup> Special Operations Squadron, 919<sup>th</sup> Special Operations Wing, Duke Field, Florida

- 9.8.3. **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.



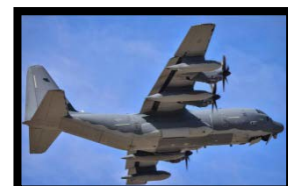
- 711<sup>th</sup> Special Operations Squadron, 919<sup>th</sup> Special Operations Wing, Duke Field, Florida

- 9.8.4. **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.



- 859<sup>th</sup> Special Operations Squadron, 919<sup>th</sup> Special Operations Wing, Duke Field, Florida

- 9.8.5. **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.



- 5<sup>th</sup> Special Operations Squadron, 919<sup>th</sup> Special Operations Wing, Hurlburt Field, Florida

- 9.8.6. **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.

- 5<sup>th</sup> Special Operations Squadron, 919<sup>th</sup> Special Operations Wing, Hurlburt Field, Florida



## 9.9. Weather Reconnaissance

- 9.9.1. **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.

- 53<sup>rd</sup> Weather Reconnaissance Squadron, 403<sup>rd</sup> Wing, Keesler Air Force Base, Mississippi

