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Flying Operations

C-130 AIRCREW TRAINING

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This volume implements AFPD 11-2, *Aircraft Rules and Procedures*. It establishes the aircrew training policy for C-130 aircrews to safely and successfully accomplish their worldwide mobility missions. Capability requirements for the vast majority of C-130 platforms include: airland or airdrop personnel, equipment, and supplies; medical evacuation of casualties; assault airland operations to 3000' unimproved landing zones; employ in visual, instrument, and night-vision goggle (NVG) combat environments from low, medium, or high altitude in formation or single ship using tactics, techniques and procedures as defined in AFTTP 3-1.25, *Tactical Employment, C-130E/H*, AFTTP 3-3.25, *Combat Aircraft Fundamentals – C-130*, and AFI 11-2C-130 Volume 3, *C-130 Operations Procedures*. The C-130 is a diverse aircraft (includes C-130E, C-130H, C-130H1, C-130H2, C-130H3, LC-130 and WC-130) tasked with performing a variety of missions. It demands a robust and flexible training program allowing commanders to train to capability requirements while meeting operational demands. This AFI provides the foundation for building a C-130 combat capable aircrew. Ultimately it is the responsibility of the Operations Group Commander to ensure that training profiles are relevant to meeting the needs of the combat environment. (*Note:* Aeromedical Evacuation Crewmembers see AFI 11-2AE, Volume 1, *Aeromedical Evacuation Aircrew Training)*. Submit suggested improvements to this instruction on AF IMT 847, **Recommendation for Change of Publication**, through training channels to HQ AMC/A3T, 402 Scott Drive, Unit 3A1, Scott AFB, IL, 62225-5302.

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ment System (ARMS) (December 26, 2002, 67 FR 78777) applies. The Paperwork Reduction Act of 1974 as amended in 1996 affects this instruction. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFPD 33-3, *Information Management* and AFMAN 37-123, *Management of Records* and disposed of in accordance with the *Air Force Records Disposition Schedule (RDS)* located at **https://afrims.amc.af.mil**.

SUMMARY OF CHANGES

This interim change clarifies Continuation and Mobility Training Requirements, including moving Small Arms Training from **Table 4.1.** to **Table 4.2.**, provides further guidance for certain crewmembers who are NMR for Hazardous Cargo or NVG Ground Refresher Training, realigns and implements additional Qualification and Certification (Q) Training Events, and updates the OPR for this AFI. Changed items are indicated by a bar (|).

Chapter 1

GENERAL

1.1. Training Objective. This instruction prescribes basic policy and guidance for training United States Air Force C-130 crewmembers according to AFI 11-202 Volume 1, *Aircrew Training.* The overall objective of the aircrew training program is to develop and maintain a high state of mission readiness for the immediate and effective employment in exercises, peacekeeping operations, contingencies, and war. If a conflict is identified for a training requirement other than ancillary training, comply with the requirements of this AFI and notify the OPR (see paragraph **1.3.1.**). If a conflict is identified for an ancillary training requirement, comply with the guidance in AFI 11-202 Volume 1.

1.2. Key Words Explained.

1.2.1. "Will" and "shall" indicate a mandatory requirement.

1.2.2. "Should" is normally used to indicate a preferred, but not mandatory, method of accomplishment.

1.2.3. "May" indicates an acceptable or suggested means of accomplishment.

1.2.4. "Note" indicates operating procedures, techniques, etc., which are considered essential to emphasize.

1.3. Administration.

1.3.1. Supplements. This AFI is a basic directive. Each MAJCOM or operational theater may supplement this AFI. MAJCOM supplements may be more, but not less restrictive than this instruction. MAJCOMs may set training requirements lower than specified in this instruction when the statement "or as specified in MAJCOM supplement" is indicated as applicable to that item or event. MAJCOM supplements will be coordinated/approved by HQ AMC/A3T and HQ AF/A3OT before publication. Send one copy to HQ AMC/A3T and one copy to HQ AF/A3OT (after publication). Air National Guard (ANG) is considered a MAJCOM for purposes of this instruction (Ref AFI 11-202 Vol 1.)

1.3.2. Local Training Procedures. Wings or groups may publish local training guidance; however, units may not change AFI guidance except where noted. Units will send one copy of their local training procedures to the parent MAJCOM Training OPR.

1.4. Responsibilities. AFI 11-202, Volume 1 outlines responsibilities for aircrew training.

1.4.1. Lead Command. Air Mobility Command (AMC) is designated lead command for the C-130 Mission Design Series (MDS) combat delivery aircraft according to AFPD 10-9, *Lead Operating Command Weapon System Management,* AFPD 11-2, and AFPD 10-21, *Air Mobility Lead Command Roles and Responsibilities*. Lead command is responsible for establishing and standardizing aircrew flying training requirements in coordination with user commands. HQ AMC/A3 delegates to HQ AMC/A3T the authority to manage all training course requirements and training tasks. AMC/A3T, in coordination with user commands, approves/fields continuation training requirements or adjustments, and fields short-notice specialized local upgrade courses (e.g., NVG Assault, etc.). AMC/A3T is OPR for this AFI.

1.4.1.1. Courses. AMC/A3T, in coordination with Training and User commands, approves continuation training and locally taught upgrade courses.

1.4.1.2. Realistic Training Review Board (RTRB). HQ AMC/A3T will host a RTRB biennially, or more frequently, as required. The RTRB reviews all training programs for currency, applicability, compliance, and effectiveness. Attendees should include representatives from AMC, ACC, AETC, AFMC, AFRC, AFSOC, ANG, PACAF, USAFE, and ATS instructors, as applicable.

1.4.1.3. AMC/A3T Detachment 3 AMCAOS (AMC Air Operations Squadron) is located at Little Rock AFB, AR. It provides the government oversight of the C-130 Aircrew Training System (ATS) contract and consists of three divisions: Simulator Certification, Curriculum Management, and Quality Assurance.

1.4.1.3.1. Detachment 3 conducts Simulator Certification (SIMCERT) on all aircrew training devices (ATDs) according to AFI 36-2251, *Management of Aircrew Training Systems*, or when necessary, ATD Modification and Configuration Change guidance. SIMCERT includes testing, inventory inspections, Quality Assurance Issues (QAI) and contract compliance evaluations.

1.4.1.3.2. Through close coordination with the ATS Program Manager and responsible contracting officer, Detachment 3 Subject Matter Experts (SMEs) provide C-130 ATS contractor oversight through courseware audits, instructor evaluations, and courseware quality assurance. Det 3 Curriculum Management ensures services provided by the C-130 ATS contractor comply with contractual requirements and guidelines. Det 3 Curriculum Management ensures courseware improvement through regular involvement in the Courseware Configuration Working Group (CCWG) and ensures formal school and continuation training instructional quality through regular site audits. This function is in the process of transferring to 314 OSS at Little Rock.

1.4.1.3.3. Detachment 3 provides day-to-day C-130 ATS contract administration and oversees Configuration Management (CM), Logistics, and Engineering practices. It ensures continued Government control of all baselines and provides product acceptance recommendations for the Government to the Program Manager (PM). Detachment 3 develops and maintains the Quality Assurance Surveillance Plan (QASP) and is the central collection point for Quality Assurance (QA) data. It conducts formal technical reviews, including Functional Configuration Audits (FCA) and Physical Configuration Audits (PCA), and reviews Engineering Change Proposals (ECP) and Contractor Plans. The 314 OSS/OSTQ provides program level quality assurance for curriculum.

1.4.2. Training Command. AETC/A3 is responsible for formal school syllabus and is the approval authority for changes in coordination with lead and user commands according to AFI 11-202 Volume 1. AETC/A3 designates AETC/A3F to oversee formal school courses and syllabus management in coordination with the lead command and ATS contractor. Formal school syllabi are available at AETC bookstore: **http://trss3.randolph.af.mil/bookstore/**. AETC/A3R develops and publishes the PFT in accordance with the HQ AF/A3OT Flying Training CONOPS (see paragraph **1.14.2.**) and allocates and manages training quotas within the formal school capacity.

1.4.2.1. Progress Review (PR). See AFI 11-202, Volume 1. AETC will notify the student's gaining unit of PR action. If the PR recommends a Flying Evaluation Board, AETC will notify the student's gaining MAJCOM.

1.4.2.2. AETC maintains a list of formal school courses in the Education and Training Course Announcement (ETCA). The site address is: **https://etca.randolph.af.mil/**.

1.4.3. User Commands.

1.4.3.1. Student Management. MAJCOM training staff will manage student training according to paragraph **1.14.2.1.**.

1.4.3.2. Recall Procedures. Requests to recall students from a formal school course will be sent from the student's MAJCOM to the appropriate training unit, 19 AF/DOM, and HQ AETC/A3R. Emergency recall during non-duty hours may be coordinated directly with the training unit with notification to HQ AETC/A3R on the next duty day.

1.4.4. Wing Commander. WG/CC will ensure unit/local level agencies and facilities support aircrew ground training programs. Host and/or co-located units will develop local agreements to consolidate aircrew training support base-wide.

1.4.5. Operations Groups.

1.4.5.1. The OG/CC (or equivalent) will convene a training review panel (TRP) to be chaired by the OG/CC or a designated representative. Panel members should include representatives from squadron training, formal training unit (FTU), tactics, operations, safety and other areas as determined by the commander (i.e. ATS contractors, HARM and SARM).

1.4.5.1.1. TRP – Requirements. Convene the TRP per calendar semi-annual period and maintain minutes for a period of two years (commanders may increase this frequency as required). Squadrons and detachments not collocated with their OG may conduct their own panel or provide representation to the unit's TRP. Panel minutes from non-collocated squadron and detachment TRPs will be forwarded to the unit for inclusion in the unit's TRP.

1.4.5.1.2. TRP Format. The TRP should review staff and crewmember management actions necessary to complete squadron flight and ground training programs. Suggested TRP topics include, but are not limited to current and forecast Ground/Flight Training Levels, (FTL/GTL), Upgrade and Continuation Training status, Semi-annual requirement completion rates, crew position gains/losses, Aircraft Commander, Instructor and Evaluator upgrades. Units should also review all unit defined training "X" events for relevancy.

1.4.5.2. OG/CC may develop additional training requirements and/or programs as necessary to meet unit mission requirements. Units may include these requirements in a local supplement to this AFI.

1.4.5.3. OG/CC is responsible for establishing and maintaining the academic training program for non-ATS courses (may be delegated to squadron level). The OG (or squadron OPR) will:

1.4.5.3.1. Appoint primary and alternate instructors for each non-ATS course to be taught.

1.4.5.3.2. Publish a ground training schedule (ARC, as required) to include date, time, location, instructor and designated crewmembers for each course (both ATS and non-ATS). OG/CC may specify extra training periods as required.

1.4.5.3.3. Use MAJCOM, ATS, or unit-developed training products and/or syllabus for all courses, as applicable. Units will reproduce courseware as applicable.

1.4.5.3.4. Develop a procedure to monitor the academic training program for course content, currency of materials, instructor availability, and status of training aids. Squadrons should recommend to the commander changes to existing courses or additional academic training courses required, based on crewmember feedback.

1.4.5.3.5. Send recommendations for changes, additions, and deletions of courses through appropriate channels to appropriate MAJCOM with an information copy to HQ AMC/A3T.

1.4.6. Squadrons. Sq/CC or designated representative will:

1.4.6.1. Ensure crewmembers complete in-unit mission, ground, and continuation training programs. Failure to reasonably progress may require action for removal.

1.4.6.2. Before each semi-annual training period, assign Flying Training Levels (FTL), Ground Training Levels (GTL), and levels of qualification (evaluator, instructor, etc.) to assigned and attached crewmembers (see paragraph **4.3.**). Assign training levels based on experience and aircraft proficiency.

1.4.6.3. Ensure supervisors complete AETC web-based formal school post-graduate questionnaires. The ATS contractor sends out a notification message via email to the training office POC of the unit, who forwards the email to the appropriate supervisor. The notification message is sent out approximately 90 days after the student graduates. To change the unit POC or gain access to the system, contact the ATS contractor at **gradeval@c130ats.net**.

1.4.6.4. Ensure adequate training continuity and supervision of assigned and attached crewmembers. Unit commanders may assign additional requirements based on individual crewmember's experience and proficiency.

1.4.6.5. Review training and evaluation records of newly assigned or attached crewmembers and those completing formal training, to determine the training required to certify the individual as Basic Aircraft Qualified (BAQ), Basic Mission Capable (BMC), or Mission Ready (MR).

1.4.6.6. Review qualifications and monitor training requirements for unit-assigned or attached flight surgeons.

1.4.6.7. Execute unit-level aircrew certifications described in this instruction.

1.4.6.8. Ensure flight commanders or designated squadron representative monitor quality of training being accomplished and identify training deficiencies. Advise Sq/CC of additional training needs.

1.4.7. Training Site with ATS Contractor. The C-130 ATS contractor is responsible for academic and aircrew training device (ATD) instruction at the formal schools and specialized training at all USAF C-130 training sites. This responsibility includes developing, updating and publishing courseware and the formal school syllabus in accordance with the ATS contract (see **Chapter 6**).

1.5. Waiver Authority.

1.5.1. Do not deviate from the policies and requirements in this instruction. Report deviations or exceptions without waiver through channels to MAJCOM/A3T (or equivalent) who, in turn, should notify the OPR for follow-on action, if necessary.

1.5.2. Unless specified in this instruction, MAJCOM/A3 or equivalent level is the designated waiver authority for specific crewmember training requirements in this instruction not governed by AFI 11-202 Volume 1 or another AFI. OG/CC's (or equivalent) are designated as the waiver authority for flying continuation training requirements mandated in **Chapter 4** of this AFI. Waivers for training or currency events missed in consecutive training periods will require MAJCOM approval.

1.5.3. OG/CC is designated waiver authority for minimum flying-hour prerequisites for entry into formal upgrade courses (see **Table 5.1.**).

1.5.4. When a student is entered into a formal course, HQ AETC/A3 designates HQ AETC/A3F as waiver authority for AETC flying training syllabus and formal school prerequisites (exceptions see paragraph **1.5.3.** and paragraph **1.5.5.**). All requests for a syllabus waiver will include supporting rationale. User command training staff should submit prerequisite waiver requests direct to HQ AETC/A3F. All waivers shall be approved before the crewmember departs for formal training. File a copy of all waivers in the trainee's training folder and hand-carry a copy to formal school course.

1.5.4.1. Prerequisites. For formal school course prerequisite waiver requests, see the appropriate formal course in the ETCA.

1.5.4.2. Formal School Training. The formal school OG/CC is designated waiver authority for completion of specific formal school events with the concurrence of the gaining unit's OG/CC.

1.5.4.2.1. If required for squadron's designated mission, accomplish events waived or not accomplished at the formal schools in-unit before assigning mission-ready (MR) status.

1.5.5. In-Unit Training Waiver. MAJCOM/A3T is approval/waiver authority for in-unit training. Provide information copies of any waivers to AETC/A3F and AMC/A3T. Before approval, review the appropriate syllabus and consider availability of ATS formal instruction and ATD requirements.

1.5.6. Senior Officer Course (SOC) Waiver. SOC and syllabus waiver authority is AETC/A3 with concurrence of gaining MAJCOM/A3.

1.5.7. Continuation Training Waiver. The OG/CC (or equivalent) is designated waiver authority for ground and flying continuation training requirements in **Chapter 4** for assigned or attached crewmembers on a case-by-case basis (see paragraph **4.9.**). Waivers for training events missed in consecutive training periods will require MAJCOM approval.

1.5.8. Waiver Format. For AMC waivers, use on-line waiver request service on AMC/A3T web site (see paragraph **1.15.**). If necessary, submit a written request through OG/CC or equivalent in the format at **Figure 1.1.**. to the appropriate MAJCOM OPR. Units will submit waiver requests according to **Table 1.1.**. Place a copy of approved waivers in the individual's training folder. For waivers not requiring a training folder (such as currency), either file in the permanent training folder or OG/CC (or designated unit) will maintain a file copy for two years. For AETC waivers, use AETC IMT 6, **Waiver Request**.

Figure 1.1. Sample Waiver Request Format.

MEMORANDUM FOR (*Waiver Authority*)

FROM: (*Requester)*

SUBJECT: Waiver Request – (*Individual*), (*Type of Waiver*)

1. *Name, grade, and Social Security number.*
2. *Flying organization (assigned or attached).*
3. *Present qualification (include special qualifications/certifications if appropriate).*
4. *Total flying time; primary aircraft inventory (PAI) time (include instructor or evaluator time, if applicable).*
5. *Waiver request specifics e.g., cite requirement and requested deviation.*
6. *Rationale or justification for waiver request.*
7. *Crew qualification to which person is qualifying or upgrading.*
8. *Previous attendance at any formal instructor course (include course identifier and graduation date).*
9. *Training start date.*
10. *If waiver request for time limit, specify mandatory upgrade or qualification date.*
11. *Date event last accomplished and normal eligibility period.*
12. *Remarks (include formal school courseware that is required if the waiver request is approved (e.g. local training).*
13. *Unit point-of-contact (include name, rank, telephone number, and functional address symbol, and Email address*).
14. *Unit address (if requesting formal school courseware)*

(*Signature of Requester*)

(*Title*)

Table 1.1. Processing Waivers to AFI 11-2C-130 Volume 1.

If Waiver is Requested by:	Send Waiver Request To	Approval Or Disapproval Will Be Sent To:	With Information Copies To:
Active Duty AMC Airlift Wing or Group	OG Training Office To HQ AMC/A3T	OG Training Office	
USAFE Airlift Wing	OG Training Office To USAFE/A3	OG Training Office	NAF Training Office
Active Duty PACAF Airlift Wing	OG/CC to PACAF/A3T	OG/CC	
AETC FTU (including AFRC/ANG) (Note 3)	OG Training Office To HQ AETC/A3F	OG/CC	19 AF/DOM 22 AF/DOT HQ AFRC/A3TA NGB/A3T AMC/A3T
AFRC Unit (except AETC FTU)	Through 22 AF/DOT To HQ AFRC/A3TA	AFRC Unit	22 AF/DOT
ANG Unit (except AETC FTU)	NGB/A3T	ANG Unit	Gaining MAJCOM/A3T

NOTES:

1. For formal training waiver requests, to include the secondary method, units will submit requests through MAJCOM channels. MAJCOMs will coordinate with AMCAOS Det 3 to arrange courseware delivery to the unit for secondary method training.
2. References to operations groups and wings may be applied to airlift groups; references to operations group training offices may apply to wing-level training offices.
3. AFRC units will send request through 22AF and AFRC/A3TA. AFRC/A3TA will determine if waiver needs AETC/A3F review. ANG units will send waiver to NGB/A3T. NGB/A3T will determine if waiver needs AETC/A3F review.

1.6. Use of Flying Hours.

1.6.1. Structure unit flying training missions to achieve optimum training. Any by-product airlift opportunity resulting from training will not degrade the intended training and will comply with applicable Department of Defense (DoD) Regulation 4515.13R, *Air Transportation Eligibility,* AFI 11-401, *Aviation Management*, and AFI 11-202 Volume 1.

1.6.1.1. It is essential that personnel at every level prevent the misuse of air mobility resources as well as the perception of their misuse when planning and executing training missions.

1.6.1.2. See AFI 11-2C-130 Volume 3 for off-station training flight requirements.

1.6.2. Training on Operational Missions. Unless specifically prohibited or restricted by weapon system operating procedures or specific theater operations order (OPORD), the OG/CC exercising operational control may approve upgrade, qualification or special qualification training on operational missions. Commanders will ensure the training will not impact mission effectiveness and the crewmember receiving training is under the supervision of an instructor of like specialty. See passenger-carrying restrictions in AFI 11-401.

1.7. In-Unit Training Time Limitations. Comply with the time limitations in **Table 1.2.** Crewmembers entered in an in-unit training program leading to qualification (or re-qualification) will be dedicated to that training program on a full-time basis.

Table 1.2. In-Unit Training Time Limitations.

Training	Time Limit	Time Limit ARC
Initial Qualification	120 days	240 days
Difference Training	45 days	90 days
Re-qualification	90 days	180 days
Mission Certification Includes in-unit training leading to MR status following initial, difference, or requalification training (Note 1).	90 days	180 days
Local Orientation / Theater Indoctrination	45 days	90 days
Instructor Upgrade	60 days	120 days
AWADS (Note 2)	90 days	180 days
Lead Upgrade	90 days	180 days

NOTES:

1. Time limit for cross-flow pilots is 120-days (240 days ARC).
2. Adverse Weather Aerial Delivery System. Normally, includes lead or element lead training (see paragraph **5.6.**).

1.7.1. Training time start date is the date when the first significant training event (a training event directly contributing to qualification, certification, or upgrade) has begun, e.g., Computer-Based Training (CBT) lesson, Part Task Trainer (PTT), Weapon System Trainer (WST), ground training, flight, etc.; or 45-days (90-days ARC) after being attached or assigned to the unit after completion of the formal school; whichever occurs first. Training time ends with the successful completion of the last training requirement prior to evaluation or certification.

1.7.2. Units will notify the appropriate MAJCOM/A3T in writing before the crewmember exceeds upgrade training time limits in **Table 1.2.** (AMC units should use the AMC website). Sq/CC may extend listed training times up to 60 days (120 days ARC) provided appropriate documentation is included in the training folder. In such cases, notification to MAJCOM/A3T is not required.

1.7.2.1. Extensions exceeding 60 days (120 days ARC) require MAJCOM/A3T approval.

1.7.2.2. Use the waiver request format specified in paragraph **1.5.8.**. Include training difficulty, unit corrective action to resolve and prevent recurrence, and estimated completion date.

1.8. Training Documentation.

1.8.1. Units will use the AF IMT 4324, **Aviation Resource Management System (ARMS) Upgrade Worksheet**, to update aircrew certifications in ARMS. Blocks 1 – 5 and 11 – 13 will be used to document award of specific ARMS "Q" code identifiers. Specifically, block 11 will contain the following minimum information: "Q" code (i.e. QXXX), Certification Name (i.e. Phoenix Banner), and date of certification.

1.8.2. See **Chapter 7** for specific Q codes. See **Attachment 2** for additional training documentation requirements.

1.9. Flight Examiner Usage. Use flight examiners as instructors for any phase of training to capitalize on their expertise and experience. If an examiner is the primary instructor to train an individual, the same examiner should not administer the associated evaluation.

1.10. Instructor Training and Supervision Requirements.

1.10.1. All instructors should be MR (wing level and below).

1.10.2. When performing crewmember duties, the following personnel will be under direct supervision of an instructor of like specialty:

1.10.2.1. All NMR crewmembers while performing the specific event(s) (See paragraph **4.9.**).

1.10.2.2. All crewmembers in initial, upgrade or re-qualification flying training unless syllabus states direct supervision is not required. Upgrade students may fly without an instructor when performing duties not related to the upgrade, unless otherwise restricted. *Note:* For students completing AWADS airdrop upgrade who are MR in SKE formation and SKE airdrop, an instructor pilot does not have to be in the seat. For pilots upgrading to NVG airdrop, formation lead or element lead who are MR in formation and airdrop events required by the appropriate syllabus, the instructor pilot does not have to be in the seat.

1.10.2.3. For SKE or Visual formation (as required) and visual airdrop MR pilots who are NMR for NVG airdrop, SKE airdrop or AWADS airdrop and are trying to regain MR status, the instructor pilot does not have to occupy one of the pilot seats.

1.10.2.4. Any other personnel designated by the wing, OG, or Sq/CC.

1.11. Distribution. Units will establish hard copy distribution requirements of this AFI.

1.12. Transfer of Aircrews.

1.12.1. Validated training completed prior to transfer will be honored by the gaining organization and will be used to determine the appropriate training phase and training level where the newly assigned crewmember is placed. Aircrew personnel qualified in the same mission-design-series (MDS) are considered qualified in that equipment throughout the force when used for the same mission. Difference training is required for a change in aircraft series between C-130E and C-130H (to include H,

H1, H2 and H3) aircraft. For intracommand and intercommand transfers and exchange officers, instructor training and qualifications may be accepted at the discretion of the gaining unit commander.

1.12.1.1. Foreign exchange officers should arrive at the duty station qualified in the C-130 with a current physical and current physiological training. Mission qualification training should also have been completed. Exchange officers arriving from the formal school will complete local proficiency flying, tactical orientation and the following ground training events: Life Support Equipment, Aeromedical Rigging, Combat Offload, Initial Crew Resource Management (CRM), marshalling exam, tactics, and theater indoctrination. Those who arrive qualified from their country will complete the instrument refresher course (IRC), instrument written examination, simulator refresher, qualification open and closed-book examinations, flight evaluations, self-contained navigation system (SCNS) training, difference training, and local proficiency and tactical flying orientation. They will also complete physiological training, ground egress training, local area survival, and a flight physical if proper documentation cannot be produced.

1.12.1.2. Partially mission qualified crewmembers (e.g., visual formation but not SKE) may be fully qualified in-unit, with appropriate ATS courseware. Request waiver from MAJCOM/A3T.

1.13. Aircrew Training While DNIF. Crewmembers whose status is duty not involving flying (DNIF) may log ground training events, including simulator training, if the member's physical condition allows. Consult the flight surgeon initiating AF IMT 1042, **Medical Recommendation for Flying or Special Operational Duty**, action if the DNIF status includes ground training limitations.

1.14. Aircrew Rated Management Overview.

1.14.1. Program Requirements Document (PRD). According to AFI 11-412, *Aircrew Management*, USAF/A3OT projects C-130 long-range training requirements annually in a process called the PRD. Lead and user commands contribute to the PRD, which becomes a key long-range planning tool for training requirements.

1.14.2. Programmed Flying Training (PFT). AETC/A3R manages the training command's role in the HQ USAF/A3OT Flying Training CONOPS. A key product of this process is the PFT. The PFT balances available training quotas, ATS throughput, schoolhouse capacities and course requirements on a Fiscal Year basis. Annually, units will send projected PFT requirements to their respective MAJCOM training staff, who in turn forward projections to HQ USAF/A3OT.

1.14.2.1. HQ USAF/A3OT sponsors an annual PFT conference for attendees to consider training capacity, MAJCOM training requests, and pipeline UPT/SUNT/BFE/BLM students. AETC/A3R allocates approved quotas to lead and each user command, which in-turn allocate training quotas to each unit. HQ AETC/A3R will publish the annual PFT quota workbook on web site: **https://www.aetc.af.mil/do/dor/download/pft.htm**.

1.14.2.2. Throughout the training year, MAJCOM training staff and AETC PFT managers use assigned/allocated training quotas to assign individual crewmembers into the C-130 formal schools. Daily student quota adjustments to the annual PFT are made on quota management documents. HQ AETC/A3R will publish the quota management documents on web site: **https://www.aetc.af.mil/do/dor/download/quotas.htm**.

1.15. Information Management. HQ AMC Aircrew Training Division (HQ AMC/A3T) hosts crewmember training information on web site: **https://private.amc.af.mil/a3/a37t/dot/dot.cfm**. ANG hosts crewmember training information on web site: **https://afkm.wpafb.af.mil/ASPs/CoP/OpenCoP.asp?Filter=OO-OP-AN-31**.

1.16. Failure to Progress or Complete Training. If a student fails to progress or complete training according to syllabus requirements, the command accomplishing the training will conduct a Progress Review Board (PRB). The PRB can recommend continuation in training or AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badge*s, action to the individual's unit commander. The ATS contractor will identify students who fail to progress according to the ATS contract (see **Chapter 6**).

1.16.1. IAW AFI 11-402, convene an FEB when a rated officer fails to meet academic or flying standards while enrolled in a USAF formal flying training course. Convene an Aircrew Evaluation Board (AEB) when a Career Enlisted Aviator (CEA), non-rated officer aircrew member, or non-CEA enlisted aircrew member fails to meet academic or flying standards while enrolled in a USAF or MAJCOM formal flying training course.

1.16.2. If a crewmember fails to complete a formal course for reasons other than syllabus requirements, the formal school will send a recommendation to the individual's unit. The recommendation will state whether he or she should complete training in-unit, return to the formal school to complete training, or be referred to the AF personnel system for reassignment.

1.17. Career Enlisted Aviator (CEA). CEAs are not tied to AFMAN 36-2108, *Airman Classification,* skill level upgrade. All enlisted aircrew qualifications are separate and distinct from skill level qualification. When AF IMT 8, **Certificate of Aircrew Qualification**, is completed for the applicable flight evaluation, then that crewmember is qualified to perform all duties assigned to that crew qualification regardless of skill level. Aircrew instructor and flight examiner qualifications are also separate and distinct from OJT trainer or certifier designation and are reflected in AFSC by use of K prefix (aircrew instructor) and Q prefix (standardization and evaluation flight examiner).

Chapter 2

INITIAL QUALIFICATION TRAINING

2.1. General Requirements. AFI 11-202, Volume 1 defines initial qualification training. This chapter specifies minimum training requirements for initial qualification, requalification, senior officer courses, conversion and difference training. The primary method of initial qualification is to attend and complete the appropriate formal training course in the ETCA. When attendance is not practical or a quota is not available, units will request a waiver to conduct in-unit qualification training using formal school courseware (see paragraph **1.5.**).

2.2. Initial Qualification Training (IQT) Prerequisites : Complete initial qualification prerequisites in accordance with AFI 11-202, Volume 1 and the ETCA.

2.3. Ground Training Requirements. Complete syllabus and ancillary ground training requirements for initial qualification in accordance with AFI 11-202, Volume 1.

2.3.1. Initial Qualification Ground Training Events. Students entered into formal undergraduate and graduate training programs leading to aircrew qualification will accomplish the events listed in **Table 2.1.** These events will be accomplished during Undergraduate Pilot Training (UPT), Basic Training, Enlisted Aircrew Undergraduate Training Course (EAUC), Basic Loadmaster School (BLM), survival training and C-130 initial qualification courses. The FTU will provide the gaining unit with documentation indicating completion of items in **Table 2.1.** The FTU will document events not accomplished during formal school training in the individuals training record prior to graduation from the C-130 initial qualification course. Gaining units will ensure all initial qualification events are completed prior to completing mission certification. If in-unit initial or requalification training is accomplished in lieu of formal school attendance, the unit is responsible for ensuring all requirements are completed.

2.3.1.1. Ground and flying training events accomplished during formal training will use the course completion date (successful evaluation date) to establish the due dates for all subsequent currency and requirements. Completion of Initial Combat Survival Training (SS20), Initial Water Survival Training (SS31), and initial life support equipment training during formal school establishes the due date (based on date of first completed course) for recurring Combat Survival (SS02), Conduct After Capture (SS03), Water Survival (SS05) and Emergency Parachuting Training (SS06). Completion of Initial Combat Survival Training (SS20) establishes the due date for recurring Law of Armed Conflict (G100) and Level I Antiterrorism Awareness Training (G110).

2.3.1.2. Training missions may be flown before completing all items listed, provided physiological training, physical, egress training, life support familiarization training and marshalling exam are accomplished.

Table 2.1. Initial Qualification Ground Training Requirements.

Code	Event	Crew Position	Notes
E030	Passport	All	
E100	Information Assurance (IA) Awareness Program	All	
G002	Aircraft Marshalling Training and Examination	All	
G005	Flight Physical	All	1
G006	Physiological Training	All	1
G010	Chemical-Biological Warfare Defense Training	All	
G055	ENAF	All	2, 3
G060	Tactics Training	All	3
G070	Aircrew Intelligence	All	3
G080	Communications Procedures	P, N	3
G090	Anti-Hijacking	All	
G100	Laws of Armed Conflict (LOAC)	All	
G110	Level I Antiterrorism (AT) Awareness Training	All	
G120	ISOPREP Review	All	3
G130	Instrument Refresher Course (IRC)	P, N	
G150	Approach Plate Familiarization Course	E	
G182	Hazardous Cargo	AC, L	
G231	Initial Crew Resource Management (CRM) Training	All	
G280	Small Arms Training	All	
G310	Weather Avoidance Radar	P, E	
LL01	Aircrew Life Support Familiarization Training	All	
LL03	Egress Training, Non-Ejection	All	1
LL04	Aircrew Chemical Defense Training (ACDT)	All	3
LL05	Egress Training with ACDE	All	3
LL06	Life Support Equipment Training	All	
SS20	Combat Survival Training (S-V80-A)	All	
SS31	Water Survival Training, Parachuting (S-V86-A)	All	
VT01	VTRAT Initial Training	All	3, 4
VT02	VTRAT Advanced Training	All	3, 4
VV01	Initial NVG Training	All	5

NOTES:

Previously certified and qualified mission ready crewmembers transferring between units or in a cross-flow program (between flying units) only need LL01, G002 and any applicable events in which they

have lost currency. In addition, cross-flow crewmembers require G060.

1. Mandatory grounding item; individual will not fly until required training is accomplished. Flight physical expires on the last day of the birth month.
2. Active Duty only.
3. Not required for BAQ crewmembers (includes senior officers and staff officers maintaining BAQ).
4. All crewmembers will complete VT01 and VT02; however, events only affect mission ready status for units co-located with a VTRAT device.
5. For crewmembers requiring NVG certification.

2.4. Flying Training Requirements. Complete flying training requirements for initial qualification in accordance with AFI 11-202, Volume 1 and this instruction.

2.5. Conversion/Difference Training Requirements.

2.5.1. Conversion Training. Conversion training that results in a new aircraft qualification is normally the same or a slightly modified version of initial qualification training. If converting an entire unit, qualified personnel in other units will normally provide the initial cadre. In some instances, it will be necessary for units to form an initial cadre of aircrew personnel for whom certain training qualification requirements may be waived. The following conditions will apply to the management of initial cadre aircrew qualification:

2.5.1.1. Form a nucleus of instructor and flight examiner personnel (initial cadre) to begin aircrew conversion. Converting units may request initial cadre waiver of PAI time requirement. Send waivers through appropriate MAJCOM channels and include the information specified in paragraph **1.5.**. Additionally, include the most recent aircraft flown and total time in that aircraft in the remarks section of the waiver.

2.5.1.2. Initial cadre will not be designated in a crew position higher than currently held, e.g. C-141 mission pilot (MP) to C-130 evaluator pilot (EP) unless previously qualified in the new aircraft.

2.5.1.3. After final approval, publish a unit letter to identify initial cadre of instructors and flight examiners by crew qualification.

2.5.2. Difference Training. Complete difference training to certify crewmembers in a different series C-130 aircraft. For purposes of determining continuation training requirements, qualification in more than one series C-130E/H is not considered dual or multiple qualifications (see paragraph **4.5.2.4.**). When mission ready (MR), basic aircraft qualification (BAQ), or basic mission capable (BMC) crewmembers need to complete difference training for a C-130 having the same mission as their former C-130 model, there may be additional mission qualification training depending on the crewmember's experience and aircraft equipment. Sq/CC will determine mission training required. Instructor and Flight Examiner crewmembers converting from one model C-130 to another may remain instructors or flight evaluators at the discretion of the gaining unit commander (or appropriate ARC Air Operations Officer). Send recommendations through MAJCOM channels to HQ AMC/A3T when additional difference training requirements are identified. Prior to flying, ensure the minimum ground training requirements in paragraph **3.3.1.** are met.

2.5.2.1. Pilot and Flight Engineer Difference Requirements. Units may conduct flying training in an aircraft or Level C or better simulator at the discretion of the unit commander. Specific Difference Training courseware is available from AMC/A3T Detachment 3.

2.5.2.1.1. Difference from C-130E to C-130H (Super E — see **Attachment 1**) and vice versa. Complete academics and flying training.

2.5.2.1.2. Difference from C-130E, C-130H, C-130H2 or C-130H3 to C-130H1 and vice versa. Complete academics and flying training. If units have C-130H and C-130H1 aircraft, crewmembers currently qualified on C-130E aircraft need only complete C-130E to C-130H1 difference training.

2.5.2.1.3. Difference from C-130E, C-130H, C-130H1 or C-130H3 to C-130H2 and vice versa. Complete academics and flying training. Differences between C-130H2s due to technical order modifications will be comprehensively briefed, but no flying is required.

2.5.2.1.4. Difference from C-130E, C-130H, C-130H1, or C-130H2 to C-130H3 and vice versa. Complete academics and flying training.

2.5.2.2. Navigator Requirements for Difference Training. The Sq/CC determines academics and flight training requirements. The academic training will include performance data and navigation equipment as a minimum. Flying training may be conducted in a simulator with identical navigation equipment.

2.5.2.3. Loadmaster requirements for Difference Training. Ground Training shall be determined on an individual basis by the unit commander based upon the crewmember's proficiency (hands on desired). As a minimum, conduct training on emergency equipment location and operation. Airdrop-qualified loadmasters converting from MC-130P or HC-130H/P/N to C-130E/H will attend Loadmaster Aerial Delivery Training (G602) in addition to difference training.

2.5.2.4. Difference training to the C-130J is not applicable. Training between the C-130J and other C-130 MDS (and vice versa) is conversion training.

2.6. Multiple Qualifications. Crewmembers will attend a formal initial qualification course for multiple qualifications in different MDS aircraft (i.e., C-130 and C-21). Crewmembers will, as a minimum, maintain FTL A currency requirements in each aircraft (N/A for senior officers).

2.7. Senior Officer Qualification Training Requirements. AFI 11-202, Volume 1 identifies senior officer qualification requirements. See paragraph **1.5.6.** for Senior Officer Course (SOC) waiver authority.

2.7.1. Senior officer qualification is reserved for senior rated officer positions requiring operational flying (Aircrew Position Indicator codes 6 and 8, see AFI 11-401). This includes O-6 selects and above, and in some cases, O-5s permanently filling an O-6 position. Senior officers will attend the Senior Officer Course (pilot or navigator). The SOC-A and SOC-B courses do not lead to unsupervised qualification; these senior officers will fly with an instructor and maintain FTL E continuation training requirements. See paragraph **4.3.2.5.** Senior officers who need to fly unsupervised, as determined by the OG/CC, may also complete the SOC-C or an in-unit course of instruction leading to unsupervised qualification. The SOC-C provides basic aircraft qualification (no mission qualification). The OSS/OST office is responsible for determining recommended training requirements for initial qualification and mission qualification based on the senior officer's flying experience and

familiarity with the weapons system. After OG/CC review, MAJCOM/A3T will approve the proposed training plan prior to execution.

2.8. Flight Surgeons. AFI 11-202, Volume 1 establishes flight surgeon initial qualification requirements.

2.9. Requalification Training. AFI 11-202, Volume 1 specifies requalification training limits and requirements. The secondary method of requalification is applicable if the formal course is required, but not practical, or quotas are not available. Units will request a waiver from their parent MAJCOM. Unless specified otherwise in AFI 11-202, Volume 1, a crewmember is unqualified upon expiration of his or her qualification evaluation or loss of aircraft currency exceeding 6 months, and will meet the requalification requirements as specified in AFI 11-202 Volume 1. The AFI 11-202, Volume 1 requalification training limits and requirements also apply to loss of mission qualification or certification as specified in paragraph **4.9.**

Chapter 3

MISSION QUALIFICATION AND CERTIFICATION TRAINING

3.1. Description. This chapter establishes minimum criteria and training requirements for mission qualification and certification training. All crewmembers will complete initial qualification and mission qualification training leading to mission certification. Primary method of mission qualification training is by attending the formal school and completing the appropriate ETCA course. Except where specifically stated, units conducting training may arrange mission sequence or sequence training events as necessary to use flying training hours effectively and accomplish the training mission.

3.2. Time Periods for Mission Qualification and Certification Training. See **Table 1.2.** A crewmember will be mission ready (MR) after completion of all ground training and flying training requirements and certification by Sq/CC or Review and Certification (R& C) Board for aircraft commander (AC) according to AFI 11-2C-130, Volume 2, *Evaluation Criteria.*

3.2.1. MPD and Pilot Cross-Flow Graduates. Prior to aircraft commander certification, a MR MPD or cross-flow graduate (see **Attachment 3**) will be counted as a MR pilot (FPQ or FPL) for SORTS and TRP purposes and may fly as a qualified pilot on any crew including operational missions. MPD and pilot cross-flow graduates may not fly as a pilot-in-command until certified as an aircraft commander. See paragraph **5.3.**.

3.2.1.1. AFI 11-2C-130 Volume 3 defines C-130 takeoff and landing policy for C-130 pilots. Prior to aircraft commander certification, these pilots can only accomplish left-seat assault landings and takeoffs when under direct instructor supervision (see paragraph **5.2.**). MPD and pilot cross-flow graduates may perform right-seat pilot not flying duties during assault operations with an aircraft commander.

3.2.2. Aircraft Commander Certification. Maximum time period for pilots completing an aircraft commander qualification course (PRA/B) to be certified as an aircraft commander is 90 days (120 days for PXA-C cross-flow graduates). ARC units use 180 days and 240 days. If individuals are unable to complete certification within these limits, their units will notify MAJCOM/A3T, (or as specified in MAJCOM supplement), with a description of the difficulty and expected certification date. The time period starts when the individual performs the first event leading to aircraft commander certification following their return from FTU or completion of the aircraft commander upgrade course if accomplished locally.

3.2.3. ARMS Tracking. Pilot graduates from formal training below instructor will initially be coded per paragraph **5.2.3.** for ARMS tracking.

3.3. Ground Training Requirements. Complete all syllabus and ancillary ground training events in **Table 2.1. and Table 3.1.** before certification as mission ready. Training may be accomplished concurrently with other training.

3.3.1. Training missions may be flown before completing all items listed, provided physiological training, physical, egress training, life support familiarization training and marshalling exam are accomplished. See paragraph **3.4.2.**.

3.3.2. Ground and flying training events accomplished during formal training will use the course completion date (successful final evaluation date) to establish the due dates for all subsequent currency and requirements. Completion of Initial Combat Survival Training (SS20), Initial Water Survival Training (SS31), and initial life support equipment training during formal school establishes the due date (based on date of first completed course) for recurring Combat Survival (SS02), Conduct After Capture (SS03), Water Survival (SS05) and Emergency Parachuting Training (SS06). Completion of Initial Combat Survival Training (SS20) establishes the due date for recurring Law of Armed Conflict Training (G100) and Level I Antiterrorism (AT) Awareness Training (G110).

3.3.3. Formal School OG/CCs and the Commandant, USAF Mobility Weapons School (USAFMWS) may determine, obtain MAJCOM approval, and publish (local supplement) ground training requirements for their units.

Table 3.1. Mission Qualification Ground Training Requirements.

Code	Event	Crew Position	Notes
G002	Aircraft Marshalling Training and Examination	All	1
LL01	Life Support Familiarization Training	All	1
M060	Theater Indoctrination Training	All	2
SS01	Local Area Survival	All	1

NOTES:

Previously certified and qualified mission ready crewmembers transferring between units or in a cross-flow program (between flying units) only need any applicable events in which they have lost currency.

1. Accomplish upon arrival after each permanent change of station. See event description in **Chapter 7**.
2. Required for theater-assigned and deploying crewmembers. See event description in **Chapter 7** for additional details.

3.4. Flying Training Requirements.

3.4.1. After arrival at duty station, all crewmembers will receive a local area briefing and supervised local orientation flight (not applicable for in-unit initial, re-qualification or upgrade training). The lack of a local briefing and local flight does not preclude the crewmember from deploying as MR.

3.4.2. Newly assigned crewmembers who are initially qualifying or requalifying in the unit mission will be counted as basic qualified (FP for pilots, FN for navigators, FF for flight engineers, FL for loadmasters) for ARMS and TRP purposes. This is for ARMS tracking only and does not affect the crewmember's aircraft qualification on the AF IMT 8. These crewmembers will fly under the direct supervision of a like position instructor until completion of Unit Indoctrination, Local Orientation, and Difference Training (as required). After completing all flying training events and prior to completing all ground training events, Sq/CCs may allow crewmembers to fly unsupervised on training missions provided the remaining ground training items do not affect mission accomplishment for that mission. See paragraph **3.4.7.** for Joint Training restrictions. Upon completion of all ground and fly-

ing training requirements, units will certify the crewmembers as mission ready and change the ARMS codes to reflect mission qualified.

3.4.3. Navigators. High altitude low opening (HALO) and high altitude high opening (HAHO) aerial delivery are special certifications and are not required for MR status. See paragraph **5.10.**

3.4.4. Loadmasters. High winds or non-availability of parachutists may cause loadmasters to complete the FTU mission qualification course without obtaining actual personnel airdrop qualification. In these cases, use standard airdrop training bundles (SATB) for loadmaster training and evaluation during flight training. Document the substitution according to **Attachment 2** and AFI 11-2C-130, Volume 2. Accomplish final certification for personnel airdrop in-unit under the supervision of an instructor loadmaster or flight examiner loadmaster on an actual static line personnel airdrop.

3.4.5. Assault Landing Training. Conduct assault takeoff and landing initial qualification training on a landing zone (or painted landing zone) of 3,000 feet or longer. Maximum effort takeoffs should be performed from the main runway when it is available (i.e., safe and practical to taxi from an assault landing zone). Takeoffs from the assault zone are authorized IAW AFI 11-2C-130, Volume 3 and during formal mission qualification training conducted either at the formal school or via the secondary method.

3.4.6. Units North of the 60° Parallel. Crewmembers in units north of the 60° N parallel who are scheduled to complete secondary method (in-unit) mission qualification training during the summer months (May through August), have until 31 August to complete the required night training events. The mission qualification evaluation for these crewmembers may be administered before completing night training events.

3.4.7. Joint Airborne and Air Transportability Training (JA/ATT) Missions. When participating in JA/ATT missions, unqualified and non-current crewmembers may be utilized in their respective crew positions provided they are supervised by an instructor or flight examiner (see paragraph **1.10.**). Comply with direct supervision requirements of AFI 11-401 when carrying passengers (including paratroopers).

3.4.8. AWADS Airdrop Training. AWADS is an avionics and radar system designed to allow aircrews to perform aerial delivery missions during Instrument Meteorological Conditions (IMC). See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3 for additional guidance. Accomplish training according to ATS courseware and local training guides.

3.4.9. Formal School OG/CCs and the Commandant, USAF Mobility Weapons School (USAFMWS) may determine, obtain MAJCOM approval, and publish (local supplement) flying training requirements for their units.

3.4.10. Aircraft Defensive Systems (ADS). ADS Training does not need to be tracked as a separate certification but will be included in local orientation or difference training. Training will include academic and flight training for all crewmembers. See AFTTP 3-3.25, Attachment 5 for an unclassified defensive systems training guide.

3.4.10.1. Ground Training. Academic training will cover as a minimum, threat systems, basic principles of Infrared (IR) and flares, how ADS works, how to operate the system, use of checklists, malfunctions, emergency procedures, and defensive maneuvers during takeoff, high-altitude, low-level, airdrop, and landings.

3.4.10.2. Flight Training. Flight training will cover preflight actions, aircraft walk-around, system turn-on, and a flight profile that should include defensive maneuvers from high/medium altitude, during a low-level, after slowdown and before a simulated airdrop, and a simulated approach to landing. Calls for in-flight reactions (simulated ADS inputs or simulated visual sightings) should come either from the ADS instructor directly or as a result of the ADS instructor's input to an aircrew member.

Chapter 4

CONTINUATION TRAINING

4.1. Description. This chapter establishes the minimum flying and related ground training requirements to maintain Mission Ready (MR) status. The unit commander will ensure each crewmember receives sufficient training to maintain individual proficiency.

4.2. Aircrew Status. C-130 crewmembers are assigned to the following status:

4.2.1. Mission Ready. For Status of Resources and Training System (SORTS), operational tasking, and deployments, a MR crewmember is defined as one who is available and qualified in the squadron's mission (completed mission certification for the applicable crew position).

4.2.2. Non-Mission Ready (NMR). A crewmember that is unqualified, non-current or incomplete in required continuation training. See paragraph **4.9.** for specific guidance on crewmembers who are non-current or incomplete in required continuation training.

4.2.3. Basic Mission Capable (BMC). A NMR crewmember assigned to MAJCOM headquarters, NAF, EMTF, TACC, AMWC, TALCE, AMOG, FTU, or direct reporting unit who has satisfactorily completed mission qualification training and does not maintain MR status, but maintains familiarization in the command or unit's operational mission.

4.2.3.1. The crewmember may maintain qualification in some aspects of the unit mission and is able to attain full qualification in the unit mission within 45-days.

4.2.3.2. Formal School BMC crewmembers are qualified to conduct all aspects of the formal training mission. Formal school instructors will be qualified and certified in the training/unit mission before performing instructor duties. Formal school crewmembers may fly TACC-directed missions, but they will comply with any MR requirements required for that mission.

4.2.3.3. BMC crewmembers may log instructor or evaluator time for the portion of the mission for which they are current and qualified.

4.2.4. Basic Aircraft Qualification (BAQ). A crewmember who has satisfactorily completed initial qualification training and is qualified to perform basic qualification aircrew duties in the unit aircraft.

4.2.5. MR, BMC, and BAQ crewmembers will accomplish and/or maintain the requirements in AFI 11-202 Volume 1 (for their respective status) and the appropriate events in the ground and semi-annual flying continuation tables.

4.3. Training Levels (TL).

4.3.1. The Sq/CC determines the TL before each semi-annual period. Assign new unit crewmembers a TL during in-processing. Base TL on experience and aircraft proficiency. Crewmembers may have a different flying training level (FTL) for different flying qualifications, i.e. a crewmember may be a FTL A – aircraft commander, but a FTL C – airdrop copilot. Crewmembers may be assigned a ground training level (GTL) that is more restrictive, but never less restrictive, than the requirements in paragraph **4.3.3.**.

4.3.2. Flying Training Levels.

4.3.2.1. FTL A– Highly Experienced Crewmembers. Sq/CC may assign highly experienced MR line crewmembers to this level. In addition, this may include MR or NMR MAJCOM headquarters, TACC personnel, AETC instructors, NAF personnel, AMWC instructors, wing, OG, and Sq/CCs, operations officers, personnel assigned to OG evaluation positions, and any instructors assigned primarily to staff duties. *NOTE:* NMR crewmembers assigned to MAJCOM headquarters, NAF, EMTF, TACC, AMWC, TALCE, AMOG, FTU, or direct reporting unit may be categorized as BMC and assigned to FTL A and GTL 4. In addition to GTL 4 requirements, these individuals will accomplish annual CRM training requirements. These individuals may fly unsupervised on any mission provided they are current and qualified for that mission.

4.3.2.2. FTL B – Experienced MR Crewmember.

4.3.2.3. FTL C – MR Crewmember. MPD pilots and copilots should be assigned to FTL C. If desired, Sq/CCs may assign highly proficient MPD pilots and copilots to FTL A or FTL B.

4.3.2.4. FTL D – BAQ Crewmember. Primarily for individuals pursuing MR status after initial qualification training.

4.3.2.5. FTL E—BAQ or BMC non-instructor staff. May include senior officers, MAJCOM, NAF, and TACC staff who are not maintaining MR or instructor status. FTL E requirements are insufficient for MR status and crewmembers assigned to this FTL will fly with an instructor of like specialty at all times. For pilots, an instructor will be at a set of controls during critical phases of flight. In addition, FTL E pilots will be current in takeoffs, landings, and instrument approaches before carrying passengers.

4.3.3. Ground Training Levels (GTL).

4.3.3.1. GTL 1– Highly experienced crewmembers with 10 or more years of operational flying.

4.3.3.2. GTL 2– Experienced crewmembers with between 5 and 10-years of operational flying.

4.3.3.3. GTL 3– Inexperienced crewmembers with less than 5-years of operational flying.

4.3.3.4. GTL 4– Senior officers, staff officers, and crewmembers who do not maintain MR status.

4.3.4. Change of FTL or GTL. Once the semi-annual period begins, do not move a crewmember to a level requiring fewer events. Place BAQ crewmembers into a different FTL any time after attaining MR status. Prorate events upon changing training levels.

4.3.4.1. BAQ crewmembers pursuing MR status will accomplish FTL D continuation training requirements. Upon completion of mission qualification and certification, the Sq/CC should adjust the crewmember's training levels as appropriate and prorate continuation training requirements based on the date MR was gained. Based on number of events accomplished in FTL D compared to number of prorated events required in new FTL, units may leave the crewmember in FTL D until the end of the six-month period.

4.4. Training Events/Tables. Standardized ARMS training event identifiers and description are located in **Chapter 7**. Designate unit defined events as X event (i.e. X020). Units will include a description in their local training procedures.

4.4.1. Crediting Event Accomplishment. Credit events accomplished on training, operational missions and satisfactory evaluations or certifications toward currency requirements and establish a subsequent due date. Use date of final evaluation as the date of accomplishment for all ground and flying

training events that were trained during a formal course. *NOTE:* Events accomplished during upgrade training prior to the evaluation are credited towards the requirements for the current crew position. Events accomplished on the evaluation are credited toward the new crew position.

4.4.1.1. Units may develop local mission accomplishment reports and/or training accomplishment reports to document continuation training for processing into ARMS. See AFI 11-202 Volume 1 for additional guidance.

4.4.2. For an unsatisfactory flight evaluation, do not log continuation training requirements for those events graded Q-3 (according to AFI 11-2C-130 Volume 2) until re-qualified. Sq/CC will determine which events of paragraph **4.4.1.** will be allowed for credit based on AF IMT 8 evaluation description.

4.4.3. Make-up training (ground or flying) is creditable towards the new training period.

4.4.4. Instructor training requirements and responsibilities. Instructors and flight examiners may credit 50 percent of their total requirements while instructing or evaluating. *EXCEPTION:* Instructor and flight examiner pilots may not credit any takeoffs or landings flown by another pilot.

4.4.5. Aircraft commanders may credit some mission events while performing copilot duties. See specific event descriptions in **Chapter 7** for additional details.

4.4.6. Formal school OG/CCs and the Commandant, USAFMWS may determine, obtain MAJCOM approval, and publish ground continuation training requirements in local training procedures.

4.4.7. Formal school OG/CCs and the Commandant, USAFMWS may determine, obtain MAJCOM approval, and publish flying continuation training requirements in local training procedures.

4.4.8. Documenting Aircrew Training.

4.4.8.1. All training events will be recorded in ARMS.

4.4.8.1.1. Training events conducted during block training or phase training may be consolidated under one ARMS entry.

4.4.8.1.2. Combined training events may have only one ARMS entry.

4.4.8.1.3. Input all one-time events and events required for permanent change-of-station (PCS) in the ARMS database. Units may maintain one-time events on the crewmember's currency report.

4.5. Continuation Training Requirements.

4.5.1. Ground Training Events. Crewmembers will comply with requirements of **Table 4.1.** and **Table 4.2.**.

4.5.1.1. Failure to accomplish events in **Table 4.1.** leads to non-mission ready status. See paragraph **4.9.** for regaining mission ready status.

4.5.1.2. Failure to complete mobility training requirements in **Table 4.2.** does not lead to non-mission ready status but may restrict crewmember from certain missions.

4.5.1.3. Some additional ancillary training events have no impact on mission accomplishment. See paragraph **4.7.**.

4.5.1.4. Crewmembers (i.e., NAF, MAJCOM, AMWC, etc.) attached to units may accomplish ground training events at locations other than their unit of attachment. The crewmember is responsible for reporting accomplished training events to their unit of attachment (ARMS office).

4.5.1.5. Crewmembers performing extended alert duty (more than 24 hours) may accomplish ground training that does not degrade required response time or mission accomplishment. Specify additional requirements and or restrictions in MAJCOM supplement or local training procedures.

Table 4.1. Ground Continuation Training Requirements

Code	Event	Position	GTL 1	GTL 2	GTL 3	GTL 4	Notes
G002	Aircraft Marshalling Training & Exam	All	OT	OT	OT	OT	11
G005	Flight Physical	All	A	A	A	A	1
G006	Physiological Training	All	QQ	QQ	QQ	QQ	1, 7
G060	Tactics	All	S	S	S		6,10, 13
G070	Aircrew Intelligence	All	A	A	A		6, 13
G080	Communications Procedures	P, N	365d	365d	365d		6, 9
G090	Anti-hijacking	All	T	T	T	T	13
G130	Instrument Refresher Course	P, N	12m	12m	12m	12m	2
G150	Approach Plate Familiarization Course	E	T	B	A		13
G182	Hazardous Cargo Training	AC	T	T	T		13
G182	Hazardous Cargo Training	L	24m	24m	24m		14
G220	Flight Engineer Systems Refresher	E	A	A	A		3, 13
G230	CRM Refresher	All	A	A	A	A	4, 13
G250	Refresher Simulator	P, E	A	A	A	A	13
G600	Navigator Refresher Training	N	A	A	A	A	13
G602	Aerial Delivery Training	L	A	A	A		3, 6, 13
LL03	Egress Training, Non-Ejection	All	T	T	B	B	1
LL06	Aircrew Life Support Equipment	All	A/R	A/R	A/R		12, 13
NV03	NVG Ground Refresher Training	All	A	A	A		5, 15
SS02	Combat Survival Training	All	T	T	T		6, 13
SS05	Water Survival Training	All	T	T	T		13
SS06	Emergency Parachuting Training	All	T	T	T		6, 13
VT03	VTRAT Refresher Training	All	A	A	A		6, 8, 13

A-Annual, B-Biennial, C-Check Cycle, S-Semi-Annual, T-Triennial, OT-One Time, QQ-5 years

A/R-As required by Theater, d-due in number of days, m-due in number of months

NOTES:

1. Mandatory grounding item on expiration date; individual will not fly until required training is accomplished. Flight physical expires on the last day of the birth month.

2. Log IRC upon completion of the complete course to include instructor-led Hot Topics. Pilots on active flying status will complete the IRC every fourth quarter after completion IAW AFMAN 11-210, *Instrument Refresher Course (IRC) Program*.
3. Wing level and below. G220 incorporates hostile environment repair and G602 incorporates Loadmaster Refresher Training (LRT) and Loadmaster Aerial delivery (LAD).
4. Crewmembers completing refresher simulator can take credit for G230, CRM Refresher.
5. For NVG-certified crewmembers.
6. Not required for BAQ crewmembers.
7. Expires 5 years after the last day of the month in which previously accomplished.
8. VT03 is mandatory only for units co-located with a VTRAT device.
9. OG/CCs may approve an extension of up to six months for aircrews.
10. Units should conduct tactics training semiannually with emphasis on current tactics changes and techniques. OG/CCs may specify an alternate frequency for Tactics Training, but not less than annual, provided unit aircrew members receive all G060 blocks of training annually.
11. Accomplish training upon PCS (see event identifier in **Chapter 7**). MAJCOM/A3s may specify a recurring frequency for Aircraft Marshalling Training and Exam.
12. Life Support Equipment Training (LL06) should be accomplished in conjunction with SS02, LL03, and SS05. See event description in **Chapter 7**.
13. The OG/CC or equivalent is the waiver authority for this event. See paragraph **4.9.3.3.**
14. With SQ/CC (or designated representative) approval, crewmembers who are NMR for failure to complete Hazardous Cargo Training (G182) may fly unsupervised on local missions not requiring the overdue event.
15. With SQ/CC (or designated representative) approval, crewmembers who are NMR for failure to complete NVG Ground Refresher Training (NV03) may fly unsupervised on missions not requiring NVG use.

Table 4.2. Mobility Training Requirements

Code	Event	Position	GTL 1	GTL 2	GTL 3	GTL 4	Notes
C040	Mobility Folder Review	All					1
E030	Passport	All	QQ	QQ	QQ	QQ	
E035	Secondary Passport	All					2
G010	Chem-Bio Warfare Defense Tng	All	B	B	B		
G050	PNAF	All	B	B	A		3, 7
G100	Laws of Armed Conflict	All	A	A	A		
G110	Level I AT Awareness Training	All	A	A	A		4
G120	ISOPREP Review	All	180d	180d	180d		5
G280	Small Arms Training	All	24m	24m	24m		8
G284	ExplosiveOrdnanceReconnaissance Training	All	B	B	B		
LL04	Aircrew Chemical Defense Training	All	B	B	B		7
M060	Theater Indoctrination Training	All	A/R	A/R	A/R		6,7
SS03	Conduct After Capture (CAC)	All	T	T	T		7
SS07	Contingency SERE Indoctrination	All	A/R	A/R	A/R		6

A-Annual, B-Biennial, C-Check Cycle, S-Semi-Annual, T-Triennial, OT-One Time, QQ-5 years

A/R-As required by Theater, d-due in number of days, m-due in number of months

NOTES:

1. Units will determine frequency.
2. As required for unit mission; Frequency will be 2 or 4 years.
3. For PNAF-qualified crewmembers only.
4. Time between last accomplishment and AEF or contingency deployment cannot exceed 6 months. Training may be combined with G070, Intelligence Training.
5. Review ISOPREP card within 90 days prior to AEF or contingency.
6. As required by Combatant Commander. See event descriptions in **Chapter 7**.
7. The OG/CC or equivalent is the waiver authority for this event. See paragraph **4.9.3.3.**
8. AFRC and ANG crewmembers will comply with AFI 36-2226 requirements.

4.5.2. Flying Continuation Training Requirements. **Table 4.3.** and **Table 4.4.** list flying continuation training requirements.

4.5.2.1. Dual-Seat Qualification. Copilots may not fly in the left seat unless under direct IP supervision and designated by the Sq/CC or appropriate ARC Air Operations Officer as an AC candi-

date. MPD pilots and above will be dual-seat qualified and may fly in either seat. See paragraph **3.2.1.1.**

4.5.2.2. Simulator Credit for Training Requirements. Crewmembers may credit flight training events in the simulator per **Table 4.3.** and **Table 4.4.** For ARMS tracking, simulator events may be coded with a S prefix or within ARMS use the Restrictions tab under Profile Task Information.

4.5.2.3. Continuation Training Flying. Each MAJCOM provides flying hours to each wing as training, test, and ferry hours or operations and maintenance (O & M) hours. The hours, based on FTL C, are designed to provide all crew positions with sufficient hours to accomplish all continuation flying training requirements.

4.5.2.4. Multiple Series C-130 Certifications. Crewmembers having multiple certifications that only require difference training (i.e., C-130E and C-130H3) will have a quarterly sortie currency in each aircraft. Use appropriate ARMS codes in **Chapter 7** (M130, M131, M132, M133). These codes are optional if maintaining a single certification. The total FTL requirements for their applicable qualification-level semiannual continuation flying training requirements may be accomplished in either aircraft. Loss of the quarterly currency requires a sortie with an instructor. Loss of semi-annual currency requires a sortie in either aircraft. *EXCEPTIONS:* Sq/CC will determine currency requirements for navigators and loadmasters based on aircraft equipment. If there is little or no difference between aircraft, Sq/CCs may allow navigators and loadmasters to maintain certification in both aircraft without quarterly currency sorties in each aircraft. For all crewmembers, C-130H and C-130H1 are considered the same series and only require initial difference training.

4.5.2.5. Airdrop Proficiency and Currency Requirements. Pilots may take credit concurrently for an airdrop and other events as defined by event descriptions in **Chapter 7**. Loadmasters may take credit when an actual load or personnel are loaded, all checklists through the slowdown checklist are accomplished, and there is not a no-drop condition due to either loadmaster.

4.5.2.6. Units North of the 60° Parallel. OG/CCs are authorized to waive all night continuation training events (including currency events) from 1 May through 31 August. Training events will be prorated for each semi-annual period (see paragraph **4.8.**).

4.5.2.6.1. Any crewmember who is current for night training events as of 1 May will remain current through 31 August. Any crewmember non-current for these events prior to 1 May will remain non-current until accomplishing the event with an instructor.

Table 4.3. Pilot and Navigator Semi-Annual Continuation Flying Requirements.

Code	Event	Aircraft Commander						MPD Pilot / Copilot					Navigator						Notes
	Proficiency/Basic Events	**A**	**B**	**C**	**D**	**E**	**CUR**	**A**	**B**	**C**	**D**	**CUR**	**A**	**B**	**C**	**D**	**E**	**CUR**	
M010	Basic Sortie												4	6	6	8	3	45d	1, 5, 7, 9, 10
P020	Takeoff	8	10	12	16	6	M	8	12	12	16	M							1, 9, 10
NV47	NVG Takeoff	2	4	6	6			2	4	6	6								8, 14
P190	Landing	8	10	12	16	6	M	8	12	12	16	M							1, 9, 10
NV05	NVG Airland Event												2	4	6	6			8
NV48	NVG Landing	2	4	6	6		Q	2	4	6	6	Q							8, 14
P192	Unaided Night Landing	2	2	2	4		Q	2	2	2	4	Q							9, 10, 11, 14
P030	Left-Seat Landing							6	6	6	6	Q							3
NV52	Left-Seat NVG Landing							2	2	2	2								3, 8
M030	Left-Seat Tactical Sortie							3	3	3	3								3
B011	Local Proficiency Sortie	1	1	1	1			1	2	2	2								
P070	Instrument Approaches	6	10	12	16	6	M	8	10	12	16	M							1, 9, 10
NV80	NVG Instrument Approaches	1	1	2	2			1	1	2	2								7, 9, 10
P100	Precision	3	5	6	8	2		4	5	6	8								7, 9, 10
P110	Non-precision	3	5	6	8	2		4	5	6	8								7, 9, 10
P116	NDB / VOR	1	1	1	1	1		2	2	2	3								7, 9, 10
P130	Circling	2	2	2	2	1		2	2	2	3								9
N120	Airborne Radar Approach (ARA)												2	2	4	4			7, 9
B014	Category I Navigation Sortie																		2, 7, 12
GD09	Grid												1	1	1				7, 12
	Assault Events	**A**	**B**	**C**	**D**	**E**	**CUR**	**A**	**B**	**C**	**D**	**CUR**	**A**	**B**	**C**	**D**	**E**	**CUR**	
AS09	Assault Takeoff	6	8	10	12			2	4	4	6								8
AS11	Assault Landing	8	10	12	15			2	4	4	6								8
AS12	Unaided Night Assault Landing	2	2	4	6		Q	1	2	2	2								8, 14
NV50	NVG Assault Takeoff	1	2	2	2			1	2	2	2								8
NV49	NVG Assault Landing	2	2	4	6		Q	1	2	2	2								8, 14
AS21	Heavyweight Assault Landing	2	2	4	6														8
	Tactical Arrival/Departure Events	**A**	**B**	**C**	**D**	**E**	**CUR**	**A**	**B**	**C**	**D**	**CUR**	**A**	**B**	**C**	**D**	**E**	**CUR**	
RS06	High-Altitude Tactical Arrival	1	1	1	1			1	1	1	1		1	1	1	1			8
RS16	Low-Altitude Tactical Arrival	1	3	3	3			1	3	3	3		1	3	3	3			8
RS26	High-Altitude Tactical Departure	1	1	1	1			1	1	1	1		1	1	1	1			8
RS36	Low-Altitude Tactical Departure	1	3	3	3			1	3	3	3		1	3	3	3			8

Code	Event	Aircraft Commander						MPD Pilot / Copilot					Navigator						Notes
	Proficiency/Basic Events	**A**	**B**	**C**	**D**	**E**	**CUR**	**A**	**B**	**C**	**D**	**CUR**	**A**	**B**	**C**	**D**	**E**	**CUR**	
RS46	Penetration/Rapid Descent	1	1	1	1			1	1	1	1		1	1	1	1			7
	Visual Low-Level (VLL) Events	**A**	**B**	**C**	**D**	**E**	**CUR**	**A**	**B**	**C**	**D**	**CUR**	**A**	**B**	**C**	**D**	**E**	**CUR**	
VL01	VLL Day Event	2	2	2	4			2	2	2	4		2	2	2	4			8
VL11	VLL Formation Day Event	1	1	1	2			1	1	1	2		1	1	1	2			8
VL21	VLL Formation Lead Event	1	1	1	2			1	1	1	2		1	1	1	2			8
VL30	High to Low Alt Transition	1	1	1	1			1	1	1	1		1	1	1	1			7
NV00	VLL NVG Event	2	2	4	4			2	2	4	4		2	2	4	4			8
NV08	VLL NVG Formation Event	1	1	2	2			1	1	2	2		1	1	2	2			
	SKE Events	**A**	**B**	**C**	**D**	**E**	**CUR**	**A**	**B**	**C**	**D**	**CUR**	**A**	**B**	**C**	**D**	**E**	**CUR**	
SK07	SKE Wing Event	1	2	3	3			1	3	5	5		1	2	3	3			8
SK10	SKE Element Lead Event	1	2	3	3			1	1	1	1		1	2	3	3			8
SK17	SKE Formation Lead Event	1	2	3	3			1	1	1	1		1	2	3	3			8
	Airdrop Events	**A**	**B**	**C**	**D**	**E**	**CUR**	**A**	**B**	**C**	**D**	**CUR**	**A**	**B**	**C**	**D**	**E**	**CUR**	
AD03	Equipment Airdrop	1	2	2	3			1	2	2	3		1	1	1	1			6, 8
AD04	CDS Airdrop	1	2	2	3			1	2	2	3		1	1	1	1			6, 8
AD05	Personnel Airdrop	1	2	2	3			1	2	2	3		1	1	1	1			4, 8
AD06	Visual Airdrop	2	2	3	4			2	2	3	4		2	2	3	4			8
AD07	SKE Airdrop	2	2	3	4			2	2	3	4		2	2	3	4			8
AD08	AWADS Airdrop	2	2	3	4			2	2	3	4		2	2	3	4			8
NV18	NVG Airdrop	2	2	2	2			2	2	2	2		2	2	2	2			8
AD09	Medium/High Altitude Airdrop																		2, 7
	Formation Departure/Recovery Events	**A**	**B**	**C**	**D**	**E**	**CUR**	**A**	**B**	**C**	**D**	**CUR**	**A**	**B**	**C**	**D**	**E**	**CUR**	
FR06	Formation Visual Departure	2	2	3	4			2	2	3	4								8
FR16	Formation Visual Recovery	2	2	3	4			2	2	3	4								8
FR26	SKE Departure	2	2	3	4			2	2	3	4								8
FR36	SKE Recovery	2	2	3	4			2	2	3	4								8
	Miscellaneous Events	**A**	**B**	**C**	**D**	**E**	**CUR**	**A**	**B**	**C**	**D**	**CUR**	**A**	**B**	**C**	**D**	**E**	**CUR**	
FE09	Optical Threat Event	2	2	2	2			2	2	2	2		2	2	2	2			7
FE19	IR Threat Event	2	2	2	2			2	2	2	2		2	2	2	2			7
FE29	Radar Threat Event	2	2	2	2			2	2	2	2		2	2	2	2			7
P260	Have Quick Event	1	2	2	4			1	2	2	4								7
P270	Secure Voice Event	1	2	2	4			1	2	2	4								7
P280	ACDTQT																		7, 13

NOTES:

M-monthly, Q-quarterly, d-due in number of days.

1. Unqualified in the aircraft if non-current in excess of 6 months.
2. One event due annually. Not required for FTL E crewmembers.
3. MPD pilots only.
4. Navigators require one actual airdrop annually; during the other 6-month period, they may credit a SATB personnel drop. Use AD05A for actual personnel.
5. Currency will expire at the end of the calendar month.
6. Airdrop event; SATB or actual for pilots; Actual drop for navigators.
7. May log 50% (100% if requirement is 1) in any Weapon System Trainer or Satellite Navigation Station (as applicable). WST does not have to be Level C or better. See paragraph **4.5.2.2.** for ARMS tracking guidance.
8. May log 50% (100% if requirement is 1) in a Level C or better Weapon System Trainer or Satellite Navigation Station (as applicable). See paragraph **4.5.2.2.** for ARMS tracking guidance.
9. May log 100% in a Level C or better Weapon System Trainer or Satellite Navigation Station (as applicable). See paragraph **4.5.2.2.** for ARMS tracking guidance.
10. Can maintain and regain currency in a Level C or better Weapon System Trainer.
11. USAFE pilots: Unaided Night Landing – 180-day currency.
12. Training requirement determined by MAJCOM/A3
13. P280 is Triennial for FTL A, Biennial for FTL B, and Annual for FTL C and D. Not required for FTL E crewmembers.
14. PACAF assigned and gained units in Alaska may substitute “180d” for “Q” for P192, AS12, NV48, NV49 and any future night currency events. See paragraph **4.5.2.6.**

Table 4.4. Engineer and Loadmaster Semi-Annual Continuation Flying Requirements.

Code	Event	Flight Engineer					Loadmaster					Notes
	Basic/Proficiency Events	**A**	**B**	**C**	**D**	**CUR**	**A**	**B**	**C**	**D**	**CUR**	
M010	Basic Sortie	4	6	6	8	45d	4	6	6	8	45d	1, 6, 9
M050	Tactical Mission	3	4	6	8		3	4	6	8		7
	Tactical Arrival/Departure Events	**A**	**B**	**C**	**D**	**CUR**	**A**	**B**	**C**	**D**	**CUR**	
RS46	Penetration/Rapid Descent	1	1	1	1							7
	Airdrop Events	**A**	**B**	**C**	**D**	**CUR**	**A**	**B**	**C**	**D**	**CUR**	
AD00	Basic Airdrop Event	3	3	3	3							7
AD03	Equipment						1	1	2	2		4, 5
AD04	CDS						1	1	2	2		4, 5
AD05A	Personnel						1	1	1	1		3, 4, 5
AD09	Medium/High Altitude Airdrop											2, 6
	Miscellaneous Events	**A**	**B**	**C**	**D**	**CUR**	**A**	**B**	**C**	**D**	**CUR**	
FE09	Optical Threat Event	1	2	2	2		1	2	2	2		4, 6
FE19	IR Threat Event	1	2	2	2		1	2	2	2		4, 6
FE29	Radar Threat Event	1	2	2	2							4, 6
P280	ACDTQT											6, 8
	NVG Events	**A**	**B**	**C**	**D**	**CUR**	**A**	**B**	**C**	**D**	**CUR**	
NV02	NVG Sortie	1	1	2	2		1	1	2	2		7
NV05	NVG Airland Event	2	2	4	4							7
NV57	NVG Backing						1	1	1	1		4
NV58	NVG Combat Offload											2
NV59	NVG Engine-Running On-load/Off-load											2

NOTES:

Q-Quarterly, d-due in listed number of days.

1. Unqualified in the aircraft if non-current in excess of 6 months
2. One event due annually.
3. ARC loadmasters require only one annually. For personnel airdrop, ARC loadmasters disregard Note 4.
4. For FTL A crewmembers, training requirement is one event due annually.
5. Actual load required (not SATB). Loadmasters log AD05A for Personnel Airdrop.
6. Flight engineers may log 50% (100% if requirement is 1) in any Weapon System Trainer. WST does not have to be Level C or better. See paragraph **4.5.2.2.** for ARMS tracking guidance.
7. Flight engineers may log 50% (100% if requirement is 1) in a Level C or better Weapon System Trainer. See paragraph **4.5.2.2.** for ARMS tracking guidance.

8. P280 is Triennial for FTL A, Biennial for FTL B, and Annual for FTL C and D.
9. Currency will expire at the end of the calendar month.

4.6. Flight Surgeon Continuation Training Requirements. AFI 11-202, Volume 1 establishes flight surgeon continuation ground and flying training requirements. Prior to participating on any deployments or contingency missions, flight surgeons will coordinate with their attached unit for any additional mission or theater-specific training requirements.

4.7. Additional Ancillary Training. Some ancillary training does not impact mission ready status or mobility status. Due to the dynamic nature of these training events, this training is listed on the HQ AMC/A3T website at **https://private.amc.af.mil/a3/a37t/dot/dot.cfm**. If units wish to track the additional training in ARMS, the website provides recommended codes. If there are any conflicts between the website and this AFI, use the codes in **Chapter 7** of this AFI.

4.8. Proration of Training. AFI 11-202, Volume 1 describes proration of training requirements for crewmembers not available for flying duties. In addition, prorate training for non-availability due to contingency alerts and contingency flying TDYs when the contingency precludes training for certain mission events (PACAF and USAFE: also contingency operations from home station). This authority will be used judiciously, especially when prorating the same crewmember for consecutive semi-annual training periods.

4.8.1. Use this formula to determine training requirements: number of months available times the event volume divided by the number of months in the training period. Round down to the nearest whole number, but not less than 1 (e.g. 5.6 rounds to 5).

4.8.1.1. Use **Table 4.5.** to determine the number of months available. Prorate only if absence is at least 15 cumulative days.

4.8.1.2. When an individual permanently changes station (PCS) during the training cycle to a unit flying the same MDS aircraft and enters the same FTL or lower, credit training accomplished at the previous base. Prorate training requirements based on the time available (e.g., time at former base, plus time at new base, minus number of days not available) during the training period. Time available starts 7-days after sign-in for CONUS and 14-days after sign-in for OCONUS or on the date of actual accomplishment of the first training event, whichever occurs first. Subtract previous accomplishments from the prorated total to determine remaining requirements.

4.8.2. Units may also prorate requirements for individuals changing training levels. If requirements are prorated do not credit events accomplished while in the former FTL.

Table 4.5. Individual Availability.

Days Available	Months Available
0-15	0
16-45	1
46-75	2
76-105	3
106-135	4
136-165	5
>166	6

4.9. Failure to Complete Training Requirements.

4.9.1. Loss of Currency. Flight currency is associated with those events denoted in the flying continuation training tables accomplished in a specific period of time (monthly, quarterly, semi-annual, or annual as listed in the CUR column).

4.9.1.1. Place individuals delinquent in one or more currency events in supervised training status for that event and declare them NMR in unit missions requiring the event. Loss of currency prohibits an individual from accomplishing unsupervised in-flight duties in the non-current event(s).

4.9.1.2. Crewmembers are non-current the day after event currency expires (i.e., a crewmember that accomplished an event with monthly currency on 1 May becomes non-current on 1 July).

4.9.1.3. Sq/CC will direct training necessary for the individual to regain MR status (see paragraph **4.9.4.2.**) or request an OG/CC waiver for the requirement (see paragraph **1.5.7.**). Base the decision to approve a waiver on the individual crewmember's experience and proficiency level. Do not approve a waiver request for the same flying training event deficiency affecting consecutive training periods (if a waiver is desired for consecutive training periods, forward request for MAJCOM approval).

4.9.2. Failure to Complete Semi-annual Flying Training Events. At the end of each training period, the Sq/CC will review ARMS products for crewmembers that fail to accomplish all required flying continuation training.

4.9.2.1. Place individuals delinquent in one or more events in supervised training status for that event and declare them NMR in unit missions requiring the event. Loss of MR status prohibits an individual from accomplishing unsupervised in-flight duties in the specific event(s).

4.9.2.2. Sq/CC will direct training necessary for the individual to regain MR status using the same process as regaining currency (see paragraph **4.9.4.2.**) or request an OG/CC waiver for the requirement (see paragraph **1.5.7.**). Base the decision to approve a waiver on the individual crewmember's experience and proficiency level. Do not approve a waiver request for the same flying training event deficiency affecting consecutive training periods (if a waiver is desired for consecutive training periods, forward request for MAJCOM approval).

4.9.3. Failure to Complete Ground Training Events.

4.9.3.1. Failure to complete Ground Continuation training events in **Table 4.1.** leads to NMR status. NMR status prohibits an individual from accomplishing unsupervised in-flight duties until the delinquent event is accomplished or waived.

4.9.3.2. Failure to complete Mobility Training events in **Table 4.2.** does not affect MR status but restricts crewmembers from performing missions that require the delinquent event(s) until the required training is accomplished.

4.9.3.3. With the exception of mandatory grounding items in **Table 4.1. and Table 4.2.**, the OG/CC or equivalent may waive certain ground continuation training events identified in **Table 4.1. and Table 4.2.** This waiver authority will be used judiciously. The decision to grant a waiver will be based on the individual crewmember's experience and proficiency level. OG/CC will determine the allowable time period of the waiver. The make-up training should be accomplished at the earliest opportunity. This waiver is for unforeseen circumstances only and only for events that will not degrade mission accomplishment.

4.9.3.4. **(Added)** An individual NMR for failure to complete Hazardous Cargo Training (G182) may only fly unsupervised on local training missions not requiring the overdue event with SQ/CC (or their designated representative) approval until training is completed. An individual NMR for failure to complete NVG Ground Refresher Training (NV03) may only fly unsupervised on missions not requiring the overdue events with SQ/CC (or their designated representative) approval until training is completed.

4.9.4. Crewmembers NMR for Flying Training Events.

4.9.4.1. NMR crewmembers may fly unsupervised on CONUS and OCONUS missions if events in the delinquent category are not accomplished (OG/CC approval not required for local, routine, and non-contingency missions). Use **Table 4.6.** as a guide. *Note:* An individual NMR in takeoffs (P020), landings (P190), or approaches (P070), will not fly unsupervised on any sortie. See paragraph **1.10.**

4.9.4.2. Regaining Currency or Mission-Ready Status.

4.9.4.2.1. Non-current or NMR for up to 6 months. The crewmember will demonstrate proficiency in the aircraft or simulator (as appropriate) with an instructor in all delinquent items. Crewmembers non-current or NMR for less than 6 months will maintain their current training level (no training folder required).

4.9.4.2.2. Non-current or NMR exceeding 6-months. For Proficiency/Basic events identified in **Table 4.3.** and **Table 4.4.**, the crewmember is unqualified in the aircraft and will complete Sq/CC-directed requalification training and an aircrew evaluation according to AFI 11-2C-130 Volume 2 (see **Table 4.6., Note 1** for clarification and exceptions). If NMR for Assault, Visual Low-Level, SKE, or Airdrop events exceeding six months, the aircrew member is unqualified in the appropriate mission event and will complete requalification or recertification as directed in paragraph **2.9.** (*Exception:* Flight evaluation not required if event only requires certification). Use **Table 4.6.** as a guide for grouping events. NMR for NVG events does not affect the unaided event (e.g., NMR for NVG airdrop does not affect airdrop). Crewmembers will regain NVG certification by flying with an instructor for the particular NVG event. NMR for Miscellaneous Flying Training Events exceeding six months requires proficiency to be demonstrated in the aircraft, WST or verbally debriefed (except for P280, ACDTQT) to the satisfaction of a like-position qualified instructor in all delinquent items.

Table 4.6. NMR Flying Continuation Training.

NMR IN	RESULT
Proficiency / Basic events (Note 1)	Instructor supervision required
Assault events (w/o NVGs)	Restricted from assault takeoffs / landings
Visual Low-Level day events (Note 2)	Restricted from Visual Low-Level day events
SKE formation events (Note 2)	Restricted from SKE formation events
NVG airland (to include NVG takeoff, NVG landing, NVG Instrument Approaches)	Restricted from NVG airland operations
NVG airdrop (Note 3, 4)	Restricted from NVG airdrop
NVG assault events	Restricted from NVG assault events
NVG VLL event (Note 3)	Restricted from NVG VLL event
NVG ground operation events (loadmaster)	Restricted from NVG ground operations
Airdrop events (Note 4)	Restricted from airdrop events
Tactical arrival and departure events	Restricted from tactical arrivals and departures
Miscellaneous events (see **Table 4.3.** & **Table 4.4.**)	Restricted from miscellaneous events

NOTES:

1. Includes all Proficiency/Basic events listed in **Table 4.3.** **and** **Table 4.4.** See NVG items for NVG restrictions. (Example: NMR for landing requires instructor supervision for any landing. NMR for NVG Landing restricts NVG landings but does not affect unaided landings). Only includes Category 1 Navigation Sortie or Grid Navigation if planned for the mission. If not planned, crewmembers are restricted from performing those events, but they may fly without instructor supervision. If a MPD pilot is NMR for left-seat landings, he/she may continue to perform right-seat duties without restriction as long as he/she is current in P190, landings. If a flight engineer or loadmaster is NMR for M050, Tactical Mission, the crewmember may still fly a Basic Sortie as long as no mission events requiring a tactical checklist are planned or flown.
2. Includes formation departure and recovery events. Does not include airdrop.
3. Unaided night VLL and night airdrop events are no longer required or practiced. See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3.
4. Airdrop events for navigators and loadmasters may be divided into equipment, personnel, or CDS airdrop events. For example, a navigator or loadmaster may be NMR for a personnel drop, but that does not affect HE or CDS.

4.10. Requirements Before PCS or TDY by Rated Members on Active Flying Status. AFI 11-202, Volume 1 specifies requirements before PCS or TDY.

4.11. Requirements Before Removal From Active Flying Status. AFI 11-202, Volume 1 specifies requirements before removal from active flying.

4.12. Requirements While in Inactive Flying Status. AFI 11-202, Volume 1 specifies requirements while in inactive flying status.

4.13. Retraining. AFI 11-202, Volume 1 specifies retraining restriction before separation, retirement, or mandatory inactive flying status.

4.14. Aircrews Flying in Non-US Air Force Aircraft and with Non-US Air Force Units. AFI 11-202, Volume 1 addresses individuals flying in this status.

4.15. Training Period. Continuation training program is based on static 6-month periods (1 January – 30 June and 1 July – 31 December). MAJCOMs may adjust training periods based on unique mission requirements (e.g. Antarctic ski mission).

Chapter 5

UPGRADE TRAINING

5.1. Description. This chapter identifies general prerequisites and training requirements for upgrade.

Table 5.1. Upgrade Prerequisites

From	To	Prerequisites (see Note 8)	Tasks and Events Required	Notes
UNQ	FP	UPT Graduate	PIQ course	2
UNQ	MP	1000 total flying hours (800 FAIP/OSA)	PXA, PXB, or PXC course, Operational Mission Evaluation	1, 2, 6, 7
MC	MP	Total flying hours – C-130 PAA 1300 – 300 or 900 – 700	PRA course, Operational Mission Evaluation	6
FP	MP	Total flying hours – C-130 PAA 1300 – 300 or 900 – 700	MPD Pilot Check Out course, Operational Mission Evaluation	6
FP/MP	IP	200 hours since AC Certification	PIN course	6
UNQ	MN	UNT Graduate	NIQ course	
FN/MN	IN	Total flying hours – C-130 PAA 1000 – 200	NIN course	6
UNQ	FF	Basic FE Course	FIQ course	
FF	MF	FIQ course	FMQ course	
FF/MF	IF	Total flying hours – C-130 PAA 2000 – 200 or 400 PAA	FIN course	3, 6
UNQ	FL	Basic LM Course	LIQ course	
FL	ML	LIQ course	LMQ course	
FL/ML	IL	200 PAA	LIN course	4, 5
Instructor	Evaluator	Sq/CC Recommendation	Flight Examiner course	

NOTES:

1. Cross-flow pilots will have 100 total C-130 hours prior to certification to aircraft commander (includes time at the formal school but does not include other time).
2. Refer all Rotary Wing pilots to MAJCOM/A3T for a training recommendation
3. MF will have a X1A151C primary AFSC (or higher); X1A171C is desired.
4. ML will have a X1A251 primary AFSC (or higher); X1A271 is desired.
5. Airdrop qualified ML will have a minimum of 15 actual aerial delivery sorties of which a minimum of 10 will be some combination of actual equipment or CDS events.
6. Level C or better WST time is creditable towards PAA Time.

7. Any qualified candidate may be trained using a cross-flow course for IQT/MQT at the gaining unit commander's or appropriate AFRC/ANG supervisor's discretion. Comply with ETCA.
8. The prerequisites are defined by total flying time and C-130 time. For example, a C-130 flight engineer upgrading to instructor would need 2000 total hours and 200 C-130 PAA hours or 400 PAA hours with any amount of total hours.

5.2. C-130 Pilot Development

5.2.1. General. MPD Pilot is the initial level of C-130 pilot development for graduates of Undergraduate Pilot Training (UPT). Cross-flow pilots also follow MPD guidance until certified as aircraft commander. During initial training, MPD pilots are trained and evaluated mainly on left-seat pilot-flying duties and right-seat pilot-not-flying duties. After unit indoctrination, they are qualified to perform duties in either seat per paragraph **3.2.1.1.**

5.2.1.1. UPT Graduate (MPD Pilot). A MPD pilot will not be trained at the FTU in left-seat pilot-flying assault landings. Formal assault landing training will be a part of the Pilot Checkout (PCO) Course (see paragraph **5.3.1.3.**). MPD pilots will receive academic training prior to flying left-seat training assault landings using the MPD PCO courseware. There is no continuation training requirement for MPD pilots to fly left-seat assaults.

5.2.1.2. Cross-flow pilots. Cross-flow pilots are trained in left-seat assault procedures. Prior to certification, they may fly in either seat per paragraph **3.2.1.1.**. Prior to aircraft commander certification, they require an IP in the right seat to maintain assault proficiency. See **Table 5.1.** for events required before aircraft commander certification.

5.2.1.3. Crediting Training Events. MPD and cross-flow pilots do not have to fly in the left seat to log training events. *Exception:* MPD pilots require Left Seat Landing (P030), Left-Seat Tactical Sortie (M030), Left-Seat NVG Landing (NV52) and Local Proficiency Sortie (B011). MPD local proficiency sortie may include right-seat flying at the IP's discretion. See event definitions in **Chapter 7**.

5.2.2. MPD Development. For MPD graduates, the entire time from Unit Indoctrination to aircraft commander certification should focus on the skills required to be a C-130 aircraft commander. This includes both left- and right-seat skills and duties. Unit commanders and operations officers should fly MPD pilots in either seat to develop balanced skills. The following items are considerations for building a process to track MPD development. Units may adapt or modify the examples to meet unit needs.

5.2.2.1. Unit Indoctrination. MPD pilots arrive in unit with qualification to fly in either seat. These pilots have been trained and formally evaluated on all flight maneuvers common to a traditional aircraft commander with the exception of assault landings and assault takeoffs. Furthermore, MPD pilots are fully qualified in NVG airdrop and NVG airland procedures. Specific training requirements for unit indoctrination may be described in local training procedures. For tracking purposes, unit ARMS personnel will use a specific flight duty code to identify MPD pilots per paragraph **5.2.3.**.

5.2.2.2. After Unit Indoctrination. MPD pilots can fly sorties from either seat per paragraph **3.2.1.1.**. Supervisors/commanders need to evaluate operational risk and mission requirements when planning and conducting missions.

5.2.2.3. Continuation Training. Units should seek to optimize the mix and volume of MPD training during the 24-26 month upgrade process. Units should maintain accurate quantitative and qualitative data to monitor individual progress.

5.2.2.3.1. Mix and Volume of Flying Training. Units should season MPD pilots from both seats while achieving an overall flight-hour goal to allow the MPD to upgrade to AC in 24 to 26 months. Items of interest include type of mission and left-seat versus right-seat time. Air-land and Tactical missions should aim for equal seat distribution.

5.2.2.4. Tracking MPD progress. The AF IMT 4000 series will be used to track the MPD program (see paragraph **A2.7.**). A MPD pilot training folder will remain open until the MPD pilot is squadron commander certified as an aircraft commander. Training folders will be used to document pilot training and progression toward aircraft commander certification. Accomplish training folder documentation IAW this AFI with the following exceptions:

5.2.2.4.1. This folder is not subject to the in-unit training time limitations listed in **Table 1.2.**.

5.2.2.4.2. Tracking and grading of specific flight maneuvers on AF IMT 4024 is not required.

5.2.2.4.3. Instructor Pilots are responsible for providing training documentation and recommendations after all periods of instruction. Aircraft commanders are responsible for providing documentation and recommendations after off-station missions or as directed by Sq/DO.

5.2.2.4.4. Unit Training Office. Unit Training Offices will create standard AF Training Form overprints (if required), ensure IPs and ACs complete required documentation, ensure training folder reviews are completed, and manage MPD pilot training folders. Unit Training Offices will review MPD progress during the unit Training Review Panel (TRP) process and forward metrics regarding unit MPD status when requested by MAJCOM/A3T. Unit Training Offices will provide inputs and recommendations for changes to the MPD program through OG/CC and MAJCOM/A3T to AMC/A3T.

5.2.2.5. Recurring Checkrides. Recurring MPD checkrides (INST/QUAL and MSN) are vital parts of the formal upgrade process. See AFI 11-2C-130 Volume 2 for MPD flight evaluation guidance.

5.2.2.6. MPD Pilot Checkout. See paragraph **5.3.1.3.**

5.2.3. Pilot ARMS Codes. Use the following ARMS designation codes to define pilot flight duty status:

5.2.3.1. FPN - Non-Mission Ready (NMR). Initial qualification MPD graduate currently in local mission ready training and Senior Officer Course (SOC) graduates.

5.2.3.2. FPC - Qualified MR Traditional Copilot (Non-MPD); replaces MC designation.

5.2.3.3. FPQ - Qualified MR MPD pilot. Also used for any MR pilot who is not the pilot in command, instructing, or evaluating.

5.2.3.4. FPL - Qualified aircraft commander course graduate prior to aircraft commander certification (i.e. FAIP/OSA, Cross-flow, Aircraft Commander Upgrade, Requalification). Also used for pilots designated level E for continuation training.

5.2.3.5. MP - Fully Certified/Qualified MR Aircraft Commander.

5.2.3.6. MPN – NMR Aircraft Commander. Used if MP will be NMR for an extended period of time (greater than a month). Not used for short-duration NMR status.

5.3. Aircraft Commander (AC). See minimum flying-hour requirements in **Table 5.1.**

5.3.1. General. The flying time prerequisites for upgrade are based on the pilot having gained the knowledge and judgment required to effectively accomplish the unit's missions. Sq/CCs will ensure their continuation training programs emphasize these areas. AC candidates will have an in-depth knowledge of systems, procedures, and instructions before entering the formal upgrade program. The following guidance applies:

5.3.1.1. AC Candidate. An individual designated by the Sq/CC or appropriate ARC Air Operations Officer for entry into training before a formal aircraft commander upgrade course. Once designated, copilots may fly from the left seat and perform all flight maneuvers authorized for an aircraft commander when under the direct supervision of an IP.

5.3.1.2. AC Upgrade. An individual currently enrolled in a formal aircraft commander upgrade course. All copilots upgrading to aircraft commander who attend the FTU for academics and flying will complete the AC Preparatory Course (ACP) before formal aircraft commander upgrade training. This in-unit training consists of academic and flight training. Courseware is available from the ATS contractor. ACP contains the minimum training requirements for attending the formal FTU course. Copilots who upgrade in-unit or attend the FTU for academics only will complete the ACP academics course but do not need to complete ACP flying requirements.

5.3.1.3. MPD Pilot Checkout (UPT graduates). The process for aircraft commander certification will include the MPD Pilot Checkout Course (PCO) which culminates in an Operational Mission Evaluation per AFI 11-2C-130 Volume 2. The Pilot Checkout Course should begin no later than 45 days prior to aircraft commander certification. For MPD pilots, in-unit upgrade should be the primary upgrade process. No waivers are required for in-unit MPD to aircraft commander upgrade. The FTUs will have some capability to provide this training.

5.3.2. In-Unit Upgrade. For copilots, formal school attendance is the primary method for aircraft commander qualification training. In-unit upgrade using courseware provided by the formal school is the secondary method. Submit waiver requests for in-unit upgrade according to **Chapter 1.** MPD pilots see paragraph **5.3.1.3.**

5.3.2.1. Use the approved ATS courseware (or command-approved courseware for non-ATS).

5.3.2.2. Complete applicable ground and flying requirements of this volume.

5.3.3. AC Certification. Pilots will not be designated pilot in command until certified as an aircraft commander by the Sq/CC. Pilots will complete all tasks and events required in **Table 5.1.**.

5.3.4. Global Ready Aircraft Commander Course (GRACC). GRACC is a multi-step process designed to familiarize the new aircraft commander or aircraft commander candidate with the intricacies of operating in the AMC en route system. Once a new aircraft commander or aircraft commander candidate completes the GRACC Training Guide (Phase II) and attends the AMC HQ Orientation Tour, they will have had exposure to 100% of the objectives.

5.3.4.1. The GRACC consists of three elements: Pilot to Aircraft Commander PH I (**V280**), Pilot to Aircraft Commander PH II (**V281**), and HQ AMC Orientation Tour (**V282**). See **Chapter 7** for course description.

5.3.4.1.1. Phase 1 will be completed by pilots during their first six months of mission ready status to become familiar with AMC en route operations and procedures.

5.3.4.1.2. Phase II will be completed by pilots identified for aircraft commander upgrade training to review / re-learn the objectives covered in the pilot to aircraft commander Phase I Training Guide. The Training Guide should be completed prior to attending the HQ AMC orientation tour (V282) and will be completed prior to the formal aircraft commander upgrade training course.

5.3.4.1.3. Phase III should be completed by aircraft commander candidates after pilot to aircraft commander Phase II Training Guide (V281) and prior to attending aircraft commander upgrade training. *Note:* Initial qualification aircraft commanders who have transferred from non-AMC units will complete Phase II and Phase III within 90 days of aircraft commander certification.

5.3.4.1.4. MPD Pilots. MPD pilots will complete GRACC Phase I course material during the first six months of continuation training and an instructor pilot will annotate this completion in the MPD training folder. GRACC Phase II should be initiated immediately following successful completion of the first periodic evaluation and will culminate with GRACC AMC tour to be completed within two years of initial qualification. As always, training timelines are based on performance, and at the discretion of the Sq/CC, should be tailored to match an individual's capabilities and experience level.

5.3.4.1.4.1. IAW the guidance in the GRACC workbook introductions, workbooks are meant to be carried by applicable crewmembers on all sorties as part of their issued flying publications. Upon completion of each applicable phase of GRACC an instructor pilot will annotate this completion by an AF IMT 4023 write-up in the MPD training folder.

5.3.4.2. Both training guides, V280 and V281 can be found and downloaded from the AMC/A3T web site, AMC en route training link. The HQ AMC Orientation Tour, V282, can be scheduled via e-mail to AMC/A3TK organizational account or call DSN 779-2553. Provide the date of requested tour, name, rank, phone number, e-mail, base and operations group assigned. Tour coordination should be through OG or OSS level training office.

5.3.4.3. This training is mandatory for AMC pilots and highly encouraged for AMC-gained ARC pilots and other commands. Log V280, V281, and V282 as one-time events once accomplished. Course completion is transferable between all AMC weapon systems but will be required for FAIP/OSA pilots if not previously accomplished. Previously or currently qualified C-130 aircraft commanders do not have to take this course. Waiver authority is OG/CC or equivalent.

5.3.4.4. AMC POC is HQ AMC/A3TK, DSN 779-2553, **AMC.A3TK@scott.af.mil**.

5.4. Aircrew Instructor Program. This course is designed to teach selected crewmembers fundamentals and concepts of instructing. Instructor candidates will be selected based on experience, judgment, ability to instruct, flying skill, and technical knowledge.

5.4.1. For instructor upgrade prerequisites, see **Table 5.1.**.

5.4.2. All instructor candidates will demonstrate to a flight examiner their ability to instruct and perform selected maneuvers and items according to applicable directives.

5.4.3. Instructor candidates will be mission-ready in their unit's mission. Formation airdrop pilots and navigators will be lead certified.

5.4.4. For ground and flight training requirements, all initial aircrew instructor candidates will complete training on the principles of instruction at the appropriate formal school.

5.4.4.1. All initial instructor candidates who attend the FTU will complete the Preparatory Course before formal instructor upgrade training. Aircraft commanders should demonstrate aptitude in all IP maneuvers. Courseware is available from the ATS contractor. Initial instructor candidates who upgrade in-unit will complete the associated Preparatory Course academic courseware, but do not need to complete any Preparatory Course flying requirements.

5.4.4.2. Initial instructor candidates will attend the formal C-130 ATS instructor course. Waivers will be reviewed on a case-by-case basis if formal school course slots are not available.

5.4.5. Instructor candidates who previously attended a formal instructor course for instructor qualification and were qualified in any US Air Force aircraft as an instructor may upgrade in-unit without completing the ATS course. In-unit instructor upgrades require OG/CC approval. MAJCOM waivers are not required. Unit commanders determine training required to complete upgrade. Unit commanders may require prior instructors to attend the ATS course. Refer to **Table 1.2.** for in-unit training time limits.

5.4.6. Instructor Responsibilities:

5.4.6.1. Instructors are responsible to provide thorough preflight briefings and critiques. Instructors will comply with requirements of mission outlines, as appropriate, for the type mission being flown.

5.4.6.2. Instructors will review each trainee's training record prior to performing each training flight or session.

5.4.6.3. Instructors will ensure all required upgrade training items are completed, signed off, and proficiency demonstrated IAW AFI 11-2C-130 Volume 2 grading requirements before recommending trainee for evaluation or certifying the student as qualified in a tactic or mission.

5.4.6.4. Instructor Pilots. Instructor pilots shall be fully aware they are in command of the aircraft on training flights and are responsible at all times for flight conduct and aircraft safety. Should the trainee's judgment or proficiency at the controls raise a question in the instructor's mind as to the trainee's ability to safely complete a prescribed maneuver at any time during the flight, the instructor will immediately assume aircraft control. The instructor should then explain and demonstrate proper tactics, techniques, and procedures for the maneuver prior to the trainee resuming control of the aircraft. All instructors will place special emphasis on procedures for positively identifying emergency conditions before initiating corrective action.

5.4.6.5. Instructor Navigators, Flight Engineers, and Loadmasters. Responsibility for safely executing duties of their position will be emphasized to each aircrew member. Should the judgment or proficiency of the trainee raise a question in the instructor's mind as to the trainee's ability to safely execute the duties of the aircrew position at any time during the flight, the instructor will immediately takeover those duties. The instructor should then explain and demonstrate the proper method of executing those duties prior to the trainee resuming duties.

5.5. Flight Examiner Certification.

5.5.1. Flight Examiners. Sq/CC will recommend instructors for flight examiner certification. Instructors identified for certification as flight examiner will possess satisfactory knowledge of training and evaluation policies and procedures and the ability to administer evaluations according to applicable publications.

5.5.2. Flight examiner candidates will complete the ATS flight examiner course for their crew position. Squadron commanders may waive this requirement if the candidate is a previously qualified flight examiner in any USAF aircraft. Flight examiner candidates should:

5.5.2.1. Observe qualified evaluators conducting a cross-section of evaluations, to include techniques used to evaluate aircraft systems and flight directive knowledge.

5.5.2.2. Receive a briefing on command policies and interpretations of AFI 11-202, Volume 1, AFI 11-202, Volume 2, AFI 11-2C-130, Volumes 1 and 2, and MAJCOM supplements.

5.6. Lead Certification. This section prescribes the prerequisites, qualifications, and training requirements necessary for upgrade to element leader and formation leader for aircraft commanders and navigators. Accomplish the upgrade training using the appropriate ATS courseware and locally developed training guide.

5.6.1. Two-Ship Element Lead. This section prescribes the prerequisites, qualifications, and training requirements necessary for upgrade to two-ship element leader for aircraft commanders and navigators. This training program will provide aircrew members situational awareness and experience in preparation for formation lead upgrade. AWADS units will normally accomplish two-ship element lead upgrade with AWADS upgrade. Accomplish the upgrade training using the appropriate ATS courseware and/or locally produced training guide.

5.6.1.1. Prerequisites. Commanders should select highly qualified mission ready aircraft commanders and navigators for two-ship element lead upgrade. Do not use flying hour totals alone as a measure of experience. Put significant weight on leadership abilities, knowledge of tactics, techniques, and procedures, ability to adapt to rapidly changing situations, and skill at operating in day visual, SKE, and NVG formations in the low-level, aerial delivery environment.

5.6.1.2. Ground Training Requirements. Design two-ship element lead training to prepare an aircraft commander or navigator for the following responsibilities: two-ship formation and element lead, two-ship mission commander, application of C-130 tactics, techniques, and procedures, and combat mission planning and execution. See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3

5.6.1.3. Flying Training. The primary responsibility of a two-ship element leader is to lead two-ship formations and two-ship elements within a larger formation through a variety of situations to an objective. Place emphasis for in-flight training on wingman consideration, two-ship visual formation and element lead duties, SKE element lead duties, course and time control, communications, tactical formation maneuvering, formation tactical departures and arrivals, and reaction to threats. As a minimum:

5.6.1.3.1. Fly in the two-ship formation lead and element lead position for visual operations and fly in the element lead position for instrument (SKE) operations during airdrop missions. The instructor will ensure that the candidate has the opportunity to respond to a variety of

in-flight changes such as threat avoidance, weather avoidance, changing user requirements, and time slips.

5.6.2. Flight Lead.

5.6.2.1. Prerequisites. Commanders should select highly qualified mission ready aircraft commanders and navigators for lead upgrade. Do not use flying hour totals alone as a measure of experience. Put more weight on leadership abilities, systems and procedural knowledge, ability to adapt to rapidly changing situations, and skill at operating in the low-level, aerial delivery, assault operation environments.

5.6.2.2. Ground Training Requirements. Design lead training to prepare an aircraft commander or navigator for the following responsibilities: formation or flight lead, mission commander, and combat mission planning and execution.

5.6.2.3. Flying Training. The primary responsibility of a leader is to lead the formation through a variety of situations to an objective. Place emphasis for in-flight training on course and time control, communications, formation requirements, wingman consideration, adaptability to changing scenario, and reaction to threats. As a minimum:

5.6.2.3.1. Fly in the formation lead position for both visual and instrument (SKE) operations during both airdrop and airland missions. The instructor will ensure that the candidate has the opportunity to respond to a variety of in-flight changes such as threat avoidance, weather avoidance, command-and-control directed-diverts, changing user requirements, loss of escort or drop zone support, and time slips. Use of all secure communications and electronic combat systems is essential in lead upgrade flying training. Emphasis should be on nuances of how to be a flight lead or element lead versus the number of run-ins.

5.6.2.3.2. The flight-lead candidate should brief and debrief a mission.

5.7. Night Vision Goggle (NVG) Training. Primary method for NVG training is during initial FTU qualification. This section outlines the MAF NVG training programs for those crewmembers who did not receive NVG training at the FTU during initial or requalification training. Units may complete NVG training in unit without waivers using the MAF-approved syllabus (AMC/A3T web site).

5.7.1. NVG Airdrop Training. The C-130 NVG airdrop training program allows C-130 aircrews to fly with greater situational awareness than without NVGs. The NVG training program is designed for all crew positions. Units will conduct C-130 NVG airdrop training based on MAJCOM/A3, or equivalent, approval. NVG airdrop training program may run concurrent with the MAF C-130 NVG airland, and unit indoctrination and vice-versa. See appropriate syllabus and AFTTP 3-3.25.

5.7.2. NVG Airland Training. This training is designed for all crew positions to certify the crew to land on overt or covert runways and conduct ground operations on blacked-out taxiways and ramps. Minimum required runway lighting is overt or covert, IAW AFI 13-217, *Drop Zone and Landing Zone Operations*, (AMP-4 will not be used) or standard airfield lighting. Units will conduct C-130 NVG airland training based on MAJCOM/A3, or equivalent, approval. NVG airland training program may run concurrent with the MAF C-130 NVG airdrop and unit indoctrination and vice-versa. See appropriate syllabus and AFTTP 3-3.25.

5.7.3. NVG Assault Training. This program is designed to certify the pilot, copilot, navigator, and engineer crew positions in C-130 NVG assault operations. Before beginning NVG assault training,

MPD pilots need to complete assault training through the MPD Pilot Checkout Course. NVG air-land-certified loadmasters are considered NVG assault certified and do not require this training. Minimum required LZ lighting is overt or covert, IAW AFI 13-217 (AMP4 will not be used). Units will conduct C-130 NVG Assault Training based on MAJCOM/A3, or equivalent, approval using MAF-approved courseware. C-130 NVG Airland certification is a prerequisite to beginning C-130 NVG Assault training. The MAF NVG Airdrop Training program may run concurrently with this training program and unit indoctrination. See appropriate syllabus and AFTTP 3-3.25.

5.7.4. NVG Formation Takeoff and Landing. Formation qualified crewmembers who are certified in NVG Airland are considered capable to perform NVG formation takeoffs and landings without any additional training or currency requirements.

5.8. Grid Navigation Certification. If required due to aircraft equipment or unit mission, this section outlines the certification and continuation training requirements for a navigator to be qualified to fly above 65 degrees north or below 70 degrees south.

5.8.1. Prerequisites. A navigator will be basic aircraft qualified to begin grid training.

5.8.2. Certification Training. Accomplish ground and flying training according to ATS courseware. A minimum of one flight will be accomplished in the aircraft. Certification is IAW AFI 11-2C-130, Volume 2.

5.8.3. Flying Continuation Training. Accomplish according to **Table 4.3.**.

5.8.4. Grid profile (day or night). This event uses a grid reference system for aircraft steering and will continue for at least a 2-hour period. Instructor navigators may credit a grid event on a category I or II route. Grid profiles may also be logged as a navigational profile if requirements are met.

5.9. Primary Nuclear Airlift Force (PNAF) Qualification. This section outlines the qualification and continuation training requirements for a crewmember to be qualified to fly on PNAF missions.

5.9.1. Responsibilities. PNAF training applies only to those personnel identified as part of the nuclear airlift force structure established in AFI 11-237, *Nuclear Weapons Airlift Training*. Sq/CCs will ensure PNAF crews are comprised of the most highly qualified personnel available.

5.9.2. Prerequisites. A crewmember will be BAQ and current to begin PNAF training.

5.9.3. Qualification/Certification Training. Accomplish according to AFI 11-237 or for USAFE, the 86AW PNAF training courseware. Aircrew PNAF candidates will complete nuclear surety and PNAF academic training before participating in flight operations.

5.9.3.1. Aircraft Commanders, couriers, and loadmasters require a PNAF evaluation on a 17-month cycle.

5.9.3.2. Copilots, MPD pilots, navigators and flight engineers require one-time PNAF certification.

5.9.4. Ground and Flying Continuation Training. Accomplish according to AFI 11-237 or for USAFE, the 86AW PNAF training courseware.

5.9.4.1. PNAF crewmembers will participate as primary or evaluator, as appropriate, in an actual or training nuclear airlift mission or loading exercise, not to exceed 180 days between events.

5.9.4.2. Those who lose 180-day currency cannot participate in peacetime nuclear missions; however, they may perform duties on operational (non-nuclear) missions or emergency nuclear airlift missions. Crewmembers will regain currency by participating on a nuclear airlift mission under the supervision of an instructor in the same crew position (navigators and flight engineers may regain currency under supervision of an instructor pilot). Any qualified instructor courier (pilot or navigator) can perform re-currency training for any courier.

5.10. Medium and High Altitude Aerial Delivery Certification. Navigators will accomplish high-altitude airdrop using a high-altitude release point (HARP) or computed air release point (CARP) depending on the type airdrop accomplished. HARP airdrops require special certification. Navigators will accomplish the first HARP airdrop under the direct supervision of a high-altitude certified instructor. Use the ATS courseware for this training. CARP airdrops at high altitude do not require special certification. High altitude aerial airdrops may be credited as the appropriate type of airdrop (i.e., HALO or HAHO personnel count as a personnel airdrop). During continuation training, crewmembers may simulate the actual airdrop but will comply with all considerations and procedures in AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3. There is no certification required for other crewmembers.

5.11. Unimproved Landing Certification. Conduct this one-time training for aircraft commanders under the direct supervision of an instructor on dirt or unimproved airfields using assault procedures. Unimproved airfields are airfields where runway acquisition and ground operations are complicated by blowing snow, sand, or dirt; undulating terrain, or minimum runway lighting or markings. Only affects MR status for missions requiring unimproved field landings. Units will record and track this training.

5.12. Phoenix Banner Certification. Squadron commanders and operations officers will ensure that crew members chosen for these missions are certified IAW paragraph **5.12.1.** and highly capable. Selection should be based on qualification, proficiency, experience, maturity, and mission complexity.

5.12.1. Aircrew Certification. All aircrew members will complete the following training program and be certified prior to flying unsupervised on a PHOENIX BANNER, SILVER, or COPPER mission. Training will focus on the unique circumstances that differentiate this mission from other missions. Crew members may enter PHOENIX BANNER, SILVER, or COPPER mission training once they are fully mission qualified (airland only). Wings will establish and maintain PHOENIX BANNER training programs. As a minimum, the training program will consist of:

5.12.1.1. An instructor-led, in-depth review of AFI 11-289, *PHOENIX BANNER, SILVER, and COPPER Operations,* including a discussion of tasking and execution agencies for PHOENIX BANNER missions and how the aircrew will interface with these agencies. It will also include a discussion of POCs that the aircrew will have to coordinate with in case of diversion or delay, including the Air Force Advance Agent and the troop commander from the USSS, WHCA, HMX-1, and SENEX. The goal is to educate crew members on the interface required between crew members and the users.

5.12.1.2. An open book examination of material covered in AFI 11-289, minimum 80 percent, corrected to 100 percent.

5.12.1.3. A memorandum of certification signed by the squadron commander or operations officer. The OG/CC will review the Phoenix mission-series certifications at the Stan/Eval Board.

5.13. Functional Check Flight (FCF) Certification. AFI 11-2C-130, Volume 3, outlines FCF requirements. FCF pilots and flight engineers will be selected from highly qualified instructors. The candidate will complete a review of applicable technical orders. The pilot candidate will fly in the copilot position on a minimum of one FCF prior to unit commander certification.

5.14. Modular Air Fire Fighting System (MAFFS) Certification. The MAFFS mission is a joint mission performed by ANG, AFRC, and US Forest Service (USFS) personnel as a partnership under control of the USFS. This section establishes the minimum training requirements for a mission ready C-130 crewmember to become MAFFS certified and continuation training requirements for maintaining that certification. OG/CCs of MAFFS units may provide additional guidance or clarification in local training procedures (MAJCOM approval is required if changing policy or guidance in Paragraph **5.14.** or its subparagraphs).

5.14.1. Requirements.

5.14.1.1. MAFFS Mission Certification Training (MMCT) syllabus changes and updates will be prepared by the lead designated MAFFS unit and forwarded to AMC/A3T, NGB/A3T, and AFRC/A3T for coordination in accordance with paragraph **1.3.2.**. NGB/A3T and AFRC/A3T will coordinate on the MAFFS syllabus and maintain the master files. NGB/A3T will approve syllabus changes and updates upon receipt of coordination from AFRC/A3T.

5.14.1.2. Conduct C-130 MMCT for pilots and loadmasters IAW approved training syllabus. Upon completion of MMCT, as detailed in this instruction, pilots and loadmasters will be qualified for MAFFS missions. Navigators and flight engineers will complete a unit-directed familiarization program. Flight evaluations are not required to certify MAFFS aircrew.

5.14.2. Approval/Waiver for MAFFS Certification. The MAFFS unit's Sq/CC, through the squadron TRB is the approval authority for MAFFS Certification. The MAFFS unit's OG/CC is the waiver authority for MAFFS aircrew continuation training.

5.14.3. Time Period for Mission Qualification Training. There is no specified initial qualification training time limit due to the availability of the annual MAFFS training program conducted by the USFS National Aviation Officer (NAO).

5.14.4. MAFFS Initial Certification Training Prerequisites. For all crew positions, the crewmembers will be highly qualified C-130 MR crewmembers who are airdrop qualified prior to entry into MAFFS training and will have the availability to complete the required training and respond to mission taskings during the wildfire season. Pilots will also be formation and low level qualified. Flying Sq/CCs, through the TRB, will select individuals for MAFFS initial training.

5.14.5. MAFFS Initial Certification Training. Accomplish ground and flight qualification training under the supervision of a MAFFS instructor. All training will be conducted IAW approved MMCT syllabus and training guides. A flight evaluation is not required. Upon successful completion of all required training items, instructors will nominate the crewmember for certification. Certification will be accomplished IAW paragraph **5.14.2.**. Once that certification has occurred, the crewmembers will be allowed to perform MAFFS mission duties in their crew position.

5.14.5.1. Copilots and MPD Pilots. Training will include ground and flight qualification requirements. Ground training will emphasize checklist discipline, crew coordination, hazards of mountain flying, MAFFS airdrop procedures, and aim point accuracy. Flying training will normally include 4 MAFFS training sorties. However, a minimum of four actual (wet) airdrops and eight

simulated (dry) airdrops are required to complete initial qualification training. All ground and flight training will be under the supervision of a MAFFS instructor. MPD pilots may only occupy the right seat during MAFFS sorties.

5.14.5.2. Aircraft Commanders. MAFFS Aircraft Commander candidates will be selected from among the most qualified MR aircraft commanders and will be experienced MAFFS copilots and MPD pilots, preferably with some actual wild fire experience. Training will include ground and flight qualification requirements. Ground training will emphasize emergency procedures, hazards of mountain flying, Crew Resource Management (CRM), crew leadership during repetitive high task loading, and Operational Risk Management (ORM) principles. Flying training will normally include eight MAFFS training sorties. However, a minimum of 8 actual (wet) airdrops and 16 simulated (dry) airdrops (24 total airdrops) are required to complete initial qualification training. All ground and flight training will be under the supervision of a MAFFS instructor.

5.14.5.3. Navigators. Will complete ground and flight training under the supervision of an MAFFS Instructor Navigator.

5.14.5.4. Flight Engineers. Will complete ground and flight training under the supervision of a MAFFS Instructor flight engineer.

5.14.5.5. Loadmasters. Training will include ground and flight qualification requirements. Ground training will emphasize system components, servicing requirements and procedures, emergency procedures, and normal airdrop procedures. Flying training will include eight MAFFS airdrops under the supervision of a MAFFS instructor.

5.14.5.6. Instructors. MAFFS instructor candidates will be selected from among the most qualified MR instructors and will be experienced in all phases of MAFFS flying operations, including actual wild fire airdrops. Prior to certifying instructors to teach MAFFS, they will receive training that will include ground and flight qualification requirements under the supervision of a MAFFS instructor.

5.14.5.7. Ground training will emphasize emergency procedures, hazards of mountain flying, required crew coordination, and CRM and ORM principles.

5.14.6. Continuation Training. If a crewmember loses MR status, they will also lose MAFFS certification until MR status is regained. This section outlines continuation ground and flying training requirements for MAFFS qualified crewmembers. All MAFFS continuation training will be accomplished during the annual training session conducted by the U.S Forest Service (USFS), at a location determined by the USFS. A MAFFS crew may regain currency in an actual fire under the direct supervision of a MAFFS instructor. The USFS normally schedules the annually training program during the month of May to be compatible with the majority of the fire season demand on MAFFS.

5.14.6.1. USFS Certification. A MAFFS Instructor will supervise all MAFFS Continuation Ground and Flying training. MAFFS Sq/CCs will certify individual crewmember qualifications to the USFS upon successful completion of all required training items.

5.14.6.2. Continuation Training Requirements. MAFFS currency duration shall be based on the annual MAFFS training program.

5.14.6.3. Ground Training. Accomplish refresher training IAW **Table 5.2.**.

5.14.6.4. Flight Training. Accomplish annual refresher training IAW **Table 5.3.**.

Table 5.2. MAFFS Ground Continuation Training Events (Pilots and Loadmasters)

Event	GTL1	GTL2	GTL3	Position
Review MAFFS System Components & Functions	A	A	A	L
Retardant & Air Servicing Procedures	A	A	A	L
Checklist Procedures	A	A	A	AC,C,L
In-flight Procedures	A	A	A	AC,C,L
Emergency Procedures	A	A	A	AC,C,L
Principles of CRM/ORM/aircrew discipline	A	A	A	AC,C,L
Crew Coordination	A	A	A	AC,C,L
Hazards of Mountain Flying	A	A	A	AC,C
Aircraft Performance	A	A	A	AC,C

NOTE: A-Annual

Table 5.3. MAFFS Mission Continuation Flying Requirements (Pilots and Loadmasters)

Event	Aircraft Commanders				Copilots/MPD Pilots				Loadmaster			
MAFFS Mission Events	A	B	C	CUR	A	B	C	CUR	A	B	C	CUR
Airdrop Events (Dry/Wet)	6/3	6/3	6/3	A	6/3	6/3	6/3	A	0/3	0/3	0/3	A

NOTE: A-Annual

5.14.7. Re-currency/Requalification Training Requirements

5.14.7.1. Pilots and loadmasters normally regain MAFFS currency by completing the annual MAFFS training program conducted by the USFS. If a member does not complete the annual refresher training, they may regain currency on a wild fire activation. However, the individual will be under direct supervision of a MAFFS instructor and the re-currency training will be coordinated with the Air Expeditionary Sq/CC (AES/CC). If an individual misses two scheduled annual MAFFS training programs and remains non-current, that individual will regain currency by completing retraining as directed by the home-station Sq/CC.

5.14.7.2. Navigators and flight engineers have no MAFFS Mission re-currency or requalification requirements.

5.15. Touch and Go Landing Certification. MPD pilots and copilots receive touch and go training and certification as part of initial qualification at the FTU.

5.15.1. Accomplish an in-flight evaluation and Sq/CC certification prior to an aircraft commander accomplishing touch-and-go landings without direct instructor pilot supervision. The evaluation should occur in conjunction with the initial qualification evaluation. After successful evaluation, aircraft commanders will be evaluated on recurring evaluations to maintain touch and go qualification.

5.15.1.1. Aircraft commanders need a minimum of 100 hours (not including other time) since aircraft commander certification prior to touch and go certification.

5.15.1.2. Training will include both accomplishment of their own flight idle touch-and-go landings and supervising the other pilot's flight idle touch-and-go landings.

5.15.2. NVG Touch and Go Landing Certification.

5.15.2.1. Sq/CC may certify a touch and go certified aircraft commander for NVG touch-and-go landings after completion of NVG Airland training.

5.16. Aerial Spray Certification. Aerial spray training will qualify and maintain aircrew qualification for the airborne application of pesticides, decontaminates, and oil dispersants using the Modular Aerial Spray System (MASS). HQ AFRC/A3T is the OPR for this section. This section establishes the minimum training requirements for a mission-qualified C-130 crewmember to complete Aerial Spray Qualification training, as well as requalification and continuation requirements. OG/CCs of MASS units may provide additional guidance or clarification in local training procedures **(**MAJCOM approval is required if changing policy or guidance in paragraph **5.16.** or its subparagraphs).

5.16.1. Requirements.

5.16.1.1. Aerial Spray Qualification Training (ASQT) courseware changes and updates will be prepared by the 910AW and forwarded to HQ 22AF/DOT for coordination and approval in accordance with paragraph **1.3.1.**. HQ 22AF/DOT will coordinate on the proposed changes and forward their recommendations to HQ AFRC/A3T. HQ AFRC/A3T will review and approve the ASQT syllabus and maintain the master files.

5.16.1.2. Conduct C-130 ASQT for all aircrew positions IAW HQ AFRC/A3T approved courseware. 910AW will ensure the applicability and currency of aerial spray courseware and training guides.

5.16.2. Approval/Waiver for Local ASQT. The 910 Airlift Wing, 757 Airlift Squadron, Youngstown ARS, Ohio has sole responsibility for the fixed-wing aerial spray operations and training in the DOD. Units requesting waivers for secondary method training will submit requests according to paragraph **1.5.**.

5.16.3. Time Period for Spray Qualification Training. Crewmembers will start ASQT within 90 days after selection for aerial spray training. Pilots, navigators, flight engineers, and loadmasters (spray operators) will complete ASQT within 240 days.

5.16.4. Aerial Spray Qualification Training Prerequisites.

5.16.4.1. Pilots, navigators, flight engineers, and loadmasters will complete mission qualification training (MQT) according to **Chapter 3** and be current and qualified prior to entering ASQT. ASQT courseware may be accomplished in conjunction with 910AW/757AS Aerial Spray Indoctrination. If a crewmember loses mission qualified status, they will also lose aerial spray qualification until MQ status is regained.

5.16.4.2. Crewmembers will establish a baseline blood cholinesterase level prior to the first organophosphate chemical mission.

5.16.4.3. Ground training. Prior to the initial aerial spray training flight, crewmembers:

5.16.4.3.1. Will accomplish an initial (and annually thereafter) aerial spray pesticide / chemical familiarization and safety course.

5.16.4.3.2. Will pass a written examination covering aerial spray operations specific to their crew position.

5.16.5. Aerial Spray Qualification Training

5.16.5.1. Aerial spray qualification training will include a minimum of one actual pesticide mission.

5.16.5.1.1. Crewmembers will accomplish one sortie prior to the first actual pesticide mission.

5.16.5.2. Accomplish ground and flight qualification training IAW HQ AFRC/A3T approved ASQT courseware and training guides.

5.16.5.3. Pilots. Training will include ground training and flying requirements. The flying requirements include Low-Volume (LV), Ultra Low-Volume (ULV), High-Volume (HV), Ultra High-Volume (UHV) sorties and an actual pesticide sortie. Upon completion, pilots will be aerial spray qualified.

5.16.5.4. Navigators. Training will include ground training and flying requirements. The flying requirements include Low-Volume (LV), Ultra Low-Volume (ULV), High-Volume (HV), Ultra High-Volume (UHV) sorties, and an actual pesticide sortie. Upon completion, navigators will be aerial spray qualified.

5.16.5.5. Flight Engineers. Training will include ground training and flying requirements. The flying requirements include observations of the ground loading of chemical, ULV sorties, HV sorties (1 in an oil spill dispersal scenario), and actual pesticide sorties. Upon completion, flight engineers will be aerial spray qualified.

5.16.5.6. Loadmasters. Training will include ground training and flying requirements. The flying requirements include upload of the MASS system onto the aircraft, ULV system preflight, LV/HV system preflight, control panel/power on preflight, LV/HV/ground loading station chemical upload, ULV chemical upload, flushing agent upload, spill containment / clean up scenarios, internal calibration of the MASS system, LV/HV/ULV sorties, LV/HV/ULV emergency procedures briefing, and download of chemical for LV/HV/ULV. Upon completion, loadmasters will be aerial spray qualified.

5.16.6. Continuation Training. This section outlines ground and flying training requirements for aerial spray qualified crewmembers.

5.16.6.1. Ground Training. Accomplish training according to **Chapter 2**, **Chapter 3**, and **Chapter 4** and HQ AFRC/A3T approved ASQT courseware and training guides.

5.16.6.2. Flight Training. Accomplished in accordance with **Table 5.4.**. OG/CC may publish in local training procedures any MAJCOM-approved changes to **Table 5.4.**.

5.16.6.3. Event Definitions. See **Chapter 7** for spray continuation training event (SP) descriptions.

5.16.7. Recurrency and Requalification. Crewmembers regain aerial spray currency by flying with an instructor in their crew position on an aerial spray training or operational mission. If non-current or unqualified for MQ or BQ events, crewmembers will regain currency according to **Chapter 4**.

Table 5.4. Aerial Spray Semiannual Continuation Flying Requirements

Code	Event	Pilot				Navigator				Flight Engineer				Loadmaster				Notes
	Spray Events	**A**	**B**	**C**	**Cur**	**A**	**B**	**C**	**Cur**	**A**	**B**	**C**	**Cur**	**A**	**B**	**C**	**Cur**	
SP30	Pesticide Sortie				A				A	1	1	1	A	1	1	1	A	
SP40	Spray Sortie				S				S	1	1	1	S				S	
SP50	LV/HV/UHV Sortie	1	1	2	S	1	1	1	S					1	1	1	S	
SP60	ULV Sortie	1	2	3	S	1	2	3	S					1	1	2	S	

NOTE: A-Annual, S-Semiannual

5.16.8. Upgrade. This section prescribes the prerequisites, qualifications, and training requirements necessary for upgrades. Crewmembers will upgrade to instructor according to **Chapter 5** and will be considered aerial spray instructor qualified without any further training or evaluation. Aircraft Commanders who are aerial spray qualified copilots and MPD pilots will upgrade to aerial spray aircraft commander according to **Chapter 5** and upon completion of further upgrade training or evaluation.

5.16.8.1. Time Period to Qualification. Maximum time period for upgrade to aerial spray aircraft commander is 240 days after course entry.

5.16.8.2. Prerequisites.

5.16.8.2.1. Aerial spray aircraft commander candidates will be aerial spray qualified copilots.

5.16.8.2.2. Aerial spray aircraft commander candidates will be highly experienced in the spray mission, with at least 5 actual pesticide missions, or 10 pesticide spray sorties, and will have a minimum of 500 PAA flying hours. *NOTE:* Highly experienced candidates would normally have an appropriate experience mix of mission planning, installation briefings, chemical loading, chart preparation, and UHV/HV/LV/ULV sorties.

5.16.9. Aerial Spray Orientation Flying Program. Any mission ready crewmember who has been selected for initial or requalification training for aerial spray may participate in the aerial spray orientation program. This is an optional program that allows an individual to fly with each crew position in order to observe aircrew preflight and in-flight duties and log other time. An instructor will accompany each individual. The individual's supervisor will approve more than one flight with each crew position. Participation in the aerial spray orientation program will be terminated upon entry into initial or requalification training.

5.17. LC-130 Ski Mission Training. OG/CCs of Ski units may provide additional guidance or clarification in local training procedures **(**MAJCOM approval is required if changing policy or guidance in Paragraph **5.17.** or its subparagraphs).

5.17.1. General. The ski mission is performed by the 109AW, in support of polar operations in the Arctic and Antarctic.

5.17.1.1. Waiver Authority. The 109 OG/CC is the waiver authority for ski mission ground and flying continuation training requirements IAW paragraph **1.5.**.

5.17.1.2. Responsibilities. Syllabi development, changes, and updates will be prepared by 109 OSF training. NGB/A3T will coordinate on the Ski Mission syllabus and maintain the master files IAW paragraph **1.4.**.

5.17.1.2.1. Operations Group. 109 OG/CC, through the TRP, is the approval authority for ski mission upgrade.

5.17.1.2.2. Theater Indoctrination Training. The 109 OSF has developed theater indoctrination training to ensure aircrews are trained for specific theater flight operations in Antarctica IAW AFI 11-202 Volume 1.

5.17.1.3. In-Unit Training Time Limitations. There are no specified LC-130 difference time limitations, due to lack of availability of LC-130s at home station during unit's annual 5-month deployment to Antarctica. There are no specified initial ski mission qualification time limitations, due to the seasonal nature of the ski mission and availability of crewmembers to go OCONUS. Ski mission flying training (and operational flying) is accomplished OCONUS only.

5.17.1.4. LC-130 upgrade training will be conducted IAW this chapter and 109AW courseware. 109AW ski mission pilots and navigators will complete operational mission qualification before entering special mission (e.g. polar airdrop) qualification or upgrade training. A different order of training requires 109 OG/CC or 109AW/AOO approval. Engineers and Loadmasters can complete special training in conjunction with operational mission qualification.

5.17.2. Initial Qualification Training (Phase I)

5.17.2.1. General Requirements. This section establishes training requirements to become LC-130 ski mission crewmember.

5.17.2.2. Local 109AW Initial Qualification Training. All 109AW crewmembers will complete training per this AFI and local training procedures.

5.17.2.2.1. All 109AW Pilots and Navigators complete FTU Phase 1 basic aircraft qualification training. They will attend FTU Phase 2 training based on FTU school slot availability. If Phase 2 is not accomplished at the FTU, pilots will complete assault training by secondary method. All crew positions will complete a polar airdrop mission qualification by secondary method based on unit necessity. Due to the nature of the ski mission, 109AW navigators are not required to perform ARAs (N120). The 109AW navigators will be trained and evaluated for Ski ARAs (XC30).

5.17.2.3. Difference Training. All difference training will be completed IAW 109AW courseware.

5.17.2.3.1. 109AW Pilot C-130H2 Difference Training. An instructor pilot will sign off the student after completion of the syllabus. C-130H2 simulator training will be accomplished prior to an instructor pilot sign off. If initial C-130H2 flying training is accomplished in-unit, C-130H2 and LC-130 difference training may be accomplished concurrently.

5.17.2.3.2. 109AW Pilot LC-130 Difference Training. Pilots will complete a local academic LC-130 difference ground training course, which will include a 4-hour, locally conducted ski systems class and an orientation course. Ground training will be completed prior to LC-130 difference flight training. C-130H3 simulator training will be accomplished prior to the LC-130 difference flight evaluation. The flying training is designed to obtain proficiency in the operation of the LC-130 on normal, hard surface runways. Accomplish LC-130 difference training in the L-1/L-1A (LC-130H2.5) and L-2 (LC-130H3) aircraft. It is recommended that approximately half of the flights (minimum of two) are in each respective model. Pilots require satisfactory completion of a written difference examination, difference Emergency Procedure Evaluation (EPE) and a difference flight evaluation. If initial C-130H2 flying train-

ing is accomplished in-unit, C-130H2 and LC-130 difference training may be accomplished concurrently.

5.17.2.3.3. 109AW Flight Engineers H-2/L-1/L-1A Difference Training. Flight engineers will complete a local academic difference ground training course, which will include a 4-hour, locally conducted ski systems class and an orientation course. Flight engineers require satisfactory completion of difference EPE and flight evaluation.

5.17.2.3.4. 109AW Flight Engineers L-2 Difference Training. An instructor flight engineer will sign off the student after completion of the syllabus.

5.17.2.3.5. 109AW Navigator/Loadmaster Difference Training. An instructor navigator/ loadmaster will sign off the student after completion of the syllabus. If initial C-130H2 flying training is accomplished in-unit, C-130H2 and LC-130 difference training may be accomplished concurrently.

5.17.3. Mission Qualification Training (Phase II)

5.17.3.1. Ski Mission Ground Training Requirements. Crewmembers will accomplish ground training under the supervision of a qualified instructor. All training will be conducted IAW approved ski mission syllabi, training guides, and 109AW instructions.

5.17.3.1.1. 109AW flight crew are required to complete initial ski combat offload training, initial buddy air start training, initial assisted takeoff training, and initial remote fueling training. Continuation training of these requirements is accomplished during Ski Tactics (G060S).

5.17.3.1.1.1. 109AW Remote Fuel Training consists of three phases. All flight crew will complete Phase I and Phase II training. Flight engineers, loadmasters, and navigators attend Phase III. Successful completion of mission qualification certifies completion of training.

5.17.3.1.1.2. 109AW Assisted Take Off (ATO) training consists of three phases. ATO operations will not be conducted until completion of this training. All crewmembers will complete Phase I training. Flight engineers, loadmasters, and aircraft commander upgrades attend Phase II. Flight engineer and aircraft commander upgrade trainees will perform an actual firing of ATO in their mission qualification (Phase III) training. Successful completion of mission qualification certifies completion of this training.

5.17.3.1.2. 109AW flight crew will complete initial Ground CWD Training (G010), ACDE (LL04), and ACDTQT (P280) in accordance with this AFI. Continuation training for these events will be an annual familiarization class.

5.17.3.2. Ski Mission Flying Training Requirements: Ski mission flight training is completed in Greenland (preferably) or Antarctica. All ski mission training will be conducted IAW approved ski mission syllabus, training guides, and 109AW instructions. Crewmembers will accomplish flight training under the supervision of a ski mission instructor. Crewmembers will normally complete ski mission qualification, initial ski combat offload training, initial assisted takeoff training, and initial remote fueling operations simultaneously. Assault mission qualification (pilots), grid and celestial navigation mission qualification (navigators), may also be done concurrent with the ski mission. Upon successful completion of all required training items, instructors will recommend the crewmember for evaluation. Upon successful completion of the evaluation, crewmembers will be allowed to perform ski mission duties in their crew position.

5.17.3.2.1. 109AW Ski Mission Pilots: Prerequisite for pilots' initial ski mission evaluation is a ski EPE, a C-130H2 difference IP sign-off, a LC-130 difference flight evaluation, and an assault flight evaluation. Pilots will have a minimum of five separate ski missions. Aircraft commanders will receive instruction while actually at the controls. MPD pilots and copilots will not make landings or takeoffs, but will demonstrate proficiency in copilot duties. A minimum of two ARA approaches will be accomplished, in weather conditions of 1,000 foot ceiling and 3 miles visibility or lower, to complete ski mission qualification.

5.17.3.2.1.1. Assault training begins after C-130H2 difference training. New 109AW pilots currently assault qualified require a minimum of one day and one night local orientation flight in a C-130H2 aircraft, with an IP sign off, prior to aircraft commander certification board. Pilots require an assault flight evaluation, if not already qualified, prior to the aircraft commander certification board. Detachment 13 pilots are not required to qualify or maintain assault training.

5.17.3.2.1.2. Ski Mission AC Candidate: Defined as a pilot in the AC Candidate Program or a basic aircraft commander qualified as a ski copilot, designated by the squadron commander to enter this program. Ski Mission AC candidates may perform all flight maneuvers IAW the 109AW LC-130 Ski Mission Aircraft Commander Candidate Program with an IP in the other pilot seat.

5.17.3.2.2. 109AW Ski Mission Navigators: Ski ARAs (XC30) for 109AW navigators are a mission requirement and will be evaluated accordingly. Accomplish a minimum of 10 Ski ARAs prior to receiving an initial ski mission flight evaluation. Normally, conduct flight training in conjunction with ski missions. A qualification evaluation on Grid and celestial navigation procedures will be accomplished prior to a ski mission evaluation.

5.17.3.2.2.1. Celestial Navigation Qualification Training. Accomplish ground and flying training according to 109AW courseware. Complete celestial navigation ground training prior to mission qualification training. A minimum of one day cel and one night cel will be flown prior to qualification. One of these training legs may be accomplished on Celestial Training Device.

5.17.3.2.2.2. Grid Navigation Qualification Training. Accomplish ground and flying training according to 109AW courseware. Complete grid navigation ground training prior to mission qualification training. A minimum of one flight will be accomplished in the aircraft.

5.17.3.2.3. 109AW Ski Mission Flight Engineers: Complete flight training in conjunction with ski missions and include actual ski takeoff and landing.

5.17.3.2.4. 109AW Ski Mission Loadmasters: Complete flight training in conjunction with a ski mission and include a demonstration and student assistance in directing on/off loading operations from snow surface with the aircraft on skis.

5.17.3.2.5. 109AW Ski Mission Instructors/Evaluators. Ski mission instructor pilot candidates will be selected from among qualified instructors/evaluator pilots and will be experienced in all phases of ski mission operations. Prior to certifying instructors/evaluator pilots in the ski mission, they will receive training that will include ground and flight qualification requirements. Ground training will emphasize emergency procedures, hazards of polar flying, required crew coordination, and CRM and ORM principles. All other crew positions may be

certified as Ski Mission Instructors/Evaluators following initial Instructor/Evaluator qualification.

5.17.3.2.6. Polar Airdrop. 109AW flight crewmembers will be selected by the squadron commander for airdrop training. In-unit training will be IAW formal school and 109AW courseware. New 109AW pilots and navigators currently airdrop qualified require one day and one night local orientation flight as a minimum.

5.17.4. Continuation Training. This section outlines continuation ground and flying training requirements for ski mission qualified crewmembers. Overdue flying training requirements in polar airdrop or assault requirements do not restrict crewmembers from flying the ski mission. Conversely, due to the seasonal nature of the ski mission, overdue flying training requirements in the ski mission do not restrict crewmembers from flying other missions and do not restrict crewmembers from going OCONUS. Ski mission flying can only be accomplished OCONUS.

5.17.4.1. Crewmembers of the 109AW will maintain the requirements of **Table 5.5.**, **Table 5.6.**, and **Table 5.7.**. OG/CC may publish in local training procedures any MAJCOM-approved changes to these tables. See paragraph **4.5.2.2.** for crediting events in a simulator.

5.17.4.2. Grid/Celestial Continuation Training. Fifty percent of these events may be logged when flown in WST, SNS, or CTD.

5.17.4.3. Grid Profile (day or night). This event uses a Grid reference system for aircraft steering and will continue for at least a 2-hour period. Navigators may credit a Grid event on a category I or II route. Grid profiles may also be logged as a navigational profile if requirements are met.

5.17.4.4. Attached BAQ crewmembers can attain BMC ski qualification, in Antarctica only, if they maintain basic aircraft qualification in the LC-130; have a current ski mission evaluation; and annually complete Ski Tactics training. BMC ski pilots are authorized to command missions to and from Christchurch, New Zealand, to and from McMurdo Skyway or ice runway, and ski missions to and from the South Pole without an instructor. If the Operation DEEP FREEZE theater commander or flying commander is a rated officer and unqualified in the ski mission, he/she will accomplish difference training for the C-/LC-130 and fly with an instructor in theater.

5.17.4.5. Ski mission items cannot be credited in the simulator.

5.17.4.6. Due to the Antarctic season, 109AW training year is defined as follows:

Flying and Ground Training Annual Period: 1 Apr – 31 Mar

Flying Semi-Annual Training Periods: 1 Apr – 30 Sep and 1 Oct – 31 Mar.

5.17.4.7. Multiple Qualifications. C-130H2 and LC-130s only require initial difference training (no difference currency).

Table 5.5. LC-130 Ground Continuation Training Events (All crewmembers).

Code	Event	GTL1	GTL2	GTL3	GTL4	Position	Notes
G005	Flight physical	A	A	A	A	All	3,5
G006	Physiological training	5 yrs	5 yrs	5 yrs	5 yrs	All	3,5
G060S	Ski Tactics	B	B	B		All	1
G070	Aircrew Intelligence	A	A	A		All	
G080	Comm Procedures	365d	365d	365d		P, N	2, 7
G090	Anti-hijack	T	T	T		All	
G100	Laws of armed conflict	A	A	A		All	
G110	Antiterrorism Training	T	B	A		All	
G120	ISOPREP review	A	A	A		All	
G130	Instrument Refresher Course	C	C	C	C	P, N	
G150	Approach Plate Familiarization Course	T	B	A		E	
G182	Hazardous cargo training	T	B	A		AC	
G182	Hazardous cargo training	A	A	A		L	
G220	Engineer Systems Refresher	A	A	A		E	
G230	CRM refresher	A	A	A	A	All	
G240	CRM simulator	A	A	A	A	P,E	4
G250	Refresher Simulator	A	A	A	A	P, N, E	
G280	Small arms training	B	B	B		All	1,3
SS01	Local Area Survival	OT	OT	OT	OT	All	5
SS02	Combat survival training	T	T	T		All	1
SS05	Water survival training	T	T	T		All	
LL03	Egress Training	T	T	B	B	All	5
G600S	Navigator Refresher Tng	A	A	A	A	N	
G602	Aerial Delivery Training	A	A	A		L	
XC99	Remote Refuel – Refresher	A	A	A	A	All	2, 6

A-Annual, B-Biennial, C-Check Cycle, d-days, m-months, T-Triennial, OT-One Time Only

NOTES:

1. Not required for basic aircraft qualification crewmembers. Requirement is biennial for ANG flight engineers and loadmasters and triennial for ANG pilots and navigators.
2. May be included in Ski Tactics (G060S) training.
3. See event description in AMC/A3T web site for additional information on currency cycle requirements.
4. CRM simulator does not need to be a separate event. Crewmembers completing refresher simulator can take credit for G240, CRM simulator. Crewmembers completing refresher simulator can also credit G230, CRM Refresher.
5. Mandatory grounding item on expiration date; individual will not fly until required event is accomplished. SS01 will be accomplished before first flight after PCS.
6. All crew positions shall accomplish academic refresher training annually. Ref: Hot Refueling Certification letter dated 31 Oct 1991.
7. OG/CC may approve an extension of up to six months for aircrews.

Table 5.6. LC-130 Annual Continuation Flying Requirements (Pilots, Navigator):

Code	Event	Aircraft Commander						Copilot / MPD Pilot					Navigator						Notes
	Proficiency/Basic Events	**A**	**B**	**C**	**D**	**E**	***CUR***	**A**	**B**	**C**	**D**	***CUR***	**A**	**B**	**C**	**D**	**E**	***CUR***	
B010	Basic Sortie												4	6	6	8	3	45d	1,3,6
P190	Landing	8	10	12	16	6	M	8	12	12	16	M							1, 6
P020	Takeoff	8	10	12	16	6	M	8	12	12	16	M							1, 6
B011	Local Proficiency Sortie	1	1	1	1			1	2	2	2								1
P192	Unaided Night Landing	2	2	2	4		Q	2	2	2	4	Q							1, 6
P070	Instrument Approaches	6	12	16	20	4	M	8	12	16	20	M							1, 6
P100	Precision	3	6	8	10	2		4	6	8	10								1
P110	Non-precision	3	6	8	10	2		4	6	8	10								1
P116	NDB	1	2	2	2	1		2	2	2	3								1
P130	Circling	2	2	2	2	1		2	2	2	3								1
	Assault Events	**A**	**B**	**C**	**D**	**E**	***CUR***	**A**	**B**	**C**	**D**	***CUR***	**A**	**B**	**C**	**D**	**E**	***CUR***	
AS09	Assault Takeoff	6	8	10	12			2	4	4	6								1
AS11	Assault Landing	8	10	12	15			2	4	4	6								1
AS12	Unaided Night Assault Landing	2	2	4	6		Q	1	2	2	2								1
AS21	Heavyweight Assault	2	2	4	6														1
	Ski Mission Events	**A**	**B**	**C**	**D**		***CUR***	**A**	**B**	**C**	**D**	***CUR***	**A**	**B**	**C**	**D**		***CUR***	
XC20	Ski Takeoff	5	5	5	8			5	5	5	8								
XC40	Ski Landing	5	5	5	8			5	5	5	8								
XC30	Ski ARA	5	5	5	8			5	5	5	8		5	5	5	8			7
	Navigation Events	**A**	**B**	**C**	**D**		***CUR***	**A**	**B**	**C**	**D**	***CUR***	**A**	**B**	**C**	**D**		***CUR***	
X012	Day Celestial Sortie												1	1	1	1			1
X013	Night Celestial Sortie												1	1	1	1			1
GD09	Grid Sortie												1	1	2				1
	Polar Airdrop Events	**A**	**B**	**C**	**D**		***CUR***	**A**	**B**	**C**	**D**	***CUR***	**A**	**B**	**C**	**D**		***CUR***	
XD04	Total CDS Airdrops	1	2	2	4			1	2	2	4		4	6	6	8			1,2
XDAC	Actual CDS												1	1	1	1			1
	Miscellaneous Ski Events	**A**	**B**	**C**	**D**		***CUR***	**A**	**B**	**C**	**D**	***CUR***	**A**	**B**	**C**	**D**		***CUR***	
XCRF	Remote Fueling Actual	1	1	1	1		180d	1	1	1	1	180d	1	1	1	1		180d	5

NOTES:

1. All events in this row will be completed semiannually.
2. Pilots may log using an SATB.
3. 45-day currency will expire at the end of the calendar month (M coded in ARMS).
4. Training requirement determined by MAJCOM/A3

5. Crewmembers scheduled for remote fueling operations who have not performed an actual remote fueling within 180 days shall re-accomplish academic refresher training. Ref: Hot Refueling Certification letter dated 31 Oct 1991.
6. Unqualified in the aircraft if non-current in excess of 6 months.
7. Due to the nature of the ski mission, 109AW navigators do not complete standard ARAs (N120).

Table 5.7. LC-130 Annual Continuation Flying Requirements (Engineer and Loadmaster):

Code	Event	Engineer					Loadmaster					Notes
	Basic Events	**A**	**B**	**C**	**D**	***CUR***	**A**	**B**	**C**	**D**	***CUR***	
B010	Basic Sortie	4	6	6	8	45d	4	6	6	8	45d	1,2,4
	Ski Mission Events	**A**	**B**	**C**	**D**	***CUR***	**A**	**B**	**C**	**D**	***CUR***	
XC50	Ski Sortie	2	3	3	5		1	1	3	5		
	Polar Airdrop Events	**A**	**B**	**C**	**D**	***CUR***	**A**	**B**	**C**	**D**	***CUR***	
XDAC	Actual CDS						1	1	2	2		1
XD00	Airdrop Sortie	1	1	1								1
	Miscellaneous Ski Events	**A**	**B**	**C**	**D**	***CUR***	**A**	**B**	**C**	**D**	***CUR***	
XCRF	Remote Fueling Actual	1	1	1	1		1	1	1	1		3

NOTES:

1. All events in this row will be completed semiannually.
2. 45-day currency will expire at the end of the calendar month (M coded in ARMS).
3. Crewmembers scheduled for remote fueling operations who have not performed an actual remote fueling within 180 days shall re-accomplish academic refresher training. Ref: Hot Refueling Certification letter dated 31 Oct 1991.
4. Unqualified in the aircraft if non-current in excess of 6 months.

Chapter 6

AIRCREW TRAINING SYSTEM (ATS)

6.1. Description. The C-130 ATS is a civilian contractor-provided aircrew training system. The ATS contractor provides academic and simulator training. The Air Force conducts all flight training and administers all evaluations. The ATS contract guarantees trained students meet government standards.

6.2. Applicability. As defined in AFI 11-202, Volume 1.

6.2.1. Purpose: C-130 ATS is a system of academics, Aircrew Training Device (ATD) sessions, and ground and flight training phases. This system provides qualification, upgrade, and continuation training to attain and maintain appropriate qualification for C-130 crewmembers and maintenance engine run technicians. The ATS contractor provides training courseware and all academic and ATD instruction. US Air Force provides all flight instruction.

6.2.2. Goal. The goal of the ATS program is to optimize aircrew training through the integrated use of academics, ATD, and flightline C-130 aircraft instruction. The C-130 ATS by contract establishes performance requirements in the ATS Statement of Work (SOW) and system specification. The ATS master task listing (MTL), standards of evaluation (SOE), objective media analysis report (OMAR), and media selection syllabus report (MSSR) products (approved by HQ AMC/A3T) help define C-130 course content, standards, and media selected for each task and objective, respectively.

6.3. Dedicated Training Time. As defined in AFI 11-202, Volume 1.

6.3.1. Applies to formal school and continuation training. It is imperative that students complete training in a timely and uninterrupted manner. Students will enroll on a full-time basis. Relieve students of duties not directly related to training. *EXCEPTION:* Senior Officer Course (SOC) students may continue their normal duties as time permits.

6.4. ATS Course Prerequisites. ATS course prerequisites are listed in **Table 5.1.**. Each ATS course is designed and based on student prerequisites being met. Prerequisites may include a minimum number of flying hours, squadron operations officer recommendation, and completion of applicable training guides.

6.5. Lesson Objectives: Instructors and evaluators use lesson objectives as a reference document to establish training and evaluation standards.

6.5.1. Master Task List (MTL) and Standards of Evaluation (SOE) Purpose: MTL and SOE provide the basis for ATS courseware development, and are a principle source for evaluation criteria (validate C-130 crewmember performance).

6.5.1.1. Courseware, flight examiners, and instructors who evaluate or train C-130 crewmembers should use criteria in these documents to help determine the ability of an individual to meet performance levels required to be mission-qualified. For evaluation, use AFI 11-2C-130 Volume 2 criteria.

6.5.1.2. Conduct the Air Force evaluation to SOE standards, in a timely manner subsequent to the trainee's completion of the ground-based or flight training (to guarantee standards).

6.5.2. ATS contractor provides opportunities for Air Force flight instructor to observe trainee progress in ATD. Likewise, ATS instructors may observe the trainee's aircraft flights. In some cases, ATS courseware may state these specific occurrences. Every reasonable effort should be made to ensure this type of interface continues at each main operating base (MOB).

6.5.3. Crew Resource Management (CRM) training. CRM trains crewmembers to cope with potential problems in human behavior affecting crew performance. CRM is presented on a recurring basis throughout the C-130 ATS. Introduction to CRM is presented during initial qualification training (IQT) and is imbedded in recurring phase training.

6.6. Unsatisfactory Student Progress. If a student's training progress is unsatisfactory, the contractor will notify the government representative (wing training, operations officer, etc.). Following review of the student's record, the government representative will determine whether to continue or terminate training. Reference AFI 36-2205 and local supplements for further guidance.

6.6.1. The contractor will provide written feedback to the unit commander or training office for students who display substandard performance.

6.6.2. Remediation Procedures. ATS contractor and Project Officer (PO) or Quality Assurance Representative (QAR) will receive prompt notification of failed flight evaluations culminating an ATS course. Local procedures will ensure notification is completed within 24 hours of failure for local evaluations and within 24 hours after return to home station for off-station evaluations. Remediation subsequent to a failed flight evaluation may be the ATS contractor's responsibility, Air Force's responsibility, or a joint responsibility, depending on the nature of failure. In every case, close coordination is required to achieve maximum trainee progress. Direct contact with appropriate ATS instructor supervisor is encouraged.

6.6.2.1. Remediation Scheduling:

6.6.2.1.1. When a trainee is required to return for remediation regarding deficient areas, the trainee's unit, appropriate wing or group training office, and ATS training manager will coordinate training start and completion dates.

6.6.2.1.2. The ATS contractor will contact the trainee's flight commander if a trainee is identified, during ATS contractor's instruction, to need remediation or additional training. If ATS contractor determines no further amount of remediation or additional instruction will result in the individual attaining required MTL or SOE proficiency level, contractor will expeditiously inform trainee's flight commander and wing or group training office verbally and follow-up in writing. At minimum, the Air Force ATS PO/QAR will receive a courtesy copy of this documentation. Air Force will review ATS contractor documentation and recommendations regarding trainee performance. Air Force will determine whether or not to continue any further training for that trainee, using ATS instruction, or otherwise terminate all training.

6.7. Courseware Changes. Changes to ATS courseware, including MTL and SOE, may be proposed by any C-130 crewmember. Complete recommended change on ATS contractor's change proposal form and submit to the local PO/QAR. Change proposals will be sent through wing or group training and ATS PO and QAR offices to Det 3/AMCAOS at Little Rock AFB. Det 3/AMCAOS will coordinate with the ATS contractor and the originator and will provide feedback to reflect action taken. Contract proposal forms are available from ATS contractor training manager at each site.

6.8. Scheduling:

6.8.1. General. Local procedures will be developed at each MOB for scheduling ATS trainees. MOB wing or group training offices will ensure procedures minimize schedule changes and turbulence.

6.8.2. Enrollment. Enrollment for all ATS courses (upgrade and continuation) will be accomplished through the MOB wing or group training office (appropriate ARC chain-of-command for ARC upgrades). Each active duty wing and group training office will establish procedures to accommodate ARC unit training requirements. Names and other personal data required by ATS contractor will be passed to their scheduler not later than the time established by host wing or group training office.

6.8.3. Class Surging. Class surging will be coordinated between MAJCOMs due to relationships of the many ATS resources. Refer to the ATS contract class capacity allowances.

6.8.4. Class Size. Annual throughput for specific ATS courses is established in the ATS contract. The AETC PFT document reflects formal school throughput based on Air Force requirements and what is authorized by contract. If the contract throughput for any MOB (formal school or otherwise) will be exceeded, HQ AMC/A3T will coordinate those requirements through appropriate Air Force and ATS contractor channels. In conjunction with their PO or QAR office, wing or group training offices will monitor annual throughput (current or projected) according to their MOB ATS authorized throughput and notify HQ AMC/A3T of differences either above or below what is authorized in the contract.

6.8.4.1. The ATS contractor establishes class sizes for individual courses. Every attempt will be made by MOB wing or group training office to ensure all classes are filled before requesting secondary method. ATS may accommodate less than full classes on a case-by-case basis when class is needed to obtain MR status.

6.8.4.2. ATS training at alternate sites. The ATS contractor determines the required number of ATS instructors and resources needed to accommodate annual throughput. Projected annual throughput is based on Air Force manpower data, which includes assigned, on-loan, and attached active duty as well as designated ARC and other units specified to be trained at that MOB. Trainee scheduling at a particular MOB should be kept within the units designated for that MOB. If a unit is unable to complete their requirements at a designated site, units may receive training at another site with prior coordination between the unit and the site.

6.8.5. Cancellations. Deletions from the ATS schedule will vary at each training site because of training courses offered and the impact to scheduling. Continued cancellations will greatly impact the overall annual training plan, and the contractor may be unable to accommodate the original, planned throughput.

6.8.5.1. Cancellation procedures will be developed at each MOB between contractor and wing training.

6.8.5.2. Cancellation for ATS formal school courses. According to ETCA, units need to notify HQ AETC/A3R 45-days before a formal school start date if a course allocation cancellation or no-fill is pending. This suspense should enable the class quota to be reallocated. Formal school cancellations will be made not later than 30-days before class start date, due to the impact of scheduling changes on the PFT. *EXCEPTION:* Emergency leave. HQ AETC/A3R will remove quotas and either reallocate or cancel affected quota or class.

6.8.6. Wing Option Time. ATS contractor is required to provide Air Force use of training equipment at each site. Amount of time varies by site. Use of this time for other than SIMCERT is at the discre-

tion of the OG/CC, and the time will be coordinated through wing or group training office channels. Contractor will provide a minimum of an ATD operator during this option time. If an Air Force instructor is required in lieu of an ATS instructor, the Air Force instructor will provide the ATD operator with a lesson plan or outline prior to entering the ATD.

6.8.7. ATS Course Pre-Work. ATS courses may require trainee preparation before class start. If required, the pre-work is an integral portion of the course and will be accomplished to receive course completion credit. Pre-work may consist of reviewing study references, quizzes, performance data preparation, workbooks, etc. Required pre-work is described in the appropriate student training guide. When required, ATS contractor will ensure student training guides and workbooks are distributed to units in time for pre-work completion. Failure to complete the pre-work will disrupt the scheduled training and, in some cases, may result in dismissal from the course.

6.8.8. Late or No-Show. Course completion credit may be withheld when trainee tardiness interferes with class training. For WST and cockpit procedures trainer (CPT) sessions, tardiness is defined as 15 minutes after mission briefing time. Those classes, which cannot be conducted without the late trainee's presence, will be canceled at the 30-minute point (e.g., a WST session with pilot no-show will be canceled if the mission cannot be effectively conducted). While ATS contractor personnel are not required to substitute for missing or late crewmembers, contractor personnel may fill a crew position per existing contractor / government agreements.

6.9. Administration:

6.9.1. ATS Feedback

6.9.1.1. Air Force-appointed ATS PO and/or QAR (PO/QAR) are primary focal points and the liaison agency between the Air Force and the ATS contractor. POs and/or QARs are the only Air Force personnel empowered to evaluate any component of contract compliance. These individuals are entrusted with quality assurance, are the only appropriate office (unit-level) to direct contractor to perform or stop work via the Administrative Contracting Officer (ACO)/Principal Contracting Officer (PCO) direction, and are accountable for these actions. Each wing or group commander will establish ATS PO and QAR positions and enforce directives, requirements, and procedures established by DoD and MAJCOM directives and publications. ATS POs and QARs will maintain a current copy of the ATS contract(s), designated quality assurance regulations and directives, and quality assurance procedures.

6.9.1.2. Operational Evaluation. The ATS contractor is required to evaluate the ATS program and its graduates' on-the-job performance. The objective of this ongoing "operational evaluation" is to assure the ATS produces qualified graduates. The contractor's system will ensure a steady flow of information to maintain quality, effectiveness, and currency in the ATS. Revisions to the ATS will be based on this information.

6.9.1.3. Feedback includes inputs from graduates, flight commanders (or designated representatives), and evaluators. Analysis of actual performance (Air Force evaluation) and trainee critique data help to determine if graduates' on-the-job performance meets MTL and established performance standards. The importance of this on-the-job performance feedback from graduates, flight commanders, and evaluators cannot be overemphasized. This data is vital to establishing a database to identify trends and support revisions to the ATS.

6.9.2. ATS Data Collection. Internal and external data will be collected, reported, and corrective actions taken according to approved operation evaluation plan.

6.10. Aircraft Flights for ATS Training Instructors.

6.10.1. The ATS contractor provides opportunity for Air Force flight instructors to observe trainee progress in ATDs. Likewise, the terms and conditions of the current government contract allow ATS instructors to observe the trainee's aircraft flights. In some cases, ATS courseware may state these specific occurrences. Every reasonable effort should be made to ensure this type of interface continues at each training site.

6.10.2. Contractor Personnel Flight Operations. Contractors may fly on a non-interference basis, in accordance with the terms and conditions of the current government contract.

6.11. C-130 ATS Facility Tours.

6.11.1. Wing training offices will coordinate all requests for C-130 ATS facility tours with the contractor as soon as possible, but in no case later than 24-hours before the planned event. This may require close coordination with public affairs and protocol. Air Force option time may be used at the discretion of the OG/CC. Tours will be on an as-available basis and will not displace scheduled training events.

6.11.2. OG/CC will ensure an Air Force representative meets, greets, accompanies, and conducts all tours. The contractor is not manned for or on contract to perform these duties. The contractor shall be responsible for providing an aircrew training device operator only.

Chapter 7

ARMS IDENTIFIERS

7.1. Description. Event Identifiers and Descriptions.

Table 7.1. ARMS Identifiers.

Identifier	Group	Paragraph
A	Academic training	7.2.
AA	USAF-Specified	7.3.
AD	Airdrop	7.4.
AS	Airland	7.5.
B	Navigation & Individual Proficiency	7.6.
C	Miscellaneous	7.7.
E	Miscellaneous	7.7.
FE	Miscellaneous	7.7.
FR	Formation Departure & Recovery	7.8.
G	Ground Training	7.9.
GD	Navigation & Individual Proficiency	7.6.
LL	Life Support	7.10.
M	Mission Specific	7.11.
N	Navigation & Individual Proficiency	7.6.
NV	NVG	7.12.
P	Proficiency	7.13.
Q	Qualification	7.14.
RS	Tactical Approaches / Departures	7.15.
SK	SKE	7.16.
SP	Special Certification	7.17.
SS	Survival	7.18.
V	Global Ready Aircraft Commander	7.19.
VL	Visual Low Level	7.20.
VT	Visual Threat Recognition & Avoidance	7.21.
VV	NVG	7.12.
X	Unit Defined	7.22.

7.2. Academic Training Identifiers.

7.2.1. A001 Initial Qualification Academic Course

7.2.2. **A002 Aircraft Commander Upgrade Qualification Academic Course (ACA)**

7.2.3. **A004 Senior Staff Qualification Course**

7.2.4. **A010 Instructor Academic Training**

7.2.5. **A017 Regulation/Directive Knowledge/Use**

7.2.6. **A018 Aircraft Commander Responsibilities**

7.2.7. **A034 Requalification Course**

7.2.8. **A060 Flight Examiner Course**

7.3. USAF-Specified Training Events.

AA01 Qualification Evaluation

Purpose: All C-130 aircrew will complete a periodic qualification evaluation in the C-130, to include requisites, as specified by AFI 11-2C-130, Volume 2.

OPR: AMC/A3V

AA11 Instrument Evaluation

Purpose: All C-130 Air Force pilots (and other pilots flying operationally with the Air Force, e.g., exchange pilots) will maintain instrument qualifications.

OPR: AMC/A3V

AA21 Combined Qualification / Instrument Evaluation

Purpose: All C-130 Air Force pilots (and other pilots flying operationally with the Air Force, e.g., exchange pilots) may combine qualification and instrument evaluations.

OPR: AMC/A3V

7.4. Airdrop (AD) Events. Log an airdrop event when a successful airdrop is accomplished (see **Attachment 4**). Pilots and flight engineers may log actual loads or training bundles. If a no-drop condition occurs after the slow-down checklist is completed, aircraft commanders will determine if enough training was accomplished to credit the airdrop for any crew position. See event descriptions for further guidance. Both pilots may credit the airdrop event.

AD00 Basic Airdrop Event

Purpose: Continuation training for mission ready crewmembers.

Description: See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3 for airdrop (including SATB-H) procedures.

OPR: AMC/A3T/A3D

Training Media: Aircraft or Level C or better WST.

Instructor: Not required for continuation training.

Additional Information: Flight engineers may log this event when all enroute and airdrop checklist are accomplished. In the event of a planned or unplanned no drop, the aircraft commander will determine if sufficient events were accomplished to credit this event.

AD03 Equipment/SATB-H

Purpose: Continuation training for mission ready crewmembers.

Description: AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3 for equipment airdrop (including SATB-H) procedures.

OPR: AMC/A3T/A3D

Training Media: Aircraft or Level C or better WST.

Instructor: Not required for continuation training.

Additional Information: Loadmasters log this event when an actual equipment load is loaded, rigged, all checklists through the slowdown checklist are accomplished, and there is not a no-drop condition due to either loadmaster. Navigators log this event when an actual heavy equipment airdrop is successfully completed.

AD04 Containerized Delivery System / SATB-C

Purpose: Continuation training for mission ready crewmembers.

Description: See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3 for CDS airdrop (including SATB-C) procedures.

OPR: AMC/A3T/A3D

Training Media: Aircraft or Level C or better WST.

Instructor: Not required for continuation training.

Additional Information: Loadmasters log this event when an actual CDS bundle is loaded, rigged, all checklists through the slowdown checklist are accomplished, and there is not a no-drop condition due to either loadmaster. Navigators log this event when an actual CDS bundle is successfully airdropped.

AD05 Personnel / SATB-P Airdrop

Purpose: Continuation training for mission ready crewmembers.

Description: See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3 for personnel airdrop procedures.

OPR: AMC/A3T/A3D

Training Media: Aircraft or Level C or better WST.

Instructor: Not required for continuation training.

Additional Information: Loadmasters log this event only when actual personnel are loaded, rigged, all checklists through the slowdown checklist are accomplished, and there is not a no-drop condition due to either loadmaster. Use AD05A for actual airdrops. Navigators may log successful actual personnel or training bundle drops (see **Table 4.3.**).

AD06 Visual Airdrop

Purpose: Continuation training for mission ready crewmembers.

Description: VMC airdrop using visual procedures. See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3 for visual airdrop procedures.

OPR: AMC/A3T/A3D

Training Media: Aircraft or Level C or better WST.

Instructor: Not required for continuation training.

AD07 SKE Airdrop

Purpose: Continuation training for SKE airdrop qualified mission-ready crewmembers. AWADS airdrop qualified crewmembers log AD08.

Description: SKE formation airdrop. See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3 for SKE formation airdrop procedures.

OPR: AMC/A3T/A3D

Training Media: Aircraft or Level C or better WST.

Instructor: Not required for continuation training.

Additional Information: AWADS airdrop qualified crewmembers are not required to fly or track AD07, SKE Airdrop. If AWADS crews fly a SKE-only airplane or equipment problems require a SKE airdrop, AWADS units may elect to credit AD07 to accurately reflect training accomplished. Do not credit AD07 and AD08 on the same airdrop.

AD08 AWADS Airdrop

Purpose: Continuation training for AWADS airdrop qualified mission-ready crewmembers.

Description: AWADS airdrop. See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3 for AWADS airdrop procedures.

OPR: AMC/A3T/A3D

Training Media: Aircraft or Level C or better WST.

Instructor: Not required for continuation training.

Additional Information: AWADS airdrop qualified crewmembers are not required to fly or track AD07, SKE Airdrop. If AWADS crews fly a SKE-only airplane or equipment problems require a SKE airdrop, AWADS units may elect to credit AD07 to accurately reflect training accomplished. Do not credit AD07 and AD08 on the same airdrop.

AD09 Medium/High Altitude Airdrop

Purpose: Continuation training for mission-ready crewmembers.

Description: While high altitude airdrop is defined as above 3000 feet AGL, crewmembers should attempt to practice airdrops at 10,000 feet AGL and above. Event may be credited when flown at or above AFTTP 3-3.25 altitudes. See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3 for high-altitude airdrop procedures. See paragraph **5.10.**

OPR: AMC/A3T/A3D

Training Media: Aircraft or WST.

Instructor: Not required for continuation training.

Additional Information: Due to drop zone size considerations, actual drops may be simulated as long as all checklists are completed. Accomplish in formation as much as possible. If local airspace restrictions preclude flying a medium / high-altitude airdrop, units may credit this event in the simulator or through instructor-led briefing / discussion.

7.5. Airland (AS) Events. Pilots, MPD pilots and copilots accomplish assault training in their respective aircrew positions. MPD pilots and copilots receive credit for assault events for performing their normal pilot not flying duties during these events; but they do not actually perform the maneuvers. Aircraft commanders or higher will not credit assault airland events unless they actually fly the maneuver.

AS09 Assault Takeoff

Purpose: Training designed to give pilots experience in the procedures for taking off from a short or austere airfield.

Description: Accomplish an assault takeoff. Does not have to be accomplished on a short or austere airfield.

OPR: AMC/A3T/A3D

Training Media: Aircraft or Level C or better WST.

Instructor: Not required for continuation training.

Additional Information: See the C-130 technical orders (Dash 1) for detailed procedures and AFI 11-2C-130, Volume 3 for training restrictions. See AFTTP 3-3.25. Aircraft commanders and above need to perform pilot flying duties to credit this event. May be dual logged with P020 by the pilot flying the aircraft.

AS11 Assault Landing

Purpose: Training designed to give pilots experience landing the aircraft at short and austere airfields.

Description: Accomplish assault landings IAW AFTTP 3-3.25 on appropriately marked landing zones of 3000 ft or more (zone may be marked on larger runways). Meet the following requirements in order to log the landings: (1) Touchdown within the first 500-feet. (2) Do not credit go-arounds.

OPR: AMC/A3T/A3D

Training Media: Aircraft.

Instructor: Not required for continuation training.

Additional Information: See the C-130 technical orders (Dash 1) for detailed procedures and AFI 11-2C-130, Volume 3 for training restrictions. See AFTTP 3-3.25. Aircraft commanders and above need to perform pilot flying duties to credit this event. Will be dual logged with P190 by the pilot flying the aircraft. May be dual logged with P192 (by the pilot flying) if accomplished at night.

AS12 Unaided Night Assault Landing

Purpose: Pilot training for landing on assault zones at night.

Description: Accomplish an un-aided assault landing in the period between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac.

OPR: HQ AMC/A3T/A3D

Training Media: Aircraft.

Instructor: Not required for continuation training.

Additional Information: Aircraft commanders and above need to perform pilot flying duties to credit this event. Will be dual logged with P190 and P192 by the pilot flying the aircraft. Both pilots (pilot flying and MPD pilot or copilot) may dual log with AS11.

AS21 Heavyweight Assault Landing

Purpose: Continuation training for aircraft commanders.

Description: Accomplish an assault landing at an aircraft gross weight of 115,000 pounds or greater.

OPR: HQ AMC/A3T

Training Media: Aircraft

Instructor: Not required for continuation training.

Additional Information: Aircraft commanders and above need to perform pilot flying duties to credit this event. Both pilots (pilot flying and MPD pilot or copilot) may dual log with AS11 and AS12 (if accomplished at night). The pilot flying the aircraft may also dual log with the appropriate normal landings.

AS31 Unimproved Airfield Assault Landing

Purpose: Training designed to support the Unimproved Landing Certification (paragraph **5.11**).

Description: One-time training required for assault landing on an unimproved airfield certification. To qualify, all aircraft commanders qualified for assault landings will accomplish their first unimproved airfield landing to the satisfaction of an instructor pilot. Once qualified, there are no recurring training requirements associated with this event.

OPR: AMC/A3T/A3D

Curriculum Development: Unit / IP

Training Media: Aircraft

Instructor: Direct supervision by an Unimproved Landing certified IP is required.

Additional Information: Check the ASRR and AZAR to verify the approval of any unimproved runway. See AFI 13-217. Aircraft commanders and above need to perform pilot flying duties to credit this event. Will be dual logged with appropriate AS events by both pilots (pilot flying and MPD pilot or copilot). Additionally, the pilot flying the aircraft may dual log with appropriate normal landing events.

7.6. Navigation and Individual Proficiency Training (B, GD, N) Events.

B011 Local Proficiency Sortie

Purpose: Continuation training for pilots.

Description: Local proficiency sorties (LPS) allow pilots to practice instrument, transition, and emergency procedures while under the supervision of an IP. Aircraft commanders and MPD pilots should emphasize left-seat flying duties; however, they may fly in the right seat for proficiency. The following are the minimum required maneuvers to credit an LPS (comply with restrictions in AFI 11-2C-130, Volume 3):

Aircraft commanders and MPD pilots: review of boldface emergency procedures, one precision approach, one non-precision approach, one no-flap approach and landing, one holding pattern or procedure turn, one circling approach (traffic permitting), one simulated engine-out go-around, one simulated engine-out landing, and one VFR traffic pattern (weather permitting).

Copilots with more than 500 C-130 hours: review of boldface emergency procedures, one precision approach, one non-precision approach, one holding pattern or procedure turn, one circling approach (traffic permitting), one simulated engine-out go-around (optional), one no-flap approach and landing (optional), one simulated engine-out landing (optional), one VFR traffic pattern (weather permitting), and one landing.

Copilots with 500 C-130 hours or less: review of boldface emergency procedures, one precision approach, one non-precision approach, one holding pattern or procedure turn, one circling approach (traffic permitting), one VFR traffic pattern (weather permitting), and one landing.

OPR: AMC/A3T.

Training Media: Aircraft.

Instructor: IP required.

Additional Information: Complete all maneuvers to an acceptable level of proficiency as determined by the IP to log the LPS. Should weather, maintenance or operational restrictions preclude completing the planned profile, the instructor will determine whether the entire LPS will be re-accomplished or just those events not completed. Pilots need not accomplish all the events on a single sortie. Credit the LPS after completing the last event. Do not credit a LPS as the result of an evaluation. *EXCEPTION:* ARC units will develop local LPS guidelines to remain within their programmed flying hours.

Additional Information: See AFI 11-2C-130, Volume 3.

B014 Category 1 Sortie

Purpose: Navigation training for selected crewmembers to practice en route flight procedures when land-based navigation aids are not available and the aircrew needs to safely navigate to their destination.

Description: The basic navigation sortie will consist of a minimum of two hours of category 1 procedures to allow the navigator to demonstrate all procedures and mission tasks normally encountered on a category 1 mission. These tasks will include, but not be

limited to, mission planning, pre-flight fuel planning, equal time point (ETP) computation, chart preparation, deviation checks, coast-out/in procedures, aircraft position fixing using appropriate/available navigation aids (normally, a minimum of one radar and one navigation aid fix), log work, dead reckoning, use of navigation systems/computers, pacing, in-flight fuel management, and other appropriate procedures. The Self-Contained Navigation System (SCNS) and the Global Positioning System (GPS) positions will be recorded, plotted, and evaluated for all fixes. A full line log entry will be accomplished at least once during B014. A fix will be accomplished at least once every hour on all Category 1 routes. B014 may be accomplished day or night and over land or water.

OPR: HQ AMC/A3T

Training Media: Aircraft, WST, or SNS.

Instructor: Not required for continuation training.

Additional Information: Celestial and pressure navigation are not required during B014. Celestial heading checks are not required; deviation checks will be accomplished via the INU true heading. (Units may require celestial or pressure navigation procedures if they desire. However, the C-130 ATS does not teach students these procedures and such training will be incorporated into Unit Indoctrination training. Additionally, such units should use a unit-specific ARMS identifier to track pressure or celestial continuation training requirements.) HQ ACC, ANG, AFRC, or PACAF may levy additional requirements on the B014 training event.

GD09 Grid Navigation Sortie

Purpose: Use of an alternative system of navigation.

Description: Grid profile (day or night). This event uses a grid reference system for aircraft steering and will continue for at least a 2-hour period. Instructor navigators may credit a grid event on a category I or II route. Grid profiles may also be logged as a navigational profile if requirements are met. Events may be logged when flown in a WST, SNS, or CTD.

OPR: HQ AMC/A3T

Training Media: Aircraft, WST, SNS, or CTD.

Instructor: Not required for continuation training.

N120 Airborne Radar Approach (ARA)

Purpose: Practice for navigators in guiding the aircraft to a safe landing using aircraft radar.

Description: Make practice approaches under VMC (day or night) or under ground radar monitoring during IMC (per the instrument procedures in AFI 11-C-130, Volume 3). Do not log ARAs when the pilot is making any other type instrument approach. Credit the ARA if, in the opinion of the pilot, a safe landing can be made from minimums. See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3.

OPR: HQ AMC/A3T

Training Media: Aircraft, WST, or SNS.

Instructor: Not required for continuation training.

7.7. Miscellaneous (C, E, FE) Events.

C040 Mobility Folder Review

Purpose: Units will track personnel preparedness using DeMS or AF IMT 4005, Individual Deployment Requirements. Other systems are not authorized to track personnel readiness.

Description: The unit commander ensures unit personnel prepare for deployment in accordance with this AFI, AFMAN 10-401, and AFI 36-507.

OPR: Unit Commander, Unit Deployment Manager, and individual crewmembers.

Additional Information: See AFI 10-403, *Deployment Planning and Execution*. Frequency of this event will be determined by the unit.

E030 Passport

Purpose: Track passport expiration dates for crewmembers.

Description: All crewmembers should have a current Official US passport in order to comply with country entry requirements specified in the Foreign Clearance Guide.

E035 Passport

Purpose: Track secondary passport expiration dates for crewmembers.

Description: As required for unit mission. Primary use is for visa application.

FE09 Optical Threat Event

Purpose: Continuation training for mission-ready crewmembers to recognize and defeat optical guided threats.

Description: Proper application of tactics, techniques and procedures to recognize and defeat an optical guided threat (e.g. AAA, small arms). See AFTTP 3-1.2, *Threat Reference Guide and Counter Tactics,* AFTTP 3-1.25, AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3 for tactics, techniques and procedures.

OPR: AMC/A3T/A3D

Curriculum Development: Unit (Aircraft commander if single ship or Formation Mission Commander).

Training Media: Aircraft, WST or VTRAT.

Instructor: Not required for continuation training.

Additional Information: May be verbally debriefed by any instructor pilot or instructor navigator.

FE19 IR Threat Event

Purpose: Continuation training for mission-ready crewmembers to recognize and defeat Infra- Red (IR) guided threats.

Description: Proper application of tactics, techniques and procedures to recognize and defeat an IR guided threat (e.g. MANPADS, SA-9). Includes proper employment of aircraft counter measures systems (actual or simulated release of expendables) if equipped. See AFTTP 3-1.2, AFTTP 3-1.25, AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3 for tactics, techniques and procedures.

OPR: AMC/A3T/A3D

Curriculum Development: Unit (Formation Mission Commander).

Training Media: Aircraft, WST or VTRAT.

Instructor: Not required for continuation training.

Additional Information: Applies only to units whose aircraft are ADS-equipped, unless otherwise directed by the Sq/CC or appropriate operations training supervisor. May be verbally debriefed by any instructor pilot or instructor navigator.

FE29 RWR Event

Purpose: Continuation (or real-world) training designed to practice (or defeat) threats to the C-130 aircraft. Applies only to units whose aircraft are RWR-equipped, unless otherwise directed by the Sq/CC or appropriate operations training supervisor.

Description: The aircrew detects and reacts with the combination of appropriate maneuver and, if equipped, Aircraft Defensive Systems (ADS) to defeat a surface or airborne threat. Normally the aircrew will react because of an ADS or RWR indication or threat call, but this may be simulated by any crewmember.

OPR: AMC/A3D

Curriculum Development: AMC/A3T

Training Media: Aircraft, WST or VTRAT.

Instructor: Not required for continuation training.

Additional Information: The Aircraft Commander (or pilot flying the aircraft) will determine how far to take the threat reaction based on weather, terrain, aircrew experience, and other aircraft (to include the formation). May be verbally debriefed by any instructor pilot or instructor navigator.

7.8. Formation Departure / Recovery (FR) Events.

FR06 Formation Visual Departure.

Purpose: Continuation training for mission ready pilots.

Description: The segment of a visual route from departure or low-approach to established in formation at briefed assembly altitude. See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3 for formation departure procedures.

OPR: AMC/A3T/A3D

Training Media: Aircraft or Level C or better WST.

Instructor: Not required for continuation training.

Additional Information: Aircraft commanders need to perform pilot flying duties to credit this event. Both pilots (pilot flying and MPD pilot or copilot) may log this event.

FR16 Formation Visual Recovery.

Purpose: Continuation training for mission ready pilots.

Description: See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3 for formation visual recovery procedures.

OPR: AMC/A3T/A3D

Training Media: Aircraft or Level C or better WST.

Instructor: Not required for continuation training.

Additional Information: Aircraft commanders need to perform pilot flying duties to credit this event. Both pilots (pilot flying and MPD pilot or copilot) may log this event.

FR26 SKE Departure

Purpose: Continuation training for mission ready pilots.

Description: See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3 for SKE formation procedures.

OPR: AMC/A3T/A3D

Training Media: Aircraft or Level C or better WST.

Instructor: Not required for continuation training.

Additional Information: Aircraft commanders need to perform pilot flying duties to credit this event. Both pilots (pilot flying and MPD pilot or copilot) may log this event.

FR36 SKE Recovery

Purpose: Continuation training for mission ready pilots.

Description: See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3 for SKE formation procedures.

OPR: AMC/A3T/A3D

Training Media: Aircraft or Level C or better WST.

Instructor: Not required for continuation training.

Additional Information: Aircraft commanders need to perform pilot flying duties to credit this event. Both pilots (pilot flying and MPD pilot or copilot) may log this event.

7.9. Ground Training (G) Events.

7.9.1. Responsibilities:

7.9.1.1. The Wg/CC will ensure aircrew ground training programs are supported by unit/local level agencies. Host and/or co-located units will develop local agreements to consolidate required training support.

7.9.1.2. OG/CC is responsible for establishing and maintaining the academic training program for non-ATS courses (may delegate to squadron level). The OG or squadron OPR will:

7.9.1.2.1. Appoint primary and alternate instructors for each non-ATS course to be taught.

7.9.1.2.2. Publish a ground training schedule (period determined by MAJCOM) to include date, time, location, attending students and instructor for each course (ATS and non-ATS) scheduled. If a designated instructor for any course is not available, another academic instructor may teach the course. This substitute instructor shall be approved either by the Sq/CC or designated representative (non-ATS only) and shall be given sufficient time to prepare. If either condition is not met, the course will be rescheduled.

7.9.1.2.3. Utilize MAJCOM, ATS, or unit-developed products or syllabi for all courses as applicable. Local supplements to courseware are encouraged. Units will locally reproduce MAJCOM-provided courseware. Also, units will manage and administer computer-based training (CBT) programs and interactive courseware products when made available.

7.9.1.2.4. Develop a procedure to monitor the academic training program for course content, currency of materials, instructor availability, and status of training aids. Recommend to the commander changes to existing courses or additional academic training courses required, based on crewmember feedback.

7.9.1.2.5. Send recommendations for changes, additions, and deletions of courses through channels to the appropriate MAJCOM with an information copy to HQ AMC/A3T.

7.9.1.3. Instructor Selection and Training. OG/CC will select course instructors for non-ATS courses on the basis of professional qualifications and aptitude to teach. Local academic instructor program will follow guidance in AFMAN 36-2236, *Guidebook for Air Force Instructors*. *NOTE:* A crewmember that instructs (a class) may receive credit for the academic training requirement.

7.9.1.4. Records and Documentation. Units should use AF IMT 1522, **ARMS Additional Training Accomplishment Input**, and AF IMT 3526, **ARMS OMR Event Accomplishment Report,** to record training accomplishments. Small arms training will be recorded on AF IMT 522, **USAF Ground Weapons Training Data.** Course instructors will deliver these forms to the appropriate scheduling and training documentation sections within one duty day after the class is taught.

G002 Aircraft Marshalling Training and Examination

Purpose: Ensures crewmembers understand proper marshalling procedures preventing aircraft taxi incidents.

Description: Review of AFI 11-218, *Aircraft Operation and Movement on the Ground*, followed by a test. MAJCOMs will ensure that all ground and all aircrew personnel who are or could be directly involved with aircraft movement are tested on their knowledge of marshalling signals, airport markings, lights, and signs. Test personnel within 30 days after:

Reporting for duty following permanent change of station (N/A if tested at a formal school within the previous 6 months), or

After their first assignment to duties requiring knowledge of marshalling signals and/or airport markings, lights, and signs.

OPR: HQ AMC/A3T

G005 Flight Physical

Purpose: Ensure that aircrew members are physically fit to perform aircrew duties.

Description: Currency expires on the last day of birth month. The flight physical is an annual requirement, but may not coincide with the calendar year cycle.

OPR: AMC/SG.

G006 Physiological Training

Purpose: Familiarize aircrew members with physiological conditions associated with aircrew duties.

Description: Currency expires 5 years after the last day of the month in which accomplished. (Example: if training was accomplished 19 Oct 2002, training is due not later than 31 Oct 2007). The altitude chamber portion of G006 is optional for aircrew members with more than 20 years of flying service and at least two documented chamber refresher profiles (including those returning to active flying following three or more years of inactive status). For personnel assigned overseas, they will attend training prior to PCS if their currency expires during their overseas tour.

OPR: AFMOA/SGPT

G010 CBRNE Defense Training

Purpose: Train crewmembers to successfully survive and fight in a Chemical, Biological, Radiological, Nuclear, or High-Yield Explosive (CBRNE) environment while wearing ground crew individual protective equipment.

Description: Academic and hands-on training with ground crew protective equipment components. G284, Explosive Ordnance Reconnaissance (EOR) training will be completed within 60 days prior to attendance of G010. Units may combine this training with LL04 (Aircrew Chemical Defense Training), provided both aircrew and ground ensembles are fully covered.

OPR: MAJCOM/CEX

Curriculum Development: HQ AFCESA/CEX and local civil engineering readiness flight

Training Media: Lecture accompanied by hands-on training with the ground crew protective equipment.

Instructor: Qualified disaster preparedness personnel (Civil Engineering Readiness Flight).

G050 Primary Nuclear Airlift Force (PNAF) Training. See paragraph **5.8.** and AFI 11-237.

G055 Emergency Nuclear Airlift Force (ENAF) Training

Purpose: Gives active duty airlift aircrews familiarity in the procedures for handling, protecting, and moving weapons of mass destruction during contingencies.

Description: One time training, given at the FTU, that provides active duty crewmembers information concerning the emergency movement of nuclear weapons.

OPR: AMC/A3T

Training Media: Academics for all active duty crewmembers. Loadmasters require load training using either an aircraft or fuselage trainer (FuT).

Curriculum Development: ATS contractor

Instructor: ATS contractor and FTU.

Additional information: See AFI 11-237.

G060 - Aircrew Tactics Continuation Training

Purpose: To provide the crewmember with information necessary for effective and successful execution of the unit's assigned employment mission.

Description: G060 will be administered using courseware developed by HQ AMC/A3D. The courseware is posted on the AMC Combat Operations SIPRNET website **www.amc.scott.af.smil.mil/hosted_orgs/dok/**. The course is based on information found in AFTTP 3-1, AFTTP 3-3 and AFI 11-2C-130 Volume 1 as well as any other documents pertaining to the execution of the unit's mission. Additional information may be added to the course by the unit tactician, weapons officer (if applicable) or by the direction of the OG/CC.

OPR: HQ AMC/A3D.

Course Development: HQ AMC/A3D.

Training Media: Interactive lecture. Power Point presentation

Instructor: Rated Instructor Required. Instructor will be a graduate of the USAF Mobility Weapons School, the AMWC Combat Aircrew Tactics School, or the AATTC Aircrew Course.

Additional Information: Tactics Instructors who teach G060 may credit their G060 semi-annual requirement. 57 WPS (WIC) instructors, cadre and students may credit G060 with completion of formal weapons course syllabus instruction.

G070 Aircrew Intelligence Training (AIT)

Purpose. Provide crews fundamentals of threat knowledge, visual recognition, and collection and reporting requirements. Enhance crewmember understanding of threats to unit assets with a direct impact on mission success and aircrew survival.

Description. Course will provide aircrew with details concerning how, when and what to include in Mission Reports (MISREP), Ops-Intel interface, Request for Information (RFI), Escape and Evasion procedures and the development and coordination of Evasion Plans of Action (EPA). See AFI 14-105, *Unit Intelligence Mission and Responsibilities,* and AFI 14-105 AMCSup1; (see 14-2MDS Vol 3 when published) for further guidance. The unit intelligence officer will administer an AIT-related test to determine if training objectives are being met.

OPR. AMC/A27

Course Development. AMC/A27, with tailoring by unit intelligence personnel.

Instructors. Certified Unit Intelligence Trainer.

Training Media. Lecture.

G080 Communications Procedures

Purpose: Ensures crewmembers possess a thorough knowledge of all communication and COMSEC requirements.

Description: This course includes detailed discussion of equipment operation, procedures, and training requirements applicable to peacetime and wartime communications operations. Includes the proper use, protection, disposition, and accountability of COMSEC material. Course may be combined with G060, Tactics. The following subjects should be covered:

Authentication procedures

IFF SIF procedures and equipment operation

AFKAI-1

HAVE QUICK

Flight Information Handbook review

KY-58, Secure Voice radio

COMSEC user requirements

L-BAND SATCOM

OPR: HQ AMC/A3T/A3A and HQ AMC/A20

Curriculum Development: Units

Training Media: Lecture.

Instructor: Qualified instructor, WIC graduate, or ATS instructors (if included in ATS contract)

G090 Anti-Hijacking

Purpose: Provides aircrews with training on US Air Force policy and guidance on preventing and resisting aircraft piracy (hijacking).

Description: This training will consist of a review of AFI 13-207, *Preventing and Resisting Aircraft Piracy [Hijacking]* (FOUO) and a criterion test.

OPR: HQ AMC/A3T and AMC/A7S

Curriculum Development: ATS Contractor

Training Media: CBT

Instructor: Unit designated instructor

G100 Law of Armed Conflict (LOAC)

Purpose: Ensure crewmembers understand LOAC.

Description: This training includes the principles and rules of LOAC for aircrews to carry out their duties and responsibilities according to The Hague and Geneva Conventions. If units choose, this may be accomplished via CBT.

OPR: USAF/JAO

Curriculum Development: Unit

Training Media: Lecture, but may be CBT.

Instructor: Wing assigned legal officer or unit intelligence officer

Additional Information. May be conducted during G070. Due to the different mission requirements, units have the option of putting increased emphasis on those areas in the course of particular interest to them. During wartime or contingency operations, the intelligence officer may brief LOAC with prior coordination between JA and intelligence. Intelligence is only responsible for presenting JA's scripted briefing. See AFI 51-401, *Training and Reporting to Ensure Compliance With the Law of Armed Conflict*.

G110 Level I Antiterrorism Awareness Training

Purpose: Provides detailed guidance for reporting and preventing terrorist activity.

Description: Course covers information on threat conditions, security reporting, safe guarding aircraft and COMSEC equipment, and individual responsibilities and protective measures. (AFI 10-245, *Air Force Antiterrorism (AT) Standards*).

OPR: HQ USAF/XOFP

Curriculum Development: Units

Training Media: Lecture and handouts.

Instructor: Local AFOSI, AFAT Level II trained instructors, or CBT (IAW AFI 10-245).

Additional Information: Normally conducted during G070. Unit personnel should contact unit intelligence personnel for up-to-date information on threat conditions in countries they will or may be likely to travel through.

G120 ISOPREP Review

Purpose: Generate (if necessary), review, and ensure accuracy of crewmembers' DD Form 1833, **Isolated Personnel Report**.

Description: Review of isolated personnel report (ISOPREP) card. Currency expires 180 days from date of accomplishment.

OPR: HQ AMC/A2

Curriculum Development: Not Applicable.

Training Media: Not Applicable.

Instructor: Unit Intelligence officer

Additional Information. See AFDD 34, *Combat Search and Rescue Operations*. Review of the crewmember's ISOPREP card within 90 days prior to AEF deployments is mandatory.

G130 Instrument Refresher Course (IRC)

Purpose: To ensure pilots and navigators possess sufficient knowledge of all applicable directives, procedures, and techniques to assure safe and professional instrument flying.

Description: Guidance for development of unit IRC programs, including topics and subject outlines, course length, instructor prerequisites, and methods of instruction is contained in AFMAN 11-210. Familiarity with AFMAN 11-210 is essential for unit program developers and IRC instructors. Log IRC upon completion of the IRC course. However, the Instrument Exam will be completed within the flight evaluation eligibility period. See the AFFSA website for current list of topics that will be addressed: **https://wwwmil.andrews.af.mil/pages/affsa/affsa.htm**.

OPR: HQ AFFSA and HQ AMC/A3T

Curriculum Development: Air Force Flight Standards Agency (AFFSA) and unit

Training Media: Full academic lecture, web-based training or a CBT and a 2-hour academic lecture. This short-version lecture will cover applicable USAF, MAJCOM, NAF, and MDS-specific Hot Topics and applicable techniques and procedures for C-130 aircraft (by variant or model). For the extended academic lecture, the USAF Core IRC available from HQ AFFSA fulfills part of AFMAN 11-210 IRC requirements. Additional support is available from HQ AMC/A3T. Unit program development assistance can be obtained by contacting HQ AFFSA, as part of their IRC Roadshow.

Instructor: IRC-qualified instructor

G150 Approach Plate Familiarization Course

Purpose: Formerly known as TERPS Training. Provide flight engineers with the knowledge and skills necessary to monitor the briefed departure and approach and advise the pilots of any deviations that would compromise safety.

Description: Training for flight engineers to monitor navigation equipment for correct settings and pilot's instruments to ensure the departure and approach procedures are being accomplished as briefed. Course includes:

A breakdown of standard DOD approach plates

Explanation of aircraft navigation equipment

Departure and terminal arrival procedures

Instrument approach types

The initial approach portion to the final approach portion

Final approach procedures

OPR: HQ AMC/A3T

Curriculum Development: ATS contractor, squadron

Training Media: Academic instruction.

Instructor: ATS FE Instructor or unit-designated instructor.

Additional Information: Unit commanders may substitute G130 for this course. Units that elect to teach it normally use a graduate of the Air Force Instrument School to teach this course. However, units may consider using an Instructor flight engineer who has received this training to train other flight engineers. *NOTES:* Attendance at the IRC (test not required) satisfies this requirement.

G182 Hazardous Cargo

Purpose: To familiarize Aircraft Commanders and Loadmasters with procedures and restrictions when carrying hazardous materials.

Description: Complete ATS/squadron provided instruction reviewing AFI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*. Use AFI 11-204 in conjunction with AFJMAN 24-204, *Preparing Hazardous Materials for Military Air Shipments*. The syllabus includes:

Hazardous classification

Aircraft loading and passenger movement

Certification/Packaging

Tactical and contingency airlift

Marking and labeling

Aircrew responsibility

OPR: HQ AMC/A3T

Curricular Development: ATS contractor or squadron instructor

Training Media: Academic instruction (either a class or one-on-one).

Instructor: Qualified Instructor Loadmaster.

Additional Information: AMCH 11-214, *Aircrew Hazardous Materials Handbook* and AFJMAN 24-204. Aircraft commanders are not required to take a written test.

G220 Flight Engineer Systems Refresher

Purpose: Continuation training is designed to improve the engineer's technical knowledge of aircraft systems, operational procedures, and unit mission.

Description: Engineers will complete an annual ground-training course covering selected aircraft systems in ATS contractor courseware. In addition, review hostile environment repair procedures in AFI 11-2C-130, Volume 3.

OPR: HQ AMC/A3T

Curriculum Development: ATS Contractor

Training Media: Academic instruction and simulator

Instructor: ATS Contractor or Instructor flight engineer

Additional Information: Completion of this training satisfies the requirement for Hostile Environment Repair training.

G230 Crew Resource Management (CRM) Refresher Academics

Purpose: Mission-specific continuation CRM training conducted according to AFI 11-290, *Cockpit/Crew Resource Management Training Program*, and MAJCOM Supplements.

Description: Reinforces initial CRM training through an academic review of the MAJCOM common core subjects (according AFI 11-290 and MAJCOM supplements) with specific emphasis on an annual refresher topic.

OPR: HQ AMC/A3T

Curriculum Development: ATS contractor

Training Media: Lecture.

Instructor: ATS or CRM Instructor qualified crewmember.

Additional Information. See AFI 11-290 and MAJCOM supplements. This is an ATS course as defined by **Chapter 6**.

G231 Initial Crew Resource Management (CRM) Training

Purpose: Aircraft and crew-specific CRM training conducted according to AFI 11-290 and MAJCOM Supplements.

Description: Introduces common core subjects (according to AFI 11-290 and MAJCOM Supplements). If initial CRM is not accomplished at the formal school, it shall be accomplished within 1 year of reporting to home station. Dual log with G230 for ARMS tracking purposes.

OPR: HQ AMC/A3T

Curriculum Development: ATS contractor

Training Media: WST and lectures.

Instructor: ATS contractor

Additional Information: Completion of any CRM pre-work, if applicable, is required prior to attending CRM training. Pre-work will be distributed to organizations in sufficient time and supply to allow completion. This is an ATS course as defined by **Chapter 6**.

G232 C130 Crew Resource Management Facilitator Course

Purpose: Qualifies students to teach principles of CRM to their unit and provide them the skills and materials necessary to facilitate in-unit CRM training. Includes CRM seminar, instructor enhancement, and practice instruction and seminar presentation.

Description: A course of instruction taught at Little Rock AFB designed for unit Instructors, Examiners, and Supervisors to become CRM instructors. See ETCA and AFI 11-290.

OPR: AMC/A3T

Curriculum Development: ATS Contractor.

Training Media: Lecture and WST.

Instructor: ATS Contractor.

G240 Crew Resource Management (CRM) Simulator

Purpose: To provide practical application of classroom-presented CRM refresher concepts through CRM simulator training addressing human factors issues in a realistic mission scenario. *NOTE:* A separate CRM simulator profile is not required if during G250 or G600, CRM is briefed, utilized, and debriefed for each simulator mission.

Description: CRM mission-oriented simulator training (MOST) is conducted according to AFI 11-290 and MAJCOM Supplements. This training should focus upon realistic and demanding unit mission scenarios to include combat, contingency, and peacetime missions.

OPR: HQ AMC/A3T

Curriculum Development: ATS Contractor.

Training Media: WST

Instructor: ATS contractor

Additional Information. The recommended minimum crew size for this course is an aircraft commander, copilot or MPD pilot, navigator and flight engineer. If MAJCOMs authorize less than the recommended crew complement to attend refresher training, the affected units will ensure that the ATS contractor is able to support the missing crewmembers. G240 should be accomplished in conjunction with G230, CRM Refresher academics. This is an ATS course as defined by **Chapter 6**.

G250 Pilot Simulator Refresher (PSR) and Flight Engineer Simulator Refresher (FSR) Courses

Purpose: Pilots and engineers will complete annual simulator refresher.

Description: Satisfactory completion of the C-130 ATS qualification or requalification course will satisfy the simulator refresher course requirement for the annual training cycle. Incorporates the requirements of G240, CRM Simulator.

OPR: HQ AMC/A3T

Curriculum Development: ATS Contractor

Training Media: WST

Instructor: ATS contractor

Additional Information. This is an ATS course as defined by **Chapter 6**. Units or crewmembers who desire to practice specific events will identify those requirements on the first day of training. The recommended minimum crew size for this course is an aircraft commander, copilot/MPD pilot, and flight engineer. If MAJCOMs authorize less than the recommended crew complement to attend refresher training, the affected units will ensure that the ATS contractor is able to support the missing crewmembers or else the ATS contractor is not required to provide the training.

G280 Small Arms Training

Purpose: To train crewmembers in successful engagement of enemy targets within the range and capabilities of their assigned weapon.

Description: Course will meet the requirements of AFI 36-2226, *Combat Arms Training and Maintenance (CATM) Program*. Units will use AFI 31-207, *Arming and Use of Force by Air Force Personnel*, Attachment 7 to instruct Use of Force training.

OPR: HQ AMC/A7F.

Curriculum Development: Wing Combined Arms Training Maintenance (CATM).

Instructor: Qualified SFS combat arms instructor.

G284 Explosive Ordnance Reconnaissance Training

Purpose: Increase familiarity with various types of explosives and the emergency actions that should be taken when encountering unexploded ordinance.

Description: The primary method for EOR Training Course completion is using the learning management system (LMS) on the internet at **https://golearn.csd.disa.mil/**. This computer-based training (CBT) will be completed no more than 60 days prior to personnel attending the CBRNE Defense Training Course conducted by the CE Readiness Flight. Unit schedulers, unit training managers, or unit deployment managers will verify successful completion of training before an individual is scheduled for the CBRNE Defense Training Course. The only acceptable method of verification is the training certificate.

OPR: AFCESA/CEXR

Curriculum Development: HQ AFCESA/CEX and local civil engineering readiness flight.

Training Media: Lecture, but may be CBT.

Instructor: CBT.

Additional Information. Units can utilize the en masse training until such time as their installations gain the infrastructure necessary to support individualized training via the LMS, or as determined by HQ AFRC or ANG for their units. When using the en masse training, individual tests will be given to each student. Tests are available from the unit's respective MAJCOM/CEX. Students will score a minimum of 80% (same as CBT) to pass. Also see AFMAN 10-100, *Airman's Manual.*

G310 Weather Avoidance Radar

Purpose: Teach pilots and flight engineers how to use the APN-59, APQ-175, or the APN-241 without a navigator.

Description: Depending on unit aircraft mission and equipment, the pilots and flight engineer may be required to use the available radar to avoid thunderstorms or other severe weather. This course is designed to teach crewmembers how to use the radar, radar interpretation, and minor trouble shooting.

OPR: HQ AMC/A3T

Curriculum Development: ATS Contractor

Training Media: Lecture or CBT

Instructor: ATS Contractor

Additional Information: AFI 11-2C-130, Volume 3 provides guidance for aircrews on thunderstorms or other severe weather avoidance.

G600 Navigator Refresher Training (NRT)

Purpose: Periodic training for navigators.

Description: Navigators will complete the annual refresher course as provided by the ATS contractor. Accomplish the flight portion of this course in the operational flight simulator or satellite navigator station (SNS). Satisfactory completion of C-130 ATS initial and requalification training course, Navigator Initial Qualification (NIQ, NIQ-IU), will satisfy the refresher course requirement for the semi-annual training cycle. Incorporates the requirements of G240, CRM Simulator, if a portion is flown in a WST.

OPR: AMC/A3T

Curriculum Development: ATS contractor

Training Media: Lecture, WST, and SNS

Instructor: ATS contractor

Additional Information: This is an ATS course as defined by **Chapter 6**.

G602 Aerial Delivery Training

Purpose: Continuation training for Loadmasters.

Description: All loadmasters will annually attend loadmaster aerial delivery refresher training (attend airland and airdrop course segments applicable to the crewmember's qualification). Complete refresher training according to ATS courseware. Loadmaster initial qualification and loadmaster mission qualification satisfy refresher training requirements for the annual training cycle for airland and airdrop qualifications, respectively.

OPR: AMC/A3T

Curriculum Development: ATS Contractor and unit

Training Media: Lecture and Fuselage Trainer or Aircraft

Instructor: Qualified Instructor Loadmasters and ATS instructors (at FTU).

7.10. Life Support Training (LL) Events. MAJCOMs may combine and/or supplement courses to tailor training to fulfill their needs. Refer to AFI 11-301, *Aircrew Life Support (ALS) Program*, and AFPD 16-13, *Survival, Evasion, Resistance, and Escape (SERE),* for general instructions and course descriptions.

LL01 Aircrew Life Support Familiarization Training

Purpose: To ensure all crewmembers are familiar with C-130 life support and are able to identify, locate and utilize appropriate emergency equipment. Dual log with SS01.

Description: One time event, per base assignment, conducted prior to the first flight at home station to familiarize aircrew members with local ALS equipment availability, issue, use, pre-flight, and post-flight procedures. This training will be provided for subsequent re-assignments to the same base. See AFPD 11-3, *Life Support*, AFI 11-301, AFOSH Standard 127-100 and applicable MAJCOM guidance.

OPR: HQ AMC/A3TL

LL03 Egress Training, Non-ejection

Purpose: Understand C-130 Egress procedures.

Description: Evaluates aircrew and passenger ability to demonstrate proficiency in air and ground emergency egress procedures. Stress the importance of aircrew coordination, aircrew and passenger responsibilities and use of appropriate emergency egress equipment. Ensure all crewmembers understand the operation of fire extinguishers located in the aircraft and fire bottles positioned outside the aircraft. Ensure aircrews are aware of their responsibilities for conducting safety and passenger briefings IAW AFI 11-202, Vol 3. See AFPD 11-3, AFI 11-301, AFOSH Standard 127-100 and applicable MAJCOM guidance. LL03 may be taught by any aircrew instructor.

OPR: HQ AMC/A3TL.

LL04 Aircrew Chemical Defense Training (ACDT)

Purpose: Understand Aircrew Chemical Defense procedures.

Description: An academic and equipment training session in which the aircrew member demonstrates and performs donning, doffing, buddy dressing procedures using either the first or second generation ACDE or aircrew eye/respiratory protection (AERP) equipment. This training also includes information on hazards and limitations of wearing the equipment properly and improperly, preflight procedures, aircraft integration, and parachute descent emergency procedures. Each aircrew will demonstrate procedures during their initial class; subsequent classes require a minimum of 10% of aircrew participants to dress out and demonstrate aircrew contamination control area (ACCA) processing procedures. Crewmembers who accomplish initial ACDT at a Technical Training Unit (TTU), Replacement Training Unit (RTU), or Formal Training Unit (FTU) will receive credit for initial training on arrival at their permanent duty station. See AFI 11-301 and the MAJCOM supplement.

LL05 Egress Training with ACDE

Purpose: Understand Egress Training with ACDE.

Description: Evaluates the aircrew's ability to demonstrate proficiency in the use of primary as well as secondary air and ground egress procedures while wearing ACDE. Training will stress the unique changes in procedures to include added difficulties aircrew would and could experience as a result of wearing ACDE. See AFI 11-301, the MAJCOM supplement, and AFPD 11-3.

OPR: HQ AMC/A3TL

LL06 Aircrew Life Support Equipment (ALSE)

Purpose: Academic and equipment training in which crewmembers demonstrate their ability to locate, preflight, and use all aircrew and passenger ALSE carried aboard unit aircraft or issued to crewmembers. Ensure crewmembers are briefed on the limitations and safety issues related to ALSE.

Description: See AFI 11-301 and the MAJCOM supplement. This course includes academic and hands-on training in the location, preflight, and use of all life support equipment aboard unit aircraft or issued to unit crewmembers. ALSE is conducted as part of initial qualification training for students. Units should combine LL06 with SS02, LL03, SS05, and track completion of the following ALSE subcategories to ensure proper aircrew currency:

LL06C Combat Survival ALSE; normally accomplished with the same frequency and logged in conjunction with SS02.

LL06E Egress/Oxygen ALSE; normally accomplished with the same frequency and logged in conjunction with LL03.

LL06W Water Survival ALSE; normally accomplished with the same frequency and logged in conjunction with SS05.

OPR: HQ AMC/A3TL

Additional Information: See AFI 11-301 and the MAJCOM supplement, and AFPD 11-3.

7.11. Mission-Specific (M) Training Events.

M010 Basic Sortie

Purpose: Basic Sorties ensure crewmembers are familiar with operation of C-130 aircraft.

Description: Log basic sorties on local or operational missions that include appropriate pre-mission planning, preflight according to flight publications, preparation of performance, take-off and landing data, weather and crew or passenger briefings, flight plan filing, and post-mission procedures.

OPR: AMC/A3TA

Training Media: Aircraft or WST.

Instructor: Not required for continuation training.

Additional Information: Two crewmembers (occupying the same crew position) may log a sortie at the same time if the requirements of a Basic Sortie are met.

M030 Left-Seat Tactical Sortie

Purpose: On-going training for MPD pilots to maintain left-seat proficiency in tactical events.

Description: Any combination of tactical events flown in the left-seat. Event does not require specific items, but should be comprehensive enough to allow the MPD pilot to continue to improve left-seat skills and tactical situational awareness. If the aircraft commander determines the MPD pilot did not accomplish events due to maintenance, weather, or mission requirements, the MPD pilot may use more than one flight to accomplish a sortie. Aircraft commanders or instructors should provide remarks in the MPD pilot's tracking folder if more than one flight is required.

OPR: AMC/A3T

Training Media: Aircraft.

Instructor: Not required but may be used to monitor or enhance MPD pilot progress.

Additional Information: See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3.

M040 PNAF Sortie

Purpose: Continuation training for those units with a primary mission to support nuclear airlift.

Description: To credit a PNAF sortie, one on-load or off-load of nuclear weapons or components and a transfer of custody is required. A copilot may credit a sortie without performing the take-off or landing provided all other duties pertinent to the crew position are completed (not applicable for AFRC or ANG).

OPR: USAFE/A3T

Curriculum Development: USAFE/A3T

Training Media: Academic lecture followed by appropriate load and flight training.

Instructor: Not required for continuation training.

M050 Tactical Mission

Purpose: Continuation training for flight engineers and loadmasters.

Description: Flight engineers and loadmasters will log a tactical mission when they participate in a low-level, high-level, or composite tactical mission profile that uses the combat entry / exit checklists, or any of the airdrop checklists.

OPR: AMC/A3T

Training Media: Aircraft or Level C or better WST (for flight engineers).

Instructor: Not required for continuation training.

M060 Theater Indoctrination (TI) Training

Purpose: Give crewmembers the necessary training to safely operate in a specified theater.

Description: All units will develop a local checklist that includes mobility, training, and personnel requirements that will be accomplished prior to departure and personnel and professional items the aircrew will take with them. Additionally, units will establish TI programs for the following areas:

Asia, Pacific, Australia, and Indian Ocean

Africa and the Middle East

Europe, Baltics, and Russia (to include CIS/former Soviet Union nations)

Caribbean, Central America, and South America.

For PACAF and USAFE crewmembers, this training includes theater orientation and unit indoctrination. It can be used by PACAF and USAFE to prepare newly assigned crewmembers for the unit's operational mission and each newly assigned crewmember will complete a theater indoctrination program prior to attaining MR status.

Ground Training. Teaches theater unique instrument requirements and procedures, such as navigation aids, Pacific / European air traffic control, non-DOD approach procedures (Jeppesen), required instrumentation for specific approaches Flight Information Publications. Flight planning subjects to include Foreign Clearance Guide, local publications and regulations, flight planning, and theater buffer zone procedures. Also includes a basic airmanship review of visual illusions, Pacific and European weather phenomena (emphasis on local conditions) and how they lead to spatial disorientation, command special interest items, and (for USAFE only) USAFE local area exercise procedures.

Flight Training. The wing/group developed TI program will consist of a minimum of one sortie emphasizing theater (i.e., Pacific or European) flying environment, ATC procedures, basic airmanship and local orientation. Individual TI events may be accomplished during MQT, however, all TI events will be complete prior to MR or theater certification. Aircrews will demonstrate proficiency in the following events: route abort (when applicable); all instrument procedures including each type of instrument approach procedure the aircraft is capable of flying; operational mission or unit specific mission training requirements.

For AMC and AMC-gained units (to include AFRC and ANG), crewmembers will complete theater indoctrination no more than 60 days prior to each AEF deployment. This training will include, but not limited to:

Airspace Review. A review of the Flight instrument procedures, General Planning, and Area Planning for the area of deployment. This will include a thorough review of theater unique instrument flying rules requirements and procedures, use of non-DOD instrument approach procedures, required instrumentation for specific approaches. It will also include an airspace review of FLIP, FIR, UIR, and ADIZ procedures, and as applicable, European air traffic control, European weather phenomena (emphasis on local conditions) and spatial disorientation, and theater buffer zone procedures.

Airfield Review. Prior to arrival in-theater, review ASRR and applicable airport qualification videos. Determine training for any special qualification or certification airfields likely to be tasked.

Theater Instrument Procedures. Review required instruments and other aircraft equipment, procedures for Non-DOD approaches, course reversal maneuvers, circling, holding, NDB approaches, Host Nation, Jeppesen approaches, and altimeter setting procedures.

Border Clearance. A review of the Foreign Clearance Guide, to include the classified annex to determine customs, immigration, agriculture, insect and pest control, and diplomatic clearance requirements.

Flight Planning. A review of the DD Form 1801, **DoD International Flight Plan**, computer flight plans, approach plates and charts, theater weather conditions, fuel planning, alternate requirements and planning, and international NOTAM procedures.

A review of the Special Instructions for the contingency / AEF. This briefing will discuss command and control procedures, communications procedures, rules of engagement and laws of armed conflict, search and rescue, airspace control order (i.e., safe passage procedures, altitude reservations, due regard, and formation limitations), and airlift procedures. A review of the AEF-specific procedures briefing produced by the AEF Center. Prior to deployment, as a minimum, the unit mission commander will attend the AEF spin-up conference hosted by the AEF Center. This conference is held approximately 60-90 days prior to deployment.

Other Regulatory Requirements. This should cover life support equipment, hazardous cargo and passenger handling procedures, aircrew crew duty and crew rest procedures, and aircraft records (AFTO 781) procedures.

Local Information. This should cover command and control reporting procedures, guidance on how to handle maintenance problems, aircraft security, social customs and taboos, billeting, and transportation. Also, force protection briefings for the area of deployment. These briefings will include an intelligence briefing, the current Threat Condition for each of the countries likely to be flown to or over during the deployment and medical issues for the deployed location(s). This briefing should also include a study of theater weather patterns and phenomena and host nation agreements such as Status of Forces Agreement.

Additional Information. Includes ground training that provides a how-to lesson on electronic combat systems including ADS, HAVE QUICK, Secure Voice, Mode IV, and theater-specific Communications Security procedures, a basic airmanship review to include visual illusions, and a review of MAJCOM special interest items.

OPR: MAJCOM/A3T

Curriculum Development: Ground Training. The wing/group will develop the TI ground training program. Additionally, unit (or group/wing) tactics shops will develop a theater-specific in-flight guide (IFG) to aid aircrews while flying.

Training Media: Academic lecture, video presentations, current FLIP and Jeppesen approach charts products, and as applicable, flight training.

Instructor: Ideally, an IRC-qualified instructor will lead the FLIP and instrument flying related discussions and a tactics-qualified instructor will lead the SPINS and tactics related discussions. For the intelligence, qualified Intel officers or NCOs and for the threat conditions, AFOSI personnel will lead related discussions.

Additional Information:

USAFE Requirements: All USAFE aircrews will complete TI ground training prior to flight training. TI flight training may be combined with initial MQT sorties, but will be the first sortie flown in theater. Direct supervision required for flying until M060 is completed.

AMC Units: This training may be dual logged with G060, G070, G080, G090, G100, G105, G110, G120, G130, G150, and G290 if the requirements for both M060 and the individual events are accomplished. This training can occur over a period of several days or weeks. However, to credit M060, the M060 related items will be accomplished no earlier than 60 days prior to deployment.

M130 C-130E Sortie

Purpose: Continuation training for mission ready crewmembers certified in the C-130E.

Description: Accomplish a C-130E sortie. This event is optional if maintaining a single certification.

OPR: AMC/A3T

Training Media: Aircraft or C-130E WST.

Instructor: Not required for continuation training.

M131 C-130H/H1 Sortie

Purpose: Continuation training for mission ready crewmembers certified in C-130H/H1.

Description: Accomplish a C-130H/H1 sortie. This event is optional if maintaining a single certification.

OPR: AMC/A3T

Training Media: Aircraft or C-130H1 WST.

Instructor: Not required for continuation training.

M132 C-130H2 Sortie

Purpose: Continuation training for mission ready crewmembers certified in the C-130H2.

Description: Accomplish a C-130H2 sortie. This event is optional if maintaining a single certification.

OPR: AMC/A3T

Training Media: Aircraft or C-130H2 WST.

Instructor: Not required for continuation training.

M133 C-130H3 Sortie

Purpose: Continuation training for mission ready crewmembers certified in the C-130H3.

Description: Accomplish a C-130H3 sortie. This event is optional if maintaining a single certification.

OPR: AMC/A3T

Training Media: Aircraft or C-130H3 WST.

Instructor: Not required for continuation training.

7.12. NVG (NV, VV) Events.

NV00 Visual Low Level (VLL) NVG Event

Purpose: Continuation training for mission ready crewmembers operating in the low altitude environment using single-ship or formation procedures and Night Vision Goggles.

Description: Log a NVG VLL event when a minimum of a 20-minute visual route from acceleration to a TOT, TOA or rendezvous is accomplished when flying single ship or in formation on NVGs.

OPR: HQ AMC/A3T/A3D

Training Media: Aircraft or Level C or better WST

Instructor: Not required for continuation training.

Additional information: See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3. Both pilots may credit this event.

NV02 NVG Sortie

Purpose: Continuation training for mission ready crewmembers using Night Vision Goggles.

Description: Log a NVG Sortie when NVG mission events are accomplished and the aircrew uses the Combat Entry and Combat Exit Checklists in conjunction with a NVG VLL to a simulated or actual NVG airdrop or Airland event. For loadmasters, NVG airdrop of heavy equipment, CDS, or SATB or NVG ERO satisfies this requirement. The aircraft commander will determine when enough individual events are accomplished to credit this sortie.

OPR: HQ AMC/A3T/A3D

Training Media: Aircraft or Level C (or better) WST (flight engineer)

Instructor: Not required for continuation training. In the event that two loadmasters are NMR for a NV 02 NVG Sortie, but MR in all other events to be preformed, only one instructor loadmaster is required. This does not apply to initial NVG qualification.

Additional information: See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3.

NV03 NVG Ground Refresher Training

Purpose: Provides refresher training on the proper use of NVGs and their limitations.

Description: Course of instruction will emphasize sound night operations using NVGs, address common NVG hazards, C-130 specific NVG capabilities and limitations, and the limitations involved in night low-level NVG-aided operations. Course will include any local hazards or limiting factors for NVG operations.

OPR: AMC/A3T

Curriculum Development: Armstrong Laboratory, AMC/A3T/A3D, and local unit.

Training Media: Academic Instruction.

Instructor: Any Armstrong Laboratory certified NVG instructor, WIC Graduate, or NVG certified instructor pilot or instructor navigator.

Additional Information: Directed by AFI 11-202, Volume 1.

NV05 NVG Airland Event

Purpose: Continuation training for mission ready crewmembers using Night Vision Goggles.

Description: Log a NVG Airland Event anytime a NVG Airland or NVG Assault event is flown.

OPR: HQ AMC/A3T/A3D

Training Media: Aircraft or Level C or better WST

Instructor: Not required for continuation training.

Additional information: See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3.

NV08 VLL NVG Formation Event

Purpose: Continuation training for mission ready crewmembers operating in the low altitude environment using visual formation procedures using Night Vision Goggles.

Description: Log a NVG formation event when a minimum of a 20-minute visual route from assembly to a TOT, TOA or rendezvous is accomplished when flying in visual formation.

OPR: HQ AMC/A3T/A3D

Training Media: Aircraft

Instructor: Not required for continuation training.

Additional Information: See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3. Dual log with NV00. Both pilots may credit this event.

NV18 NVG Airdrop

Purpose: Continuation training for mission ready crewmembers certified for NVG airdrops.

Description: An airdrop event or procedure to a covert or overt lit DZ. See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3 for NVG airdrop procedures.

OPR: AMC/A3T/A3D

Training Media: Aircraft or Level C or better WST.

Instructor: Not required for continuation training.

Additional Information: If requirements are met by crew position, crewmembers may dual log with AD03, AD04, or AD05. Crewmembers may also dual log with AD06. Both pilots may credit this event.

NV47 NVG Takeoff

Purpose: A takeoff accomplished with NVGs.

OPR: MAJCOM/A3

Curriculum Development: AMC/A3T

Training Media: Aircraft or Level C or better WST

Instructor: Not required after the aircrew is qualified on NVG Airland operations.

Additional Information: Aircraft commanders and above need to perform pilot flying duties to credit this event. Pilot flying and MPD pilot or copilot may credit this event. Dual log with P020 by the pilot flying the aircraft. See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3.

NV48 NVG Landing

Purpose: A landing accomplished with NVGs using standard AFI 13-217 lighting patterns (overt or covert; not AMP-4) or standard airfield lighting.

Description: A NVG-aided landing.

OPR: MAJCOM/A3

Curriculum Development: AMC/A3T

Training Media: Aircraft or Level C or better WST.

Instructor: Not required after the aircrew is certified on NVG Airland operations

Additional Information: Aircraft commanders and above need to perform pilot flying duties to credit this event. Pilot flying and MPD pilot or copilot may credit this event. Dual log with P190 by the pilot flying the aircraft. See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3.

NV49 NVG Assault Landing

Purpose: An assault landing accomplished with NVGs using standard AFI 13-217 lighting patterns (overt or covert; not AMP-4).

Description: A NVG-aided assault landing.

OPR: MAJCOM/A3

Curriculum Development: AMC/A3T

Training Media: Aircraft.

Instructor: Not required after the aircrew is certified on NVG assault operations

Additional Information: Aircraft commanders and above need to perform pilot flying duties to credit this event. Pilot flying and MPD pilot or copilot may credit this event and dual log with NV48 and AS11. Additionally, the pilot flying the aircraft may dual log with AS21 (if heavyweight) and P190. See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3.

NV50 NVG Assault Takeoff

Purpose: An assault takeoff accomplished with NVGs.

Description: A NVG-aided assault takeoff.

OPR: MAJCOM/A3

Curriculum Development: AMC/A3T

Training Media: Aircraft.

Instructor: Not required after the aircrew is certified on NVG assault operations

Additional Information: Aircraft commanders and above need to perform pilot flying duties to credit this event. Pilot flying and MPD pilot or copilot may credit this event and dual log with NV47 and AS09. Additionally, the pilot flying the aircraft may dual log with P020. See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3.

NV52 Left-Seat NVG Landing

Purpose: On-going training for MPD pilots to maintain left-seat proficiency in pilot-flying duties while landing the aircraft on NVGs.

Description: Any landing actually accomplished (full stop, touch and go, stop and go).

OPR: AMC/A3T

Training Media: Aircraft.

Instructor: Not required if the pilot is current and qualified.

Additional Information: See applicable aircraft technical orders, AFTTP 3-3.25 and AFI 11-2C-130, Volume 3. Dual log with P030 and P190 for the pilot flying the aircraft.

NV57 NVG Backing

Purpose: Loadmaster backing ground operation using NVGs in overt or covert environment.

OPR: AMC/A3T

Curriculum Development: AMC/A3T

Training Media: Academic instruction and aircraft.

Instructor: Not required after the aircrew is qualified on NVG Backing operations. See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3.

NV58 NVG Combat Offload (COL)

Purpose: Loadmaster COL ground operation using NVGs in overt or covert environment.

Description: Loadmaster NVG COL operation.

OPR: AMC/A3T

Curriculum Development: AMC/A3T

Training Media: Academic instruction and either a C-130 aircraft or C-130 fuselage trainer. Real or simulated loads will be used for training

Instructor: Not required after the aircrew is qualified on NVG COL. See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3.

NV59 NVG Engine Running Onload/Offload (ERO)

Purpose: Loadmaster ERO ground operation using NVGs in overt or covert environment.

Description: Loadmaster NVG ERO operation. Normally conducted with rolling stock or palletized cargo. May be logged with personnel only if cargo or properly trained aerial port personnel are not available or practical.

OPR: AMC/A3T

Curriculum Development: AMC/A3T

Training Media: Academic instruction and either a C-130 aircraft or C-130 fuselage trainer.

Instructor: Not required after the aircrew is qualified on NVG ERO operations. See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3.

NV80 NVG Instrument Approaches

Purpose: Continuation training for pilots and navigators.

Description: Practice instrument approach procedures while the flight deck crewmembers transition from an instrument approach to a NVG landing. See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3.

OPR: AMC/A3T/A3D

Training Media: Aircraft or NVG-capable WST

Instructor: Not required for continuation training.

Additional Information: Both pilots may log this event. The pilot flying the approach may dual log with other instrument approach events. Both pilots and the navigator may dual log with N120, Airborne Radar Approach (ARA), if ARA procedures accomplished.

VV01 NVG Initial Ground Training

Purpose: Teaches crewmembers how to use NVGs and their limitations.

Description: Course of instruction will emphasize sound night operations using NVGs, address common NVG hazards, C-130 specific NVG capabilities and limitations, and the limitations involved in night low-level NVG-aided operations. Course may include any local hazards or limiting factors for NVG operations.

OPR: AMC/A3T

Curriculum Development: Armstrong Laboratory, AETC, or local unit.

Training Media: Academic instruction to include hands-on training using a set of NVGs and an NVG tester.

Instructor: Any Armstrong Laboratory certified NVG instructor.

Additional Information: Directed by AFI 11-202, Volume 1.

7.13. Aircrew and Individual Proficiency Training (P) Events.

P020 Takeoff

Description: Initial takeoff or takeoff following a touch-and-go landing.

Training Media: Aircraft or Level C or better WST

P030 Left-Seat Landing

Purpose: On-going training for MPD pilots to maintain left-seat proficiency landing the aircraft.

Description: Any landing actually accomplished (full stop, touch and go, stop and go).

OPR: AMC/A3T

Training Media: Aircraft.

Instructor: Not required

Additional Information: See applicable aircraft technical orders and AFI 11-2C-130, Volume 3.

P070 Instrument Approach

Purpose: Training for pilots to fly Instrument Approach Procedures.

Description: Any precision (P100) or non-precision (P110) approach may be flown and credited if the crew could safely land out of the IAP. While the entire IAP need not be flown, the portion from the final approach fix through the decision height or missed approach and either a landing or an ATC coordinated missed approach procedure or instructions will be accomplished.

OPR: AMC/A3T

Training Media: Aircraft or WST.

Instructor: Not required for continuation training.

Additional Information: See the flight manual, AFI 11-2C-130, Volume 3, AFI 11-202, Volume 3, *General Flight Rules*, and AFI 11-217, *Instrument Flight Procedures*, Volumes 2 and 3 for additional information.

P100 Precision Approach

Purpose: Training for pilots to fly using Instrument Approach Procedures with the aid of glide slope and course guidance information.

Description: Any PAR, ILS, or MLS approach may be credited if the crew could safely land out of the IAP. While the entire IAP need not be flown, the portion from the final approach fix through the decision height and either a landing or an ATC coordinated missed approach procedure or instructions will be accomplished.

OPR: AMC/A3T

Training Media: Aircraft or WST.

Instructor: Not required for continuation training.

Additional Information: See the flight manual, AFI 11-2C-130, Volume 3, AFI 11-202, Volume 3, and AFI 11-217 Volumes 2 and 3 for additional information.

P110 Non-precision Approach

Purpose: Training for pilots to fly an instrument approach procedure with course guidance but without the aid of glideslope information.

Description: Any VOR, TACAN, NDB, localizer, ARA, or ASR may be credited if the crew could safely land out of the approach. While the entire IAP need not be flown, the portion from the final approach fix through the missed approach and either a landing or an ATC coordinated missed approach procedure or instructions, will be accomplished.

OPR: HQ AMC/A3T

Training Media: Aircraft or WST.

Instructor: Not required for continuation training.

Additional Information: See the flight manual, AFI 11-2C-130, Volume 3, AFI 11-202, Volume 3, and AFI 11-217 Volumes 2 and 3 for additional information.

P116 NDB / VOR Approach

Purpose: Training for pilots to fly a landing using instrument approach procedure using a non-directional beacon.

Description: Any NDB may be credited if the crew could safely land out of the approach. While the entire IAP need not be flown, the portion from the final approach fix through the missed approach point and either a landing or an ATC coordinated missed approach procedure or instructions, will be accomplished.

OPR: AMC/A3T

Training Media: Aircraft or WST.

Instructor: Not required

Additional Information: Non-directional beacons are a type of non-precision navigation aids used during IFR operations to guide the aircraft to a safe landing. Since NDBs are not usually co-located with distance measuring equipment, positional awareness can only usually be gained through a combination of crew coordination, NDB station passage, cross-tuning, timing, radar, and other navigation aids. Because of these factors and others, a higher than normal degree of crew coordination is required for many NDB approaches. See the flight manual, AFI 11-2C-130, Volume 3, AFI 11-202, Volume 3, and AFI 11-217 Volumes 2 and 3 for additional information. Will be dual logged with P110. For units not co-located with a NDB, aircrews may fly VOR approaches using other than the HSI (RMI, BDHI, etc) and credit a NDB approach.

P130 Circling Approach

Purpose: Training for pilots to fly a non-precision IAP to one runway and then safely land on another runway (at the same airport) or opposite direction.

Description: Any circling approach may be credited if the crew could safely land out of the circling approach. While the entire non-precision IAP need not be flown, the portion

from the final approach fix through the missed approach point through the circle to either a landing or an ATC coordinated missed approach procedure or instructions will be accomplished.

OPR: AMC/A3T

Training Media: Aircraft or Level C or better WST.

Instructor: Not required

Additional Information: See the flight manual, AFI 11-2C-130, Volume 3, AFI 11-202, Volume 3, and AFI 11-217 Volumes 2 and 3 for additional information.

P190 Landing

Purpose: On-going training for pilots to maintain proficiency landing the aircraft.

Description: Any landing actually accomplished (full stop, touch and go, stop and go).

OPR: AMC/A3T

Training Media: Aircraft or Level C or better WST.

Instructor: Not required for continuation training.

Additional Information: See applicable aircraft technical orders and AFI 11-2C-130, Volume 3.

P192 Unaided Night Landing

Purpose: On-going training for pilots to maintain proficiency landing the aircraft at night without NVGs.

Description: Any unaided landing actually accomplished (full stop, touch and go, stop and go) between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac.

OPR: AMC/A3T

Training Media: Aircraft or Level C or better WST.

Instructor: Not required for continuation training.

Additional Information: May dual log with P190.

P260 HAVE QUICK Event

Purpose: Ensures crewmembers possess a thorough knowledge of HAVE QUICK requirements.

Description: Training consists of properly configuring the radio for HAVE QUICK operation and making at least one transmission and reception using HAVE QUICK mode of operation with any source. The time-of-day (TOD) should be updated from a GPS or ground station master clock if available.

OPR: AMC/A3T

Training Media: Aircraft or WST.

Instructor: Not required for continuation training

P270 Secure Voice Event

Purpose: Ensures crewmembers possess a thorough knowledge of secure voice requirements.

Description: Training consists of correctly loading secure voice equipment with the proper communication protocols and communicating with another station (ground or air, beyond your own aircraft) in the secure-voice mode.

OPR: AMC/A3T

Training Media: Aircraft or WST.

Instructor: Not required for continuation training

P280 Aircrew Chemical Defense Task Qualification Training (ACDTQT)

Purpose: Aircrew chemical defense continuation training for crewmembers.

Description: An exercise emphasizing hands-on training, dressed out in partial chemical defense (CD) ensemble. Aircraft commanders will not accomplish in conjunction with a formation take-off or a night formation departure. The purpose of the exercise is to enable crewmembers to become aware of their limitations while wearing the equipment. Complications of heat exhaustion, fatigue, hyperventilation, limited dexterity, and hampered communication all can be experienced during the exercise. Observers will closely monitor crewmember actions during the exercise. If a crewmember experiences difficulties such as excessive thermal stress, hyperventilation, headaches, etc., and either the observer or crew member believes it is unsafe to continue, the equipment will be immediately removed. If all requirements are not met, the crewmember will re-accomplish the training.

OPR: HQ AMC/A3TL

Curriculum Development: HQ AMC/A3TL

Training Media: Flying helmet (if applicable), AERP ACDE equipment that includes the MBU-19/P hood and mask assembly, CQU-7/P blower assembly with filter canisters and batteries, MXU-835 intercom assembly. The first generation ACDE equipment that includes MBU-13/P mask, HGU-41/P hood, CRU-80/P filter pack, MXU-835 intercom, suspension straps, and glove set may be substituted if the unit does not have the AERP ACDE. ACDTQT should be accomplished in a simulator with visual displays, provided a simulator exists or is available.

Instructor: If accomplished in a simulator, ATS instructors will observe the exercise, no other supervision is required, and no restrictions apply on which or how many crewmembers may wear the gear.

Additional Information: Prior to being scheduled for this event, each crewmember will have completed LL03 and LL04, including LL05 criteria. If performed in the aircraft:

Only one pilot or flight engineer will be dressed out at any time.

An instructor pilot occupying the copilot seat will supervise the aircraft commander. An instructor pilot or experienced aircraft commander (determined by the Sq/CC) will supervise the MPD pilot / copilot.

Pilots will review emergency procedures and accomplish at least one take-off, approach, and landing, and complete all associated checklists.

Flight engineers will be supervised by another flight engineer and wear the gear for at least one take-off, approach, and landing, and complete all associated checklists.

Navigators will be supervised by another navigator and wear the gear for a minimum of 30 minutes while performing navigator duties.

Loadmasters will be supervised by another loadmaster and wear the gear while either loading or unloading cargo or vehicles.

7.14. Qualification and Certification (Q) Training Events. The following codes provide the basis for tracking aircrew qualification events and aircrew certification using the ARMS database (see paragraph **1.8.)**. ARMS may be used to generate a computerized letter of X's". MAJCOM/A3Ts may authorize additions and modifications to the purpose and description of the codes to meet specific unit and mission requirements.

Q001 Open-Book Qualification Examination

Q002 Closed-Book Qualification Examination

Q003 Mission Evaluation

Q004 Emergency Procedures Examination

Q008 Instructor Evaluation

Q009 (Added) Tactics Open Book Exam

Q011 Flight Lead (Four-Ship Flight) Certification

Q012 (Deleted)

Q013 (Added) Element Lead (Two-Ship) Certification

Q017 (Deleted)

Q018 (Added) Mission Examinations (open and/or closed book)

Q035 (Added) Non-Airdrop Certification

Q036 (Added) Non-Assault Certification

Q050 Touch & Go Certification

Q080 PNAF Evaluation

Q090 Flight Publications Check

Q110 Personal Reliability Program

Q160 Instrument Refresher Course (IRC) Examination

Q170 Flight Evaluation Folder (FEF) Review

Q280 GRACC Certification

Q502 (Added) JPADS/ICDS Certification

Q511 (Added) Flight Instructor Certification

Q512 (Added) Flight Evaluator Certification

Q513 (Added) AFRL Instructor

Q521 (Added) JPADS Phase 1 Certification

Q522 (Added) JPADS Phase 2 Certification

Q523 (Added) LC-130 Ski Mission Certification 1 (TBD)

Q524 (Added) LC-130 Ski Mission Certification 2 (TBD)

Q525 (Added) LC-130 Ski Mission Certification 3 (TBD)

Q526 (Added) LC-130 Ski Mission Certification 4 (TBD)

Q529 (Added) AWADS

Q532 Aerial Spray Certification 1 (TBD)

Q533 Aerial Spray Certification 2 (TBD)

Q534 Aerial Spray Certification 3 (TBD)

Q535 Aerial Spray Certification 4 (TBD)

Q537 (Added) MAFFS Certification 1 (TBD)

Q538 (Changed) MAFFS Certification 2 (TBD)

Q539 (Changed) MAFFS Certification 3 (TBD)

Q540 (Changed) MAFFS Certification 4 (TBD)

Q541 (Deleted)

Q542 Unimproved Landing Certification

Q543 Functional Check Flight (FCF) Certification

Q544 Phoenix Banner Certification

Q545 Central America Certification

Q546 South America Certification

Q547 NVG Airdrop Certification

Q548 NVG Airland Certification

Q549 NVG Assault Airland Certification

Q550 NVG Touch & Go Certification

Q551 C-130E Difference Certification

Q552 C-130H/H1 Difference Certification

Q553 C-130H2 Difference Certification

Q554 C-130H3 Difference Certification

Q555 HALO Airdrop Certification

Q559 PNAF

Q560 PNAF Aircraft Commander

Q561 PNAF Courier

Q562 through Q564 (Deleted)

Q563 LC-130 Ski Mission Certification 2 (TBD)

Q564 LC-130 Ski Mission Certification 3 (TBD)

Q565 (Changed) Aerial Demo – Pilot Flying

Q566 (Changed) Aerial Demo – Pilot Not Flying

Q567 (Deleted)

Q572 Drop Zone Safety Officer (DZSO) Certification

Q573 Landing Zone Safety Officer (LZSO) Certification

Q578 C-130 AMP Certification

Q586 Certification Airfield – MUGM, Guantanamo Bay, Cuba

Q587 Certification Airfield – PADK, Adak NAS, AK

Q588 Certification Airfield – PALU, Cape Lisburne AFS, AK

Q589 Certification Airfield – PAEH, Cape Newenham, AK

Q590 Certification Airfield – PACZ, Cape Romanzof AFS, AK

Q591 Certification Airfield – SLLP, El Alto International, Bolovia

Q592 Certification Airfield – PAIM, Indian Mtn Long Range Radar Station (LRRS), AK

Q593 Certification Airfield – BGSF, Sondre Stromfjord, Greenland

Q594 Certification Airfield – PASV, Sparrevohn LRRS, AK

Q595 Certification Airfield – PATL, Tatlina LRRS, AK

Q596 Certification Airfield – PATC, Tin City LRRS, AK

Q597 Certification Airfield – PADU, Unalaska, AK

7.15. Tactical Arrival and Departure (RS) Events. Accomplish tactical arrival and departure events according to AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3.

RS06 High-Altitude Tactical Arrival Event

Purpose: These approaches are used primarily when high altitude ingress is necessary. Crewmembers should practice high altitude tactical arrivals from 10,000 feet AGL and above.

Description: A High-Altitude Tactical Arrival as specified in AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3.

OPR: HQ AMC/A3T/A3D

Training Media: Aircraft or Level C or better WST.

Instructor: If not trained at the FTU, pilots require training in High-Altitude Tactical Arrivals. Aircraft commanders and MPD pilots will demonstrate one High-Altitude Tactical Arrival to the satisfaction of an instructor pilot. Copilots will perform their normal duties but will observe the pilot actually perform the maneuver.

Additional Information: Aircraft commanders need to perform pilot flying duties to credit this event. Both pilots (pilot flying and MPD pilot or copilot) may log this event. If both pilots are current and qualified, these maneuvers may be flown on continuation training and operational missions with passengers on board.

RS16 Low-Altitude Tactical Arrival Event

Purpose: These approaches are used primarily when low altitude ingress is necessary.

Description: These include the downwind, the overhead, the straight-in, teardrop, and abeam. See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3 for descriptions and procedures.

OPR: HQ AMC/A3T/A3D

Training Media: Aircraft or Level C or better WST.

Instructor: If not trained at the FTU, pilots require training in Low-Altitude Tactical Arrivals. Aircraft commanders and MPD pilots will demonstrate one Low-Altitude Tactical Arrival to the satisfaction of an instructor pilot. Copilots will perform their normal duties but will observe the pilot actually perform the maneuver.

Additional Information: Aircraft commanders need to perform pilot flying duties to credit this event. Both pilots (pilot flying and MPD pilot or copilot) may log this event. If both pilots are current and qualified, this maneuver may be flown on continuation training and operational missions with passengers on board.

RS26 High-Altitude Tactical Departure Event

Purpose: This maneuver is used primarily when a departure at medium to high altitude is necessary.

Description: The maneuver requires a departure to medium or high altitude. See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3.

OPR: HQ AMC/A3T/A3D

Training Media: Aircraft or Level C or better WST.

Instructor: If not trained at the FTU, pilots require training in a High-Altitude Tactical Departure. Aircraft commanders and MPD pilots will demonstrate one High-Altitude Tactical Departure to the satisfaction of an instructor pilot. Copilots will perform their normal duties but will observe the pilot actually perform the maneuver.

Additional Information: Aircraft commanders need to perform pilot flying duties to credit this event. Both pilots (pilot flying and MPD pilot or copilot) may log this event. If

both pilots are current and qualified, this maneuver may be flown on continuation training and operational missions with passengers on board.

RS36 Low-Altitude Tactical Departure Event

Purpose: This maneuver is used primarily when a departure at low altitude is necessary.

Description: See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3.

OPR: HQ AMC/A3T/A3D

Training Media: Aircraft or Level C or better WST.

Instructor: If not trained at the FTU, pilots require training in a Low-Altitude Tactical Departure. Aircraft commanders and MPD pilots will demonstrate one Low-Altitude Tactical Departure to the satisfaction of an instructor pilot. Copilots will perform their normal duties but will observe the pilot actually perform the maneuver.

Additional Information: Aircraft commanders need to perform pilot flying duties to credit this event. Both pilots (pilot flying and MPD pilot or copilot) may log this event. If both pilots are current and qualified, this maneuver may be flown on continuation training and operational missions with passengers on board.

RS46 Penetration/Rapid Descent

Purpose: Continuation training for mission-ready pilots, navigators and flight engineers. Crewmembers should attempt to practice penetration or rapid descents from 10,000 feet AGL and above. Copilots will perform their normal duties and will observe the pilot perform the maneuver.

Description: Provides a capability to transition from upper altitudes to a low-altitude tactical approach or slowdown point and airdrop. See AFTTP 3-3.25, TO 1C-MDS-1-1 and/or AFI 11-2C-130 Volume 3.

OPR: HQ AMC/A3T/A3D

Training Media: Aircraft or Level C or better WST.

Instructor: Not required for continuation training.

Additional Information: Both pilots may log this event. If both pilots are current and qualified, this maneuver may be flown on continuation training and operational missions with passengers on board. If local airspace restrictions preclude flying a penetration or rapid descent, units may credit this event in the simulator or through instructor-led briefing or discussion.

7.16. SKE (SK) Events. These events are for SKE qualified crewmembers. Both pilots may log SKE events.

SK07 SKE Formation Wing Event

Purpose: Continuation training for mission ready pilots and navigators using SKE formation procedures. Formation lead certified crewmembers do not need to log this event.

Description: Log a SKE formation wing event when a minimum of a 20-minute SKE route from assembly to a TOT, TOA or rendezvous is accomplished when flying in a formation wing formation.

OPR: AMC/A3T/A3D

Training Media: Aircraft or Level C or better WST.

Instructor: Not required for continuation training.

Additional Information: See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3 for SKE formation procedures.

SK10 SKE Formation Element Lead Event

Purpose: Continuation training for SKE formation lead and element lead-certified mission-ready aircraft commanders and navigators. In addition, copilots and MPD pilots will log this event if flown in the formation element lead position.

Description: Log a SKE formation element lead event when a minimum of a 20-minute SKE route from assembly to a TOT, TOA or rendezvous is accomplished when flying in the element lead position.

OPR: AMC/A3T/A3D

Training Media: Aircraft or Level C or better WST.

Instructor: Not required for continuation training.

Additional Information: See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3 for SKE formation procedures.

SK17 SKE Formation Lead Event

Purpose: Continuation training for SKE formation lead-certified mission-ready aircraft commanders and navigators. In addition, copilots and MPD pilots will log this event if flown in the formation lead position.

Description: Log a SKE formation lead event when a minimum of a 20-minute SKE route from assembly to a TOT, TOA or rendezvous is accomplished when flying in the formation lead position. May be flown single-ship as long as lead procedures and techniques are used.

OPR: AMC/A3T/A3D

Training Media: Aircraft or Level C or better WST.

Instructor: Not required for continuation training.

Additional Information: See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3 for SKE formation procedures.

7.17. Special Certification Training (SP) Events. Applies to units that have special certification requirements and training as defined in **Chapter 5**.

SP30 Pesticide Spray Sortie (1 annual for all crew positions)

Purpose: Flight continuation training for Spray-certified pilots, navigators, flight engineers, and loadmasters.

Description: When either a pesticide, herbicide, decontaminant, or dispersant is sprayed to control a pest, vegetation, oil spills, or decontaminate respectively. A modular aerial spray system (MASS) is required. Log pesticide spray sorties concurrently with ULV, LV, HV, or UHV sortie as applicable. The flight engineer will brief the host fire department and hospital or clinic on the hazards and characteristics of the chemical and the mission; establish and monitor the aircraft safety area for loading; and preflight the specific spray equipment.

OPR: HQ AFRC/A3TA

Curriculum Development: Unit

Training Media: Aircraft

Instructor: Not required for certified crewmembers

Additional Information: Use of the MASS is required.

SP40 Spray Sortie (1 semi-annual for all crew positions)

Purpose: Flight continuation training for Spray-certified pilots, navigators, flight engineers, and loadmasters.

Description: A flight using all aerial spray checklists and procedures during a DGPS or visual aerial spray sortie for swath positioning and boundary control.

OPR: HQ AFRC/A3TA

Curriculum Development: Unit

Training Media: Aircraft

Instructor: Not required for certified crewmembers

Additional Information: Use of MASS is required for loadmasters. May be dual logged with SP30 if SP30 requirements are complied with.

SP50 Low Volume-(LV)/High Volume-(HV)/ Ultra High Volume-(UHV) Sortie (1 semi-annual for pilots, navigators, and loadmasters)

Purpose: Flight continuation training for Spray-certified pilots, navigators, and loadmasters.

Description: Pilots/Navigators will plan, brief, and fly a LV/HV/UHV aerial spray configuration sortie with a briefed swath width, at 100 feet above ground level (AGL) minimum altitude, over an area with defined boundaries, factoring in the wind component, and completing a minimum of 5 swaths or 5 minutes spray on time (time on target). Prepare topographic maps where needed. Loadmasters will supervise the upload of the MASS for LV/HV/UHV and then operate the system from the panel, spraying either pesticide, dispersant, or water, through a minimum of 5 swaths. Purge the system. Accomplish in flight (or on ground for loadmasters).

OPR: HQ AFRC/A3TA

Curriculum Development: Unit

Training Media: Aircraft

Instructor: Not required for certified crewmembers

Additional Information: Use of modular aerial spray system (MASS) is required for loadmasters. May be dual logged with SP30.

SP60 Ultra Low-Volume (ULV) Sortie (1 semi-annual for pilots, navigators, and loadmasters)

Purpose: Flight continuation training for Spray-certified pilots, navigators, and loadmasters.

Description: Pilots/Navigators will plan, brief, and fly a ULV aerial spray configuration sortie with a briefed swath width, at 150 feet above ground level (AGL) minimum altitude, over an area with defined boundaries, factoring in the wind component, and completing a minimum of 5 swaths or 5 minutes spray on time (time on target). Prepare topographic maps where needed. Loadmasters will supervise the upload of the MASS for ULV and then operate the system from the panel, spraying either pesticide, dispersant, or water, through a minimum of 5 swaths. Purge the system. Accomplish in flight (or on ground for loadmasters).

OPR: HQ AFRC/A3TA

Curriculum Development: Unit

Training Media: Aircraft

Instructor: Not required for certified crewmembers

Additional Information: Use of modular aerial spray system (MASS) is required for loadmasters. May be dual logged with SP30.

7.18. Survival Training (SS) Events. MAJCOMs may combine and/or supplement courses to tailor training to fulfill their needs. Refer to AFPD 16-13 for specific instructions and course requirements. OPR: HQ AMC/A3TL

SS01 Local Area Survival (LAS)

Purpose: Identify environmental aspects that could affect an aircrew member in a local area, survival scenario. Determine personnel recovery tactics, techniques, and procedures applicable to local area flying operations.

Description: SS01 is a one time requirement, to be accomplished prior to the first flight at each base of assignment. Units may combine and dual log with Life Support Familiarization Training (LL01).

OPR: HQ AMC/A3TL

Additional Information: Each unit is responsible for tailoring training to meet unit needs.

SS02 Combat Survival Training (CST)

Purpose: Training designed for crewmembers whose duties require them to fly over or deploy to enemy territory. CST provides the crewmember an opportunity to demonstrate their ability to operate life support equipment, employ survival/evasion techniques, and rescue procedures under simulated combat conditions.

Description: See AFPD 16-13, and MAJCOM supplements. Mission Ready (MR)/Combat Mission Ready (CMR) and personnel assigned to combat-coded units will receive CST. CST will be completed prior to awarding mission ready status. MAJCOMs will tailor training based on mission, type of aircraft, and level of risk (combat aircraft vs. transport aircraft requirements vs. special operations). Aircrew will demonstrate proficiency in tactics, techniques and procedures for survival and recovery under field conditions, while in a simulated combat environment using weapons system specific survival equipment. This training is designed to enforce learning objectives through hands-on experiential training. As a minimum, the following objectives will be satisfied:

Identify survivor's legal and moral obligations.

Determine the purpose and function of the DD Form 1833.

Determine the purpose and use of SAFE Area Intel Description (SAID's), Special Instructions (SPINS), area/country studies, and SERE Contingency Guides.

Determine the purpose and use of an Evasion Plan of Action (EPA).

Identify purpose and use of various evasion aids.

Use initial evasion actions, to include hole up site procedures.

Use evasion movement techniques.

Use navigation techniques.

Use personal protection techniques.

Identify sustenance considerations.

Determine combat medical procedures.

Use personnel recovery procedures.

OPR: HQ AMC/A3TL

Additional Information: With approval of local Life Support office, crewmembers participating as survivors during local exercises may receive credit for this event.

SS03 Conduct after Capture (CAC)

Purpose: Training designed for crewmembers in units with a war fighting responsibility.

Description: Mission Ready (MR)/Combat Mission Ready (CMR) and personnel assigned to combat-coded units will receive CAC. CAC will be completed prior to being awarded mission ready status. See AFPD 16-13, and MAJCOM supplements.

CAC, commonly referred to as Resistance Training (RT), provides refresher training for wartime, governmental, and hostage detention situations. Only qualified personnel will conduct CAC. Resistance role-play instruction is specifically prohibited without HQ

USAF/XOO approval and validation. As a minimum, the following objectives will be satisfied:

Wartime/Prisoner of War (POW): Determine how the Code of Conduct and Uniform Code of Military Justice (UCMJ) applies to the prisoner.

Determine how the Geneva Convention guides prisoner conduct.

Identify the various stages of capture and captivity.

Determine various methods of exploitation and their effects on the prisoner.

Determine basic interrogation approaches.

Determine resistance tools and techniques used by the POW.

Determine communication tactics, techniques, and procedures (TTP) in captivity.

Identify escape considerations.

Governmental Detention:

Determine DoD policy.

Identify the primary methods of exploitation.

Determine resistance tools and techniques.

Hostage Survival:

Determine DoD policy.

Identify the primary methods of exploitation.

Determine resistance tools and techniques.

OPR: HQ AMC/A3TL

SS05 Water Survival Training

Purpose: To provide aircrews with the information necessary for a water survival situation.

Description: Mission Ready (MR)/Combat Mission Ready (CMR) and personnel assigned to combat-coded units will receive Water Survival Training. Water Survival Training will be completed prior to being awarded mission ready status. See AFPD 16-13, and MAJCOM supplements.

Aircrew will demonstrate proficiency in TTP for survival and recovery from a water environment using weapons system specific survival equipment. This training should be conducted in natural waters (pond, lake, or ocean) or an environmental pool if logistically possible. Training in swimming pools is authorized if overall training objectives are not compromised. Water Survival Training will utilize the demonstration and performance method of instruction. As a minimum, the following objectives will be satisfied:

Identify pre-ditching procedures.

Use post ditching/bailout and water landing procedures.

Determine survival living in an open sea environment.

Determine evasion considerations during open sea survival.

OPR: HQ AMC/A3TL

SS06 Emergency Parachuting Training

Purpose: Aircrew training geared towards the critical post ejection/egress and parachute malfunction procedures while suspended under the parachute canopy.

Description: All personnel assigned to aircraft with parachutes, as a means of egress or bailout, will complete this training. Personnel will receive EPT every 12 months for ejection aircraft. For non-ejection aircraft, personnel will receive EPT every 36 months. See AFPD 16-13, and MAJCOM supplements.

Each aircrew member will perform procedures using hanging harness training methods and weapons system specific aircrew equipment. Training will include weapons specific aircrew flying equipment, i.e., flight gloves, flight helmet, COMBAT EDGE, and the Aircrew Chemical Defense Ensemble (ACDE). EPT with ACDE is a one time training event. This training will utilize a demonstration and performance method of instruction.

Aircrew will receive refresher training in post ejection/bailout emergency parachuting procedures. As a minimum, the following objectives will be satisfied:

Identify post egress procedures.

Use post-parachute opening procedures.

Use parachute landing procedures.

Primary instructors for this training will be graduates of a US military parachutist course. Exception: If the primary instructor is not a 1T0X1 SERE Specialist, U.S. Military Parachutist Course is not required. While static line qualification provides a solid background, freefall experience is highly recommended. Support instructors for EPT will receive annual refresher training and certification in identifying key task steps of EPT including instructor demonstrations, methods of providing student feedback, and a review of all EPT processes.

OPR: HQ AMC/A3TL

SS07 Contingency SERE Indoctrination (CSI)

Description: CSI is a Combatant Command-directed activity for High Risk of Capture/Isolation (HRC/ I) personnel before deploying to a specific theater of operations or contingency. Currency for CSI is two years or a period of time as determined by gaining Combatant Command. If no certified briefer is available locally, coordinate (with sufficient lead time) through HQ AMC/A3TL for a scheduled briefing.

7.19. Global Ready Aircraft Commander Course (V) Events. The Global Ready Aircraft Commander Course (GRACC) is a multi-step process designed to familiarize the new aircraft commander or aircraft commander candidate with the finer points of operating in the AMC en route system. The training objectives of this course have been identified through existing training guides and expert input from the field. Some training programs cover a large percentage of the objectives however none covered them all. Once a new aircraft commander or aircraft commander candidate completes the GRACC training guide

(phase II) and attends the AMC HQ orientation tour they will have had exposure to 100% of the objectives. This training is mandatory for AMC active-duty pilots as specified and highly encouraged for other commands. Log V280, V281, and V282 as one-time events once accomplished. Course completion is transferable between all AMC weapon systems but will be required for FAIP/OSA pilots if not previously accomplished. Waiver authority is OG/CC or equivalent. The GRACC consists of three elements:

V280 Pilot to Aircraft Commander (Phase I)

Purpose: First step in the GRACC training process.

Description: Completed by MPD pilots (UPT graduates) and copilots during their first six months of mission ready status to become familiar with AMC en route operations and procedures. The training encompasses most aspects of moving an AMC mission and requires the participation of both the trainee and trainer.

OPR: HQ AMC/A3TK (See AMC/A3T website)

Additional Information: If the time from mission ready copilot or MPD pilot to aircraft commander upgrade is one year or less, the Phase I Training Guide need not be accomplished, however, V281 and V282 will be accomplished. V280 is a one-time training event and should be completed NLT than 180 days after becoming mission ready.

V281 Pilot to Aircraft Commander (Phase II)

Purpose: Second step in the GRACC training process.

Description: Completed by copilots and MPD pilots identified for aircraft commander upgrade training to review / re-learn the objectives covered in the pilot to aircraft commander Phase I Training Guide (V280). The Training Guide should be completed prior to attending the HQ AMC orientation tour (V282) and will be completed prior to attending the formal aircraft commander upgrade training course.

OPR: HQ AMC/A3TK (See AMC/A3T website)

Additional Information: Initial qualification aircraft commanders who have transferred from non-AMC units will complete V281 and V282 prior to aircraft commander certification. Required for aircraft commander certification. V281 is a one-time training event.

V282 Pilot to Aircraft Commander (Phase III)

Purpose: Third step in the GRACC training process.

Description: Should be completed by aircraft commander candidates after pilot to aircraft commander Phase II Training Guide (V281) and prior to attending formal aircraft commander upgrade training. This event is designed to provide an in-depth look at selected TACC and AMC operations as well as an opportunity to interact with command leadership.

OPR: HQ AMC/A3TK (See AMC/A3T website)

Additional Information: Initial qualification aircraft commanders who have transferred from non-AMC units will complete V281 and V282 within 90 days of aircraft commander certification. Because of class size we shall limit the eligibility to experienced copilots/first pilots through aircraft commanders awaiting certification.

Required for aircraft commander certification. The HQ AMC orientation tour, V282, can be scheduled via e-mail to AMC-A3TK organizational account or call DSN 779-2553. Provide the date of requested tour, name, rank, phone number, e-mail, base and operations group assigned. Tour coordination should be through OG or OSS level training office.

7.20. Visual Low Level (VL) Events. For each type VL event, aircraft commanders are the final authority to determine if individual crewmembers accomplished enough training to credit the event. Both pilots may log VL events.

VL01 Visual Low Level Day Event

Purpose: Continuation training for mission ready pilots and navigators operating in the low altitude environment using visual single-ship or formation procedures during daylight.

Description: Log a visual low-level day event when a minimum of a 20-minute route from assembly to a TOT, TOA or rendezvous is accomplished when flying single-ship or in formation using day visual procedures.

OPR: AMC/A3T/A3D

Training Media: Aircraft or Level C or better WST.

Additional Information: See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3.

VL11 Visual Low Level Formation Day Event

Purpose: Continuation training for mission ready pilots and navigators operating in the low altitude environment using visual formation procedures during daylight.

Description: Log a visual low-level formation day event when a minimum of a 20-minute visual route from assembly to a TOT, TOA or rendezvous is accomplished when flying using visual formation procedures.

OPR: AMC/A3T/A3D

Training Media: Aircraft or Level C or better WST.

Additional Information: See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3 for visual formation procedures. Dual log with VL01.

VL21 Visual Low Level Formation Lead Event

Purpose: Continuation training for lead and element lead qualified mission-ready pilots and navigators. In addition, copilots and MPD pilots will log this event if flown in the formation lead position. May be flown during the day or on NVGs.

Description: Log a visual formation lead event when a minimum of a 20-minute visual route from assembly to a TOT, TOA or rendezvous is accomplished when flying in the formation lead or element lead position.

OPR: AMC/A3T/A3D

Training Media: Aircraft or Level C or better WST.

Additional Information: See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3 for visual formation procedures. Dual log with VL01 and VL11 (day) or NV00 and NV08 (night).

VL30 Medium/High to Low Altitude Transition

Purpose: Continuation training for mission-ready pilots and navigators.

Description: Log a medium/high to low altitude transition event when completing the transition from a medium/high altitude route (should be 10,000 feet AGL and above for training) to a low-altitude route to meet a TOT, TOA or rendezvous.

OPR: AMC/A3T/A3D

Training Media: Aircraft or Level C or better WST.

Additional Information: See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3. May dual log with the appropriate SKE and Visual route events if specific event requirements are met. If local airspace restrictions or other limitations preclude flying a medium/high to low altitude transition, units may credit this event in the simulator or through instructor-led briefing / discussion.

7.21. Visual Threat Recognition and Avoidance Trainer (VTRAT) Training (VT) Events. VTRAT is a training device designed to introduce or refresh scanners on their duties during an anti-aircraft threat engagement. The visual simulation displays realistic visual characteristics of anti-aircraft weaponry such as missile fly-out and AAA rate-of-fire, as seen from the scanner's viewpoint in the aircraft. Instruction in VTRAT is delivered in the context of flight over a simulated threat environment. The student views this environment on a high-resolution 67" display system, from the perspective of his/her duty position. The student hears the instructional text through a headset, and interacts with the trainer via a voice recognition system, as well as the communication and flares countermeasures controls available on the real-world aircraft. VTRAT diagnoses weak areas of student performance and emphasizes training in these areas until mastery of the specific threat protocol is achieved. OG/CC is waiver authority for VTRAT training.

VT01 VTRAT Initial Training

Purpose: Initial training for crewmembers.

Description: Trains crewmembers in the basics of AAA and MANPAD recognition and avoidance. Course will be taught in a group setting (6 crewmembers, ~3hrs) followed by ~30mins of individual simulator time on the VTRAT.

OPR: AMC/A3T/A3D

Training Media: VTRAT device.

Additional Information: See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3.

VT02 VTRAT Advanced Training

Purpose: Advanced training for crewmembers.

Description: Trains crewmembers in radar threats, formation threats, and air-to-air threats. Course will be taught in a group setting (~1hr).

OPR: AMC/A3T/A3D

Training Media: VTRAT device.

Additional Information: See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3.

VT03 VTRAT Refresher Training

Purpose: Continuation training for mission ready crewmembers.

Description: Refreshes crewmembers on basics of AAA and MANPAD recognition and avoidance. Course involves 30 minutes of individual simulator time on the VTRAT (conducted annually).

OPR: AMC/A3T/A3D

Training Media: VTRAT device.

Additional Information: See AFTTP 3-3.25 and/or AFI 11-2C-130 Volume 3.

7.22. Unit Defined (X) Events. Reserved for use by local units. Define events in the local supplement to this AFI. OG/CCs will review all X events for relevancy to the unit's mission during the TRP. This review should be documented in the TRP minutes.

7.23. Forms

7.23.1. Forms Adopted

AETC IMT 6, **Waiver Request**

AF IMT 8, **Certificate of Aircrew Qualification**

AF IMT 522, **USAF Ground Weapons Training Data**

AF IMT 847, **Recommendation for Change of Publication**

AF IMT 1042, **Medical Recommendation for Flying or Special operational Duty**

AF IMT 1522, **ARMS Additional Training Accomplishment Report**

DD Form 1801, **DoD International Flight Plan**

DD Form 1833, **Isolated Personnel Report (ISOPREP)**

AF IMT 3526, **ARMS OMR Event Accomplishment Report**

AF IMT 4005, **Individual Deployment Requirements**

AF IMT 4022, **Aircrew Training Folder**

AF IMT 4023, **Aircrew Training Progress Report**

AF IMT 4024, **Aircrew Training Accomplishment Report**

AF IMT 4025, **Aircrew Summary/Close-out Report**

AF IMT 4324, **Aviation Resource Management System (ARMS) Upgrade Worksheet**

CARROL H. CHANDLER, Lt Gen, USAF
DCS Air, Space & Information
Operations, Plans & Requirements

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

DoDD 4515.13R, *Air Transportation Eligibility*

AFPD 10-9, *Lead Operating Command Weapon Systems Management*

AFPD 10-21, *Air Mobility Lead Command Roles and Responsibilities*

AFJI10-220V1, *Volume 1, Contractor's Flight and Ground Operations*

AFI 10-403, *Deployment Planning and Execution*

AFI 10-706, *Electronic Warfare (EW)*

AFI 10-2501, *Disaster Preparedness Planning and Operations*

AFPD 11-2, *Aircraft Rules and Procedures*

AFPD 11-3, *Life Support*

AFPD 11-4, *Aviation Service*

AFI 11-2AE, *Volume 1, Aeromedical Evacuation Aircrew Training*

AFI 11-2C-130, *Volume 2, C-130 Evaluation Criteria*

AFI 11-2C-130, *Volume 3, C-130 Operations Procedures*

AFI 11-201, *Flight Information Publications*

AFI 11-202, *Volume 1, Aircrew Training*

AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*

AFMAN 11-210, *Instrument Refresher Program (IRP)*

AFI 11-214, *Air Operations Rules and Procedures*

AFMAN 11-215, *USAF Flight Manuals Program (FMP)*

AFPAN 11-216, *Air Navigation*

AFMAN 11-217, *Volume 1*, *Instrument Flight Procedures*

AFMAN 11-217, *Volume 2*, *Instrument Flight Procedures*

AFI 11-218, *Aircraft Operations and Movement on the Ground*

AFMAN 11-230, *Instrument Procedures*

AFI 11-231, *Computed Air Release Point Procedures*

AFI 11-237, *Nuclear Weapons Airlift Training*

AFI 11-289, *PHOENIX BANNER, SILVER, and COPPER Operations*

AFI 11-290, *Cockpit/Crew Resource Management Training Program*

AFI 11-299, *Nuclear Airlift Operations (FOUO)*

AFI 11-301, *Volume 1, Aircrew Life Support (ALS) Program*

AFI 11-401, *Aviation Management*

AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badge*s

AFI 11-403, *Aerospace Physiological Training Program*

AFI 11-409, *High Altitude Airdrop Mission Support Program*

AFI 11-412, *Aircrew Management*

AFI 11-415, *Weapons and Tactics Program*

AFI 13-1AD V1, *Air Defense Systems Training*

AFI 13-207, *Preventing and Resisting Aircraft Piracy [Hijacking] (FOUO)*

AFI 13-217, *Drop Zone and Landing Zone Procedures*

AFI 14-103, *Threat Recognition Training Materials Production Program*

AFI 14-105, *Unit Intelligence Mission and Responsibilities*

AFPD 16-13, *Survival, Evasion, Resistance and Escape (SERE)*

AFMAN 24-204, *Preparing Hazardous Materials for Military Air Shipments*

AFI 31-207, *Arming and Use of Force by Air Force Personnel*

AFPD 33-3, *Air Force Information Management*

AFI 33-204, *Information Assurance (IA) Awareness Training*

AFI 36-2107, *Active Duty Service Commitments (ADSC)*

AFMAN 36-2108, *Enlisted Classification*

AFI 36-2201, Volume 1, *Training Development, Delivery, and Evaluation*

AFI 36-2209, *Survival and Code of Conduct Training*

AFI 36-2226, *Combat Arms Program*

AFMAN 36-2236, *Guidebook for Air Force Instructors*

AFI 36-2238, *Self-Aid and Buddy Care Training*

AFI 36-2251, *Management of Air Force Training Systems*

AFMAN 37-123, *Management of Records*

AFPD 51-4, *Compliance with the Law of Armed Conflict*

AFI 51-401, *Training and Reporting Compliance with the Laws of Armed Conflict*

AFPD 90-9, *Operational Risk Management*

AFI 90-901, *Operational Risk Management*

AFI 91-204, *Safety Investigations and Reports*

AFTTP 3-1.25, *Tactical Employment, C-130E/H*

AFTTP 3-3.25, *Combat Aircraft Fundamentals – C-130*

Air Force Records Disposition Schedule (RDS) located at **https://webrims.amc.af.mil**

Abbreviations and Acronyms

AC—Aircraft Commander

ACC—Air Combat Command

ACDE—Aircrew Chemical Defense Ensemble

ACDTQT—Aircrew chemical defense task qualification training

ACM—Additional Crew Member

AD—Airdrop

ADS—Aircraft Defensive System

AE—Aeromedical Evacuation

AEB—Aircrew Evaluation Board

AECM—Aeromedical Evacuation Crew Member

AETC—Air Education and Training Command

AF—Air Force

AFFSA—Air Force Flight Standards Agency

AFMC—Air Force Material Command

AFRC—Air Force Reserve Command

AFSOC—Air Force Special Operations Command

AGL—Above Ground Level

AMC—Air Mobility Command

AMCAOS—Air Mobility Command Air Operations Squadron

AMP—Airfield Marking Pattern

AMWC—Air Mobility Warfare Center

ANG—Air National Guard

ARA—Airborne Radar Approach

ARC—Air Reserve Component (ANG and AFRC)

ARMS—Aviation Resource Management System

AT—Academic Training

ATD—Aircrew Training Device

ATS—Aircrew Training System

AWADS—Adverse Weather Aerial Delivery System

AZAR—Assault Zone Availability Report

BAQ—Basic Aircraft Qualified

BMC—Basic Mission Capable

BDU—Bomb Dummy Unit

CBT—Computer-Based Training

CC—Commander or appropriate AFRC/ANG Operations Supervisor

CCWG—Courseware Configuration Working Group

CDS—Container Delivery System

CEA—Career Enlisted Aviator

CLS—Contractor Logistic Support

CM—Configuration Management

COMSEC—Communications security

CONOPS—Concept of Operations

CONUS—Continental United States

CP—Copilot

CPT—Cockpit Procedures Trainer

CRM—Crew Resource Management

CRO—COMSEC Responsible Officer

CST—Combat Survival Training

CTD—Celestial Training Device

CUR—Currency

CWD—Chemical Warfare Defense

DeMS—Deployment Management System

DNIF—Duty Not Involving flying

DO—Deputy Commander for Operations

DOD—Department of Defense

DOC—Designed operational capability

EAR—Event Accomplishment Report

ECP—Engineering Change Proposal

ENAF—Emergency Nuclear Airlift Force

EPT—Emergency Parachuting Training

ETCA—Education and Training Course Announcements

FAIP—First Assignment Instructor Pilot

FCA—Functional Configuration Audits

FEB—Flying Evaluation Board

FEF—Flight evaluation folder

FP—Flight Pilot

FS—Flight Surgeon

FTL—Flying Training Level

FTU—Formal Training Unit

FuT—Fuselage Trainer

GRACC—Global Ready Aircraft Commander Course

GT—Ground Training

GTL—Ground Training Level

HAHO—High Altitude High Opening

HALO—High Altitude Low Opening

HARMS—Host Aviation Resource Management System

HVAA—High Value Airborne Asset

HQ—Headquarters

ICW—Interactive Courseware

IF—Instructor Flight Engineer

IFF/SIF—Identification, Friend or Foe

IL—Instructor Loadmaster

ILS—Instrument Landing System

IMC—Instrument Meteorological Conditions

IN—Instructor Navigator

IP—Instructor Pilot

IQT—Initial Qualification Training

IR—Infrared

IRC—Instrument Refresher Course

ISOPREP—Isolated Personnel Report

JA/ATT—Joint Airborne/Air Transportability Training

LAD—Loadmaster Aerial Delivery

LM—Loadmaster

LOP—Line of Position

LPS—Local Proficiency Sortie

LRT—Loadmaster Refresher Training

LSE—Life Support Equipment

LZ—Landing Zone

MAFFS—Modular Airborne Fire Fighting System

MAJCOM—Major Command

MC—Mission Commander

MDS—Mission-Design-Series (e.g., C-130 vice HC-130)

MEGP—Mission Essential Ground Personnel

MLS—Microwave Landing System

MMCT—MAFFS Mission Certification Training

MOST—Mission Oriented Simulator Training

MP—Mission Pilot

MPD—Mobility Pilot Development

MQF—Master Question File

MQT—Mission Qualification Training

MR—Mission Ready

MSL—Mean Sea Level

MSSR—Media Selection Syllabus Report

MX—Maintenance

N/A—Not Applicable

NAF—Numbered Air Force

NCST—Non-Combat Survival Training

NGB—National Guard Bureau

NMR—Non-Mission Ready

NVD—Night Vision Devices

NVG—Night Vision Goggles

OCONUS—Outside the Continental United States

OFT—Operational Flight Trainer

OG—Operations Group

OG/CC—Operations Group Commander

OMAR—Objective Media Analysis Report

OPORD—Operations Order

OPR—Office of Primary Responsibility

OSA—Operational Support Aircraft

PAA—Primary Aircraft Authorization

PACAF—Pacific Air Forces

PAI—Primary Aircraft Inventory

PCA—Physical Configuration Audits

PCS—Permanent Change of Station

PFT—Programmed Flying Training

PLD—Personnel Lowering Device

PM—Program Manager

PNAF—Primary Nuclear Airlift Force

PO—Project Officer

POC—Point of Contact

PQP—Prior Qualified Pilot

PR—Progress Review

PRD—Program Requirements Document

PTT—Part Task Trainer

QA—Quality Assurance

QAR—Quality Assurance Representative

QMS—Quality Management System

QSAP—Quality Assurance Surveillance Plan

RDS—Records Disposition Schedule

RPL—Required Proficiency Level

RTRB—Realistic Training Review Board

RWR—Radar Warning Receiver

SAFE—Selected Area for Evasion

SAR—Search and Rescue

SARMS—Squadron Aviation Resource Management System

SATB—Standard Airdrop Training Bundle

SATCOM—Satellite Communications

SCNS—Self-Contained Navigation System

SIF—Selected Identification Features

SIM—Simulator

SIMCERT—Simulator Certification

SKE—Station Keeping Equipment

SME—Subject Matter Expert

SNS—Satellite Navigation Station

SOC—Senior Officers Course

SOE—Standards of Evaluation

SORTS—Status of Resources and Training System

Sq/CC—Squadron Commander

Sq/DO—Squadron Operations Officer

TACC—Tanker/Airlift Control Center

TDY—Temporary Duty

TL—Training Level

TOT—Time-Over-Target

TRP—Training Review Panel

TTU—Technical Training Unit

UC—Unqualified Copilot

UF—Unqualified Flight Engineer

UL—Unqualified Loadmaster

UN—Unqualified Navigator

UNQ—Unqualified

UP—Unqualified Aircraft Commander

USAF—United States Air Force

USAFE—United States Air Forces in Europe

USAFMWS—USAF Mobility Weapons School

UTA—Unit Training Assembly

VFR—Visual Flight Rules

VMC—Visual Meteorological Conditions

VLL—Visual Low-Level

VTRAT—Visual Threat Recognition and Avoidance Trainer

Wg/CC—Wing Commander

WST—Weapon System Trainer

WX—Weather

Terms

Academic training (AT)—A course of instruction that includes, but is not limited to, classroom instruction related to aircraft systems and operation, flight characteristics and techniques; performance; and normal, abnormal, and emergency procedures. Generally, academic courses should be completed prior to simulator or flight training.

AC Candidate—An individual designated by the Sq/CC or appropriate AFRC/ANG Operations Supervisor for entry into training before a formal aircraft commander upgrade course. While under the direct supervision of an IP, aircraft commander candidates may perform all flight maneuvers authorized for a qualified aircraft commander.

Aeromedical Evacuation (AE)—The movement of patients under medical supervision to and between medical treatment facilities by air transportation.

Aeromedical Evacuation Crew Member (AECM)—Qualified flight nurses, AE technicians, and unqualified student trainees performing AE duties under the direct supervision of a qualified instructor or flight examiner.

Airborne Radar Approach (ARA)—A non-precision approach accomplished by a navigator directing the pilot through a letdown using onboard radar as the primary equipment.

Aircraft Commander (AC)—Pilot who has been certified to perform "pilot-in-command" duties.

Aircraft Systems Refresher—Any of several crew position unique systems refresher courses.

Aircrew Training Device (ATD)—Hands-on training aids that include cockpit procedure trainers (CPT), part task trainers (PTT), satellite navigation system (SNS), operational flight trainer (OFT), or weapons systems trainers (WST).

Aircrew Training System (ATS)—An integrated qualification, upgrade, and continuation training program for crewmembers. Civilian contractors conduct most academic and ATD training while USAF conducts all flight training and flight evaluation.

Airdrop (AD) Mission—A flight that involves delivery of cargo or personnel by airdrop methods.

Airland Mission—A flight that involves the delivery of cargo or personnel between airfields.

Airdrop Procedure—Log an event when a successful airdrop is accomplished. See **Attachment 4** and **5** for additional guidance and exceptions.

Airdrop Scoring—Log an airdrop event if the load exits the aircraft and is scored as a successful drop. See **Attachment 4**.

Ancillary Training—Guidance or instruction that contributes to mission accomplishment, but is separate from an Air Force Specialty or occupational series.

Annual Training—Training that will be accomplished at least once sometime during the calendar year (i.e., 1 Jan 05 to 31 Dec 05). If training is accomplished on 1 Jan 05, next training is due by 31 Dec 06. For 109AW, the ground training year is defined as 1 April to 31 March.

Basic Aircraft Qualified (BAQ)—A crewmember who has satisfactorily completed Phase I training and is qualified to perform limited aircrew duties in the unit aircraft, but is not mission qualified in his or her assigned aircraft.

Basic Mission Capable (BMC)—A crewmember who has satisfactorily completed Phase I and Phase II training. The BMC crewmember does not maintain MR status, but maintains familiarization in the unit operational mission. The BMC crewmembers maintain qualifications so that they are worldwide deployable and may be used for Phase 1 (Airland Operations). BMC crewmembers should be able to attain full qualification (MR) in the unit mission within 45 days, if needed.

Biennial—Training required once every two calendar years (i.e., 1 Jan 02 to 31 Dec 03). Specific ARMS codes will identify further guidance or restrictions for each event.

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

Cockpit Procedures Trainer (CPT)—A training device in which instruments and displays are activated to respond to trainee inputs. Used for safety of flight, instrument, normal, and emergency procedures.

Communications Security (COMSEC)—COMSEC material, other than equipment or devices, that assists in securing communications and which is required in the production, operation, or maintenance of COMSEC systems and their components. Examples are keys, codes, authentication information in physical or electronic form, call signs, frequencies, and supporting documents.

COMSEC Responsible Officer (CRO)—Individual appointed by a unit commander to oversee the unit's COMSEC program as outlined in AFI 33 - 211, *Communications Security (COMSEC) User Requirements.*

Computer-Based Training (CBT)—Ground training system that uses computer-generated graphics or text in conjunction with interactive programs as the primary medium of instruction.

Container Delivery System (CDS)—Equipment or materiel rigged and airdropped from the aircraft using roller conveyors and gravity extraction.

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

Conversion Training—Training necessary to qualify unit personnel in a different MDS aircraft (generally a new MWS) or mission employment system. The requirement is dependent on unit Designed Mission Capability and qualification training may require an evaluation or AF IMT 8.

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

Copilot MAFFS Training Airdrop Event—Plan, brief, and fly a MAFFS airdrop profile consisting of a minimum of 2 simulated (dry) airdrops and 1 actual (wet) airdrop while following a United States Forest Service lead plane.

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

Critical Phases of Flight—Takeoff, low-level (below MSA), airdrop, approach, and landing.

Cross-Flow Crewmember—A crewmember who has military flying experience with the majority of his/her flying experience in a weapon system other than the C-130.

Currency Event—Flying continuation training events with prescribed maximum interval-between-accomplishment shown in the "CUR" column.

Cycle—The 17-month interval based on in-flight evaluation completion date.

Difference Training—Training necessary to qualify an individual in a different aircraft or mission employment system within the same MDS in which currently qualified. Qualification does not require an evaluation or AF IMT 8.

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

Dry Pass—Planned aerial delivery pass in which no equipment or personnel exit the aircraft.

Education and Training Course Announcements (ETCA)—Reference for formal courses giving MAJCOM procedures, security requirements, reporting instructions, prerequisites, clothing requirements and location information. **https://etca.randolph.af.mil/**

Event or Task—A training item to be accomplished. Several events or tasks constitute a training profile.

Familiarization Item—An item completed by demonstration, observation or in - seat experience. Proficiency is not required.

Flight Engineer—Crewmember qualified to perform flight engineer duties.

Flight Examiner—A crewmember certified according to AFI 11-202, Volumes 1 and 2, to administer evaluations.

Flight Surgeon (FS)—Medical doctor qualified to perform flight surgeon duties and has current aeronautical orders in that Air Force Specialty Code.

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

Formal School—An Air Force unit designated to conduct qualification training; synonymous with Flying Training Unit (FTU).

Formal School Courseware—Training materials and programs developed for training crewmembers at formal schools. It includes all student study guides, workbooks, computer-based training lessons, slide tape lessons, instructor guides, and applicable training forms related to the specific course. Training courses listed in ETCA. Formal courses may be conducted using the secondary method (in-unit) of training.

Formal Training—Any ETCA or ATS course leading to certification or qualification. Different from remedial or unit-directed training in that formal training has a syllabus and MAJCOM directed or approved course of instruction.

Formation—Two or more aircraft under the command of a designated mission commander or formation leader, operating in close proximity to each other.

Ground Training Level (GTL)—A standard assigned to crewmembers, based upon experience and Sq/CC recommendation, directing ground continuation training requirements.

Heavy Equipment Drop—Equipment or materiel rigged and airdropped from the aircraft using roller conveyors, side rails, and parachute extraction systems.

Initial Qualification Training (Phase I)—A crewmember engaged in training needed to qualify for basic crew duties in an assigned position for a specific aircraft, without regard for the unit's operational mission.

Instructor—A crewmember who is certified according to AFI 11-202, Volumes 1 and 2, to train other crewmembers of like specialty.

Knock it off (KIO)—In the training environment, a CRM call made by any crewmember to terminate training activities. Call "KNOCK-IT-OFF" when safety of flight is a factor, where doubt or confusion exists, and to knock-off an entire large force scenario. Call KIO to terminate all tactical maneuvering. Make directive radio calls if danger is imminent. Once called, all training activities will cease. Address any additional problems/issues. Obtain verbal clearance from the exercise director/representative before resuming maneuvers. There is no Knock it on call once a Knock it off call is radioed to other formation or participating aircraft. Additional KIO procedures may be found in AFI 11-214, *Air Operations Rules and Procedures.*

Loadmaster—A crewmember fully qualified to perform loadmaster duties.

Loadmaster MAFFS Airdrop Training Event—Perform air/retardant servicing and all other loadmaster duties required to fly a MAFFS airdrop profile consisting of two actual airdrops.

Mass CDS—For training, four or more CDS bundles.

Mission Oriented Simulator Training (MOST)—Part of a training program (e. g., crew resource management) that includes a practical application, full-mission scenario in the simulator or weapons system trainer.

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

Mission ready (MR)—A mission-ready crewmember is defined as one who is available for operational tasking and deployment, qualified (completed crew position qualification training, unit indoctrination, and applicable continuation training), and certified in the squadron's mission(s) according to the unit's Designed Operational Capability (DOC) statement. The crewmember will be current in all ground and flying training prescribed in **Chapter 2** through **Chapter 4** (as appropriate).

Navigator—Crewmember qualified to perform navigator duties.

Night Event—Log a night event when accomplished between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac.

Night Sortie—Log a night sortie when the mission takeoff or landing is accomplished between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac.

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

Non-Mission Ready (NMR)—Individual who is non-current in required continuation training or unqualified in the aircraft, or is not otherwise certified to perform the unit's mission(s). *NOTE:* BMC and

BAQ crewmembers current, qualified, and appropriately certified are MR even though they may not be fully trained, qualified, or certified in all aspects of the unit's mission.

NVG crewmember—Any crewmember who has completed NVG ground and flying training as prescribed in **Chapter 5** of this instruction.

Off-Station Training Flight—Any training mission that remains over night (RON) at a base other than home station, or carries cargo or passengers.

Open Snow—An area of relatively smooth snow that is continuous in nature, allowing for LC-130 ski operations. No skiway markings or grooming has been done in this area.

Operational Flight Trainer (OFT)—a crew training device that does not fully duplicate a cockpit or portion of the aircraft. Examples of OFTs include cockpit procedure trainers, satellite navigation stations, or fuselage trainers.

Part Task Trainer (PTT)—A device used to practice a specific task such as cargo loading training.

Polar Airdrop—Primary method of airdrop qualification is through the FTU at Little Rock AFB. Run-ins for polar airdrop are from an ARA. No formation, low-level routes, curvilinear approaches or personnel airdrops will be conducted.

Pilot MAFFS Training Airdrop Event—Plan, brief, and fly a MAFFS airdrop profile consisting of a minimum of 2 simulated (dry) airdrops and 1 actual (wet) airdrop while following a USFS lead plane.

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

Primary Aircraft Inventory (PAI)—Aircraft assigned to meet the primary aircraft authorization.

Primary method—Training conducted at a designated location using a MAJCOM approved syllabus, e.g., initial qualification courses conducted at Little Rock AFB.

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

Proficiency Advance—The ATS contractor site manager (for ATS academic training taught at the FTU) or the flying squadron DO may waive requisites with the training curriculum or Total Number Required repetitions for highly skilled crewmembers if recommended by their instructor.

Quality Assurance Representative (QAR)—Member of the wing or group staff designated to verify and evaluate contractor performance according to the ATS quality assurance program plan, mandated by Federal Acquisition Regulations (FAR).

Quarter—Any of four three-month periods defined as 1 January to 31 March, 1 April to 30 June, 1 July to 30 September, and 1 October to 31 December.

Refresher Simulator—Simulator training emphasizing aircraft systems, normal and emergency procedures, and mission-specific training requirements.

Remote Fueling Operations—Aircraft refuel/defuel and fuel delivery from aircraft tanks or internal tanks used to support remote Arctic/Antarctic operations with aircraft engines running (not to include the APU) that require special operating procedures and equipment.

Requalification Training—Training required to qualify crewmembers in an aircraft/mission in which they have been previously qualified.

Secondary Method—Training conducted at a location not designated as an FTU using MAJCOM approved syllabus, e. g., mission qualification course or instructor upgrade conducted at a line unit.

Semiannual—The 6-month training periods from 1 January to 30 June and 1 July to 31 December. For 109AW, the semiannual periods are 1 April to 30 September and 1 October to 31 March.

Significant Training Event—A training event directly contributing to qualification and upgrade, e.g., CBT lesson, weapon system trainer (WST), ground training, flight, etc.

Simulated Airdrop—A maneuver during which all standard procedures and signals are followed, but an aerial release is not made. Applicable doors or ramp need not be opened. Similar to a dry pass.

Ski ARA—A self-contained, non-precision, instrument approach where the navigator directs the pilot through a let-down, traffic pattern, and final approach using the aircraft radar and other navigational aids installed on the aircraft.

Ski Combat Offload Training—Ski combat offload training will prepare aircrews to offload unusual cargo loads in the polar environment and other locations with limited material handling equipment. Ski combat offload procedures and the checklists are included in AFI 11-2C-130, Volume 3.

Ski Landing—A landing made onto a prepared skiway, open snow or sea ice on skis. Copilots are not authorized to perform ski landings, however they will log this event when performing copilot duties.

Ski Landing Area—A designated area for LC-130 ski operations that does not meet the criteria of a skiway but is marked and maintained IAW proper directives. It may permit ski operations without a SAR aircraft.

Ski Operations—Ski operational sorties include a ski takeoff and/or ski landing from a prepared skiway, open snow or sea ice landing area. Ski combat offload and remote fueling operations may, also, be conducted.

Ski Sortie—Log when a ski takeoff and/or ski landing is accomplished.

Ski Takeoff—A takeoff from a prepared skiway, open snow or sea ice on skis. Pilots and copilots log this event. Copilots are not authorized to perform ski takeoffs, however they will log this event when performing copilot duties.

Skiway—A designated area for LC-130 ski operations that is marked and maintained in accordance with proper directives and has a published instrument approach procedure

Special Mission—Any mission requiring special qualification (grid, primary nuclear airlift force (PNAF), etc.) or specific unit missions that include MAFFS, Spray, Ski, Weather etc.

Special Qualification—A qualification above mission qualification required to accomplish a special mission.

Specialized Training—Training for specialized tactics, weapons systems, or flight responsibilities.

Standard Airdrop Training Bundle—A 15-pound training bundle that may be dropped to simulate personnel, equipment, or CDS airdrops.

Supervised Training Status—A crewmember will fly under instructor supervision as designated by the Sq/CC or flight examiner. This status is usually a result of loss of currency or qualification, or due to evaluation resulting in other than Qualification Level 1.

Super E—C-130H (tail numbers AF73-01580 through AF73-01599) versus a C-130H1.

Terminate—in a training environment, a CRM call made by any crewmember to discontinue a particular flight maneuver. The "TERMINATE" call will direct a specific aircraft or flight to cease local tactical maneuvering and to proceed as briefed or directed. Use "TERMINATE" when safety of flight is not a factor. Additional KIO procedures may be found in AFI 11-214, *Air Operations Rules and Procedures.*

TF Coded—Designated Training Aircraft.

Training devices—All trainers, computer assisted instruction, sound-on-slide programs, videos, and mockups designed to prepare students for flight training or augment prescribed continuation training.

Training level (TL)—A standard assigned to crewmembers, by the Sq/CC, directing continuation-training requirements.

Training Review Panel (TRP)—A panel used to review staff and crew management actions necessary to complete the squadrons' flight and ground training programs.

Triennial—Training required once every three calendar years (i.e., 1 Jan 02 to 31 Dec 04). Specific ARMS codes will identify further guidance or restrictions for each event.

Unqualified—A crewmember is unqualified under the following circumstances cases:

1. Failure to successfully pass an evaluation according to AFI 11-2C-130, Volume 2, or
2. Failure to accomplish an evaluation in the time frame required by AFI 11-2C-130, Volume 2, or
3. Non-current flight training events in excess of six months as specified by this AFI, or
4. Determined administratively by Sq/CC or higher authority, or
5. Never qualified in the aircraft.

Upgrade Training—Training to qualify a crewmember in a higher crew qualification (i.e., aircraft commander, instructor, or evaluator) or specialized certification (i.e., grid, HALO, or NVG).

Weapon System Trainer (WST)—Device that provides synthetic flight and tactics environment in which aircrews learn, develop, improve, and integrate skills associated with their crew position.

Attachment 2

AIRCREW TRAINING DOCUMENTATION

A2.1. General Information. This attachment provides guidelines on proper training documentation. Instructions are provided for AF IMT 4022, **Aircrew Training Folder**, AF IMT 4023, **Aircrew Training Progress Report**, AF IMT 4024, **Aircrew Training Accomplishment Report**, and AF IMT 4025, **Aircrew Summary/Close-out Report**, and aircrew training guides.

A2.1.1. Initiate a training folder for ETCA formal training courses (formal school or in-unit), mission certification, special qualification, certification training, in-unit upgrade program to the next higher crew qualification, requalification training (formal school or in-unit), and all corrective action or additional training. If the training can be accomplished on one mission, a training folder is not required. Once approved for use by MAJCOM/A3T, FTUs and units may use the Training Management System Electronic Grade Book in lieu of AF 4022, AF 4023, AF 4024, and AF 4025.

A2.1.1.1. The unit operations officer may waive the training folder requirement if corrective action or additional training is limited. If initiated, the instructor or flight examiner who evaluated the aircrew member's performance will enter comments pertinent to the training deficiency on AF IMT 4023 or the training guide. Use the existing AF IMT 4022 for end-of-course evaluations that result in additional training.

A2.1.1.2. For a crewmember undergoing more than one training program in a short period of time the unit may combine all training into one AF IMT 4022; e.g., an experienced C-130 aircraft commander returning to fly may have his or her unit indoctrination and applicable airland or mission qualification training, formation lead training, and instructor requalification training combined in one folder.

A2.1.2. Access to Training Records. Squadrons will maintain training folders for their personnel in a location readily accessible at all times to instructors and supervisory personnel. Students may review their folder(s) during normal duty hours.

A2.1.3. Instructor Procedures. The instructor or trainer will review the training folder, to include AF IMTs 4023 and 4024 or the training guide, prior to all training periods. Those areas not previously accomplished or those, in which crewmembers require additional training, will be noted for possible inclusion during the current training period.

A2.1.4. Training Folder Review. Operations officers will review active training folders quarterly, and flight commanders or squadron training representatives will conduct a monthly review. Monthly and quarterly reviews will be annotated on AF IMT 4023 or in the training guide.

A2.1.5. Completion of Training. Upon completion of training, an AF IMT 4025 will be generated. The original copy will be given to Stan/Eval and a copy placed in the student's training folder or in a permanent training folder, as specified in the MAJCOM supplement. See paragraph **A2.5.1.**

A2.1.5.1. Formal School Disposition of Training Records. Formal schools will send the original AF IMT 4022 with all training records to the student's gaining unit within ten working days of the student's graduation or departure. Sq/CCs will review formal school training records and enter appropriate comments on the training guide progress record or AF IMT 4023.

A2.1.5.2. Specific to PACAF and USAFE. After one year, training offices will retain the AF IMT 4025 in the crewmember's Permanent Training Record. Refer to the *Air Force Records Disposition Schedule (RDS)* located at **https://webrims.amc.af.mil** for further guidance.

A2.1.5.3. Disposition of Training Records. All squadron training offices that do not maintain Permanent Training Records will retain all AF IMTs 4022 contents until 31 December of the year after training close out and then return them to the crewmember. No unit will insert AF IMTs 4022, 4023, or 4024 or training guides into FEFs. Refer to the *Air Force Records Disposition Schedule (RDS*) located at **https://webrims.amc.af.mil** for further guidance.

A2.1.6. If training guides are not used, AF IMTs 4022, 4023, or 4024 will be used for ATS and formal school courses.

A2.1.7. Units may overprint versions of AF IMTs 4022, 4023, 4024, and/or 4025 in accordance with AFI 33-360, Volume 2, *Forms Management Programs*.

A2.1.8. For purposes of training documentation, classroom only training conducted at the unit should be identified as Academic Training (AT). Ground Training (GT) will be considered all academic training conducted outside the classroom. Academic training conducted while performing flying duties will be documented as Flying Training.

A2.1.9. AF IMT 4022 Aircrew Training Folder Closure. The Training Folder is considered closed upon successful completion of the final event required by the training program. Final training events include flight evaluation; instructor validation of training (i.e. "sign-off" flight); and/or Squadron Commander Certification.

A2.2. Instructions for AF IMT 4022. This folder is constructed of hard stock paper. The inside cover has tables for documenting training. AF IMTs 4023, 4024, 4025, training guides, and additional information (waivers, etc.) will be attached through the centered holes of the folder. Obtain a folder through the AF publications distribution system (see web site address on first page of this instruction).

NOTE: Formal school instructors using ATS courseware are not required to complete the following sections of the AF IMT 4022: Ground training summary, written evaluations, and flying training summary if this information is tracked by other means and sent to the gaining unit with AF IMT 4022.

A2.2.1. Trainee Information (cover): Provides trainee and course information.

A2.2.1.1. Name and grade. Self-explanatory.

A2.2.1.2. Aircrew position. Self-explanatory. (For crewmembers in an upgrade program, enter the aircrew position to which they are upgrading).

A2.2.1.3. Unit of assignment. Self-explanatory.

A2.2.1.4. Type of training. Enter formal course title or, for special mission qualification, enter type, e.g. SOAR, formation lead etc. For other types of training, enter a descriptive identifier.

A2.2.1.5. Class number. Enter formal school class number; otherwise, leave blank.

A2.2.1.6. Course number: Enter only the ETCA formal course number, e.g., "C130CIQ123" etc. Otherwise, leave blank.

A2.2.2. Ground Training Summary (inside left). This section provides a chronological record of ground training events. Record non-flying training events. Entries are required for CTD, OFT, PTT,

WST, or GT. Entries are required on the AF IMT 4022 for in-unit academic instruction conducted according to formal school courseware. Identify classroom academic training as AT.

A2.2.2.1. Date. Self-explanatory.

A2.2.2.2. Training period. Enter sequentially numbered training period designators, e.g. "CPT-1," "WST-2," "GT-3, etc., or specific course identifier.

A2.2.2.3. Status. Enter incomplete (INC) and the reason, e.g. "INC-MX" (maintenance) or "INC-WX" (weather); otherwise, leave blank.

A2.2.2.4. Instructor or trainer (qualification). Enter the name of the instructor or trainer and aircrew qualification, e.g. aircraft commander (AC), instructor pilot (IP), instructor navigator (IN), etc.

A2.2.2.5. Training time. Self-explanatory. Do not include time normally associated with prebriefing and debriefing.

A2.2.3. Training Period Designators. Codes to describe training periods. Formal training schools may use more descriptive designators if required.

A2.2.4. Written Evaluations. Record data for the in-flight evaluation required to complete the training program.

A2.2.4.1. Date. Enter the date the written evaluation was satisfactorily completed.

A2.2.4.2. Type. Enter the AFI 11-2C-130, Volume 2 description or other appropriate identifier.

A2.2.4.3. Grade. Enter according to AFI 11-2C-130, Volume 2.

A2.2.5. Performance Evaluation Summary. Record data on required evaluations including reevaluations (if applicable).

A2.2.5.1. Date recommended. Enter the date recommended for a performance evaluation (CPT, OFT, WST, or flight).

A2.2.5.2. Type evaluation. Enter AFI 11-2C-130, Volume 2 evaluation description or other appropriate identifier.

A2.2.5.3. Instructor (qualification). Enter the name and aircrew qualification of the instructor recommending the student for an evaluation.

A2.2.5.4. Operations review. With the initials of the reviewer, indicate a records review has been accomplished following recommendation for an evaluation.

NOTE: Flight commanders or supervisors will accomplish reviews during formal training courses. Sq/CC or operations officer will review before flight evaluations.

A2.2.5.5. Date evaluated. Enter the date the evaluation was completed.

A2.2.5.6. Evaluator. Self-explanatory.

A2.2.5.7. Grade. Enter according to AFI 11-2C-130, Volume 2.

A2.2.6. Flying Training Summary. This section provides a chronological record of flying training sorties. Log all sorties scheduled even if canceled by external factors such as weather (WX) or maintenance (MX).

A2.2.6.1. Date. Self-explanatory. On operational missions, enter inclusive dates, e.g., 28 Jul - 7 Aug 04.

A2.2.6.2. Training period. Enter sequentially numbered training period designators, e.g., "S-1," "AD-1," "O-2," etc. Formal schools may use syllabus-directed training event identifier.

A2.2.6.3. Status. Enter "INC" and reasons, "WX," "MX," or "PRO" when an additional training flight, over those remaining, will be required to accomplish lost training events originally scheduled for that period (INC-WX); otherwise, leave blank.

A2.2.6.4. Instructor (qualification). Enter the name and aircrew qualification of the instructor.

A2.2.6.5. Mission time. Enter the total flight-time of the training or operational mission in the top half of the block. If documentation of seat-time is required, enter the flight-time the trainee was actually in the seat in the lower half of the block.

A2.2.6.6. Cumulative time. Use this block to enter the individual's total cumulative flight-time in the specific training course. Enter total cumulative flight-time in the top half of the block and, if required, the total cumulative seat-time in the lower half of the block. If seat time is not applicable, leave lower half of the block blank.

A2.2.7. Performance and Knowledge Standards. (For use with AF IMT 4024, see paragraph **A2.4.11.**.)

A2.2.8. Grading Codes. (For use with AF IMT 4024, see paragraph **A2.4.8.)**

A2.3. Instructions for the AF IMT 4023. This form provides a narrative description of training missions and is also used for documenting operations review of training progress. File AF IMTs 4023 on the left side of the AF IMT 4022 in order with the most recent flight on top. *NOTE:* AF IMT 4023 or a training guide may be used to record training.

A2.3.1. Training Period and Date (Item 1). Training period is either ground, simulator, or flight, i.e., AT-1, GT-1, SIM-3, S-4, etc. Also, annotate the date the training occurred.

A2.3.2. AT, GT, FLY, and ATD (Items 2, 4, and 6). Annotate the amount of time spent on training. A running total (Items 3, 5, and 7) is obtained by adding previous totals to current training period time. Classroom academic training periods will be annotated as AT and tabulated under the ground training block.

A2.3.3. Total Training Time (Item 8). Keep a running total of all training time (add Items 3, 5, and 7) by adding previous totals to the current training period time period. *NOTE:* Formal school instructors are not required to record the time on the IMT 4023 if the time is tracked by other means.

A2.3.4. Remarks and Recommendations (Item 9). Describe the mission scenario to accurately document each event (i.e., payload, type airdrops, type and number of approaches, etc.). Local overprints are authorized. Comments will elaborate on trainee strengths and weaknesses, identify problem areas, record unusual circumstances, and indicate student progress. Recommendations will be specific and include tasks requiring further training and the type of training required. If more space is required for annotating remarks, draw vertical arrows through sortie information heading section (Items 1 through 8) of following block of form and continue remarks.

A2.3.5. Instructor Block (Item 10). Instructors will print and sign their name and annotate their rank and crew qualification.

A2.3.6. Students Block (Item 11). Students will print and sign their name.

A2.3.7. Reviewer Block (Item 12). For Operations Reviews, Sq/CCs, operations officers, or flight commanders will print and sign their name and indicate their position. Flight commanders may use their initials in the review block after reviewing individual AF IMT 4023 entries.

A2.3.7.1. Monthly and Quarterly Reviews. In addition to reviewing all AF IMT 4023 entries, the flight commander or squadron training representative will conduct a monthly review of active status AF IMTs 4022. The Sq/CC or operations officer will review active status AF IMTs 4022 at least once each calendar quarter. Document reviews on an AF IMT 4023. The reviewer will annotate "monthly review" or "quarterly review," as applicable, in the training period block. Write comments concerning the trainee's progress, status, or recommendations in the mission profile, comments, and recommendations block. Also, see paragraph **A2.6.4.4.**.

A2.3.7.2. Monthly and quarterly reviews are not required for FTU courses except in documented cases of unsatisfactory progress. ATS personnel will review the student's records and ensure all required training is completed prior to entering flight training. If problems are encountered during the flying phase, the squadron will conduct reviews necessary to document unsatisfactory progress.

A2.3.8. AF IMT 4023 will be completed and reviewed by the student prior to his or her next training period.

A2.4. Instructions for the AF IMT 4024. This form tracks, for each sortie, individual event and task accomplishment and grades. Units will overprint event and task listings, total number of repetitions required, and the required proficiency level (RPL) for each event and task. Simulator, ground training, and flight training events may be combined on a single IMT 4024 provided they are separated and labeled in the Training Event/Task Listing column. Maintain AF IMTs 4024 on the right side of AF IMT 4022. *NOTE*: The AF IMT 4024 is optional if a training guide is used to record training.

A2.4.1. Name. Self-explanatory.

A2.4.2. Crew Position. Self-explanatory.

A2.4.3. Course or Phase of Training. Enter the ETCA formal course identifier, e.g., C130ACQ. For special mission qualification, enter the type and identify the method of training, e.g., WST training, flying training, etc.

A2.4.4. Sortie. Enter sortie number e.g., S-1, S-2, CPT-1, etc.

A2.4.5. Date.

A2.4.6. Training Event and Task Listing. Reflects the tasks and subtasks in the training program that require specific student performance or knowledge proficiency standards.

A2.4.7. Number Accomplished. Reflects the number of times an event was accomplished on that sortie.

A2.4.8. Grade. Enter a "B", "F," "P," "S," or "U," as appropriate.

A2.4.8.1. B; Briefing item only.

A2.4.8.2. "F"; Familiarization item; proficiency is not required. The operations group commander or equivalent operations function will determine whether "F" items are completed by briefing, demonstration, observation, or actual accomplishment.

A2.4.8.3. "P"; Proficient; the crewmember has achieved the required proficiency level.

A2.4.8.4. "S"; Satisfactory; the crewmember has not achieved the required proficiency level but progress is satisfactory.

A2.4.8.5. "U"; Unsatisfactory; the crewmember was previously proficient, but has regressed or progress is unsatisfactory.

A2.4.9. Total Number Required. Indicates the total repetitions of an event or task required by the course syllabus.

A2.4.10. Total Number Accomplished. Total of the number of repetitions actually accomplished.

A2.4.11. Required Proficiency Level (RPL). RPL for the specific event and task. Each event and task will have a performance standard designated for the required proficiency level the crewmember will achieve. In addition, each event and task may have (optional) a knowledge standard designated and used in the same manner as a performance standard. The standards for specific events are either listed in the applicable master task list (MTL) and evaluation standards document (ESD) for each weapon system or identified in this instruction. For those weapons systems that do not have any RPL listing, all events will have an RPL of "3" for performance and "C" for knowledge (if knowledge standards are used in addition to performance standards). *EXCEPTION*: One-time events required for familiarization and not listed in the MTL and ESD or specific weapon system instruction will not have performance and knowledge standard assigned. Performance and knowledge standards are listed in **Table A2.1.**.

A2.4.11.1. Regression. Once a crewmember has received P for an event, the only subsequent grade allowed for that event is either P or U. Regression occurs when a maneuver is graded U after having achieved P in the same task. Regression from a P to a U requires an explanation in the student's training folder. The overall grade is at the instructor's discretion. For regression, the student will re-obtain proficiency prior to the end of the block of training in order to be recommended for a checkride (when applicable) or certification (when applicable).

A2.4.11.2. Proficiency Advance. In order to recommend a crewmember for a checkride (when applicable) or certification (associated with completion of training), the final grade for each event will meet the Required Proficiency Level (RPL) and the total number accomplished will normally meet or exceed the Total Number Required. *EXCEPTION*: Highly proficient crewmembers may be proficiency advanced and the total number accomplished may be less than the Total Number Required.

Table A2.1. Event and Task Standards.

Event and Task Performance Standard		
Code	**Performance is:**	**Definition:**
1	Extremely Limited	Individual can do most activities only after being told or shown how.
2	Partially Proficient	Individual can do most of the behaviors, but not necessarily to the desired levels of speed, accuracy, and safety.
3	Proficient	Individual can do and show others how to do the behavior in an activity at the minimum acceptable levels of speed, accuracy, and safety without the assistance of an instructor. For copilots, proficiency may involve actual aircraft control or copilot duties only. For instructors, proficiency includes the ability to demonstrate, instruct, and supervise ground and flight activity.
4	Highly Proficient	Individual can do behaviors in an activity at the highest level of speed, accuracy and safety.
Event and Task Knowledge Standard		
Code	**Knowledge of:**	**Definition:**
A	Facts and Nomenclature	Individual can identify basic facts and terms about the subject and when used with a performance code, can state nomenclature, simple facts, or procedures involved in an activity.
B	Principles and Procedures	Individual can explain relationship of basic facts and state general principles about the subject and when used with a performance code, can determine step-by-step procedures for sets of activities
C	Analysis, and Operating Principles	Individual can analyze facts and principles and draw conclusions about the subject and when used with a performance code, can describe why and when each activity will be done and tell others how to accomplish activities
D	Evaluation and Complete Theory	Individual can evaluate conditions and create new rules or concepts about the subject and when used with a performance code, can inspect, weigh, and design solutions related to the theory involved with activities.

A2.5. Instructions for AF IMT 4025.

A2.5.1. For each formal training program leading to qualification, to include secondary method training, a summary and close-out report will be completed detailing the individual's strengths, weaknesses, overall performance, and other pertinent information. This report will be filed in the crewmember's FEF. For training programs leading to certification, this form is optional..

A2.5.2. Sq/CCs, operations officers and flight commanders will ensure the comments on this form do not reflect personal opinions or biases. All comments will be supported by information contained in the AF IMT 4023s, 4024s, or training guides as applicable. At formal schools, the instructor will accomplish the AF IMT 4025 and the Sq/CC's signature is optional. Refer to the *Air Force Records Disposition Schedule (RDS)* located at **https://webrims.amc.af.mil** for further guidance. USAFE: After one year, training offices will retain the AF IMT 4025 in the crewmember's training folder (AF IMT 4022) and all other records may be returned to the individual.

A2.6. Aircrew Training Guides (TG).

A2.6.1. The ATS will develop TGs. Units may produce TGs when the ATS contractor is unable to provide them. TGs will be developed in accordance with AFI 36-2201. Coordinate TG development through appropriate MAJCOM with an info copy sent to HQ AMC/A3T.

A2.6.2. Initiating TGs. Training and resource management personnel in each unit will initiate a TG on crew members prior to their entering any phase of qualification training. These TGs will be inserted in AF IMT 4022.

A2.6.3. Use of TGs. Specific instructions for annotating training are included in each TG. TGs will be placed in an AF IMT 4022 and maintained in accordance with paragraph **A2.1.5.**

A2.6.3.1. Active status TGs will be carried by the student during all training and operational missions and made available to the instructor for review and annotation. The student will review the TG and initial the training progress record prior to the next training period.

A2.6.3.2. Complete the training progress record portion of the TG in sufficient detail to specify areas of training accomplished, areas needing improvement, recommended specific study areas for the trainee, and recommended training for the next training period. When the trainee attains sufficient knowledge, experience, and prerequisites for upgrade, the instructor will recommend an evaluation and state: "Recommend evaluation for (crew position)" on the training progress record. Trainees will not be recommended for an evaluation if a TG required event is incomplete or requires corrective action. *EXCEPTION:* Copilot flight simulator ATS progress reviews (evaluations) may be administered with open areas in the TG.

A2.6.3.3. On missions without an instructor or examiner, the senior qualified counterpart (e.g., aircraft commander for copilots, qualified flight engineer for flight engineers, qualified loadmaster for loadmasters, etc.) will accomplish required training for those areas not requiring an instructor. Annotate applicable training information in the TG.

A2.6.3.4. When an initial qualification flight evaluation is not successfully completed and additional training is required, the flight commander will annotate deficient areas on reproduced pages of the appropriate TG and training progress record. This mini-TG will be placed in the AF IMT 4022 and used to document completion of additional training.

A2.6.3.5. At the conclusion of training, when all requirements of the TG are met, fill-out an AF IMT 4025 in accordance with paragraph **A2.5.** Maintain the TG and associated AF IMT 4025 in a training folder according to paragraph **A2.1.5.**

A2.6.3.6. Do not maintain the training guide in the flight evaluation folder.

A2.6.4. Review Procedures.

A2.6.4.1. Instructors and students will review the TG after each training period and discuss training accomplished, problem areas, and immediate goals. The following are areas that should be covered in the comments' section:

A2.6.4.1.1. Pilots:

A2.6.4.1.1.1. AD missions. List number and types of drops.

A2.6.4.1.1.2. Applicable NVG Phase of training. Include the number of night-vision goggles (NVG) landings, low-level routes, and the number or types of NVG drops.

A2.6.4.1.2. Navigators:

A2.6.4.1.2.1. AD missions. Include number and type of drop.

A2.6.4.1.2.2. Applicable NVG Phase of training. Include the number and types (verbal, reduced verbal cues) of ARAs, low-level routes, and the number and type of NVG drops (when applicable).

A2.6.4.1.3. Loadmasters:

A2.6.4.1.3.1. Operational flights or static loads. Enter a general description of the payload, number of pallets, rolling stock cargo (trucks, engines, tanks, etc.), floor-loaded general cargo, and passengers, e.g. 8 pallets and 5 passengers.

A2.6.4.1.3.2. AD missions. Enter the words "no drop" when the load did not exit the aircraft.

A2.6.4.1.3.3. Personnel AD missions. Enter the number of personnel dropped on each pass, e. g. "first pass-2," "second pass-2," etc.

A2.6.4.1.3.4. Heavy equipment drop missions. Enter a general description of the load, e.g. "type V, sequential platform (one mass load, one jeep), etc." The instructor or trainer will sign and enter his or her crew qualification on the training progress record. The trainee will initial the training progress record.

A2.6.4.2. The flight commander or squadron training representative will conduct a monthly review of TGs. This review will be indicated by entering initials and date in the review block of the TG.

A2.6.4.3. The commander or operations officer will review active TGs at least once each calendar quarter and prior to an evaluation. This review will be a separate entry on the TG and will include comments on weak areas and upgrade potential. Indicate review by signing the instructor-trainer block of the training progress record, and enter "quarterly review" in the training period identifier block.

A2.6.4.4. Records of crewmembers, not receiving training (but in an active status), will be reviewed monthly and quarterly as indicated above. If applicable, the statement, "no training accomplished during this period," the reason why, and the projected date when training will resume will be entered on the student's training progress record.

A2.6.5. Disposition of TGs. Place completed TGs in AF IMT 4022 and maintain according to paragraph **A2.1.5.**

A2.7. MPD Training Folder.

A2.7.1. MPD AF IMT 4022

A2.7.1.1. Ground training will be annotated on the inside front cover of the form. Use descriptive identifiers on the inside cover of the 4022.

A2.7.1.2. Overprints for ground training are authorized and, if used, will be placed on the left side of the AF IMT 4022. Overprints or locally developed tracking sheets may include more but not less information than is required by the AF IMT 4022.

A2.7.1.3. Sorties will be annotated on a Mobility Pilot Flight Training Summary. This form will be kept on the right side of the AF IMT 4022 and will be used in lieu of the Flying Training Summary section on the inside right cover of the AF IMT 4022. See **Table A2.2.** for a sample format.

A2.7.2. MPD AF IMT 4023.

A2.7.2.1. Complete this form or a unit developed overprint for all left seat sorties, off-station missions, or anytime that AC, IP or Sq/DO considers that a write-up is warranted. For multiple-leg missions or deployments, one write-up may be made covering the entire mission.

A2.7.2.2. Comments will elaborate on trainee strengths and weaknesses, identify problem areas, record unusual circumstances, and indicate student progress. The Remarks/Recommendations section should include training completed and any other performance based information.

Table A2.2. Sample Mobility Pilot Flight Training Summary

MOBILITY PILOT FLIGHT TRAINING SUMMARY										
	SORTIE	AC / IP	MISSION TIME				CUMULATIVE TIME			
DATE	MSN OR LCL	LAST NAME (Qual)	LEFT SEAT	RIGHT SEAT	PRIMARY	MISSION TIME	TOTAL LEFT SEAT	TOTAL RIGHT SEAT	TOTAL PRIMARY	TOTAL MISSION TIME

Attachment 3

C-130 ATS COURSES

A3.1. ATS Courseware Availability. Courseware availability is subject to change according to mission requirements and the ATS contract.

A3.1.1. Pilot Courses.

Table A3.1. Pilot Courses

Source	Course	Qualification	MR and Certified ARMS Designation
UPT (MPD)	PIQ	Pilot	FPQ
FAIP/OSA Cross-Flow	PXA	Aircraft Commander	MP
Mobility Cross-Flow – No Tactical Experience	PXB	Aircraft Commander	MP
Mobility Cross-Flow – Previous Tactical Experience	PXC	Aircraft Commander	MP
AC Upgrade	PRA	Aircraft Commander	MP
Requalification	PRB	Aircraft Commander	MP
Instructor	PIN	Instructor Pilot	IP

A3.1.1.1. FTU Pilot Courses.

ACQ Aircraft Commander Upgrade – Level 1 (Basic), Level 2 (Single Ship), Level 3 (Formation). Qualifies copilots to aircraft commanders (AC)

ACR Aircraft Commander Requalification - Level 1 (Basic), Level 2 (Single Ship), Level 3 (Formation). Requalifies previous ACs who have been unqualified for more than 2 years, but less than 5 years (see AFI 11-202 Volume 1).

PCC Pilot Check-out Course - Qualifies MPD pilots in pilot-flying assault landings plus other items as defined by the student's requirements. Associated with Mobility Pilot Development (MPD) upgrade to Aircraft Commander.

PIQ Pilot Initial Qualification (Left Seat) - Qualifies undergraduate Pilot Training graduates in the C-130. Associated with MPD.

PIN Pilot Instructor Qualification. Qualifies pilots as instructors.

PRA Pilot Requalification (5 - 8 years) - Qualifies pilots in the C-130 who have been unqualified 5 - 8 years (see AFI 11-202 Volume 1). Over 8 years, students will use PXA, PXB, or PXC.

PRB Pilot Requalification (39 months - 5 years) - Qualifies pilots in the C-130 who have been unqualified for 39 months to 5 years (see AFI 11-202 Volume 1).

PXA Non-Mobility Cross-Flow (FAIP/OSA) - Qualifies new pilots in the C-130.

PXB Experienced Mobility Pilot Cross-Flow (no tactical experience) - Qualifies new pilots in the C-130.

PXC Experienced Mobility Pilot Cross-Flow (tactical experience) - Qualifies new pilots in the C-130.

SOP-A Senior Officer Course - Pilot Familiarization Short Course – Airland academic and simulator training conducted at the FTU. Limited in-unit airland flight training culminating in a flight evaluation. Graduates will fly with an instructor pilot.

SOP-B Senior Officer Course - Pilot Familiarization Short Course – Academic instruction to include simulator training and FTU airland flight training culminating in a flight evaluation. Graduates will fly with an instructor pilot.

SOP-C Senior Officer Course - Pilot Long Course – Academic instruction to include simulator training and FTU Airland flight training culminating in a flight evaluation. Graduates may fly airland missions without an instructor pilot.

A3.1.1.2. Continuation / In-Unit Pilot Courses.

ACP Aircraft Commander Upgrade Preparation. Prerequisite for the aircraft commander qualification (ACQ) course and consists of ground and flying training; not required for requalification training.

ALU Aircraft Commander Lead Upgrade. Upgrades ACs to tactical formation lead certification.

MLS Pilot Microwave Landing System. Teaches pilots about MLS.

PAV Pilot Weather Avoidance. Familiarizes pilots on radar operations.

PCH Pilot H-1 Conversion (Difference Training). Teaches pilots on how to operate the C-130H1 aircraft.

PCX Pilot H-2 Conversion (Difference Training). Teaches pilots on how to operate the C-130H2 aircraft.

PCY Pilot H-3 Conversion (Difference Training). Teaches pilots on how to operate the C-130H3 aircraft.

PIP Pilot Instructor Preparatory Course. Prerequisite for the Pilot Instructor Course (PIN); contains the aircraft systems information required to complete PIN.

PIX Pilot Instructor Preparatory Course (H-2). Prerequisite for the Pilot Instructor Course (PIN); contains the aircraft systems information required to complete PIN.

PIY Pilot Instructor Preparatory Course (H-3). Prerequisite for the Pilot Instructor Course (PIN); contains the aircraft systems information required to complete PIN.

PIR Pilot Instrument Refresher Course. Course completion fulfills AFI 11-202V1 requirements.

PSH Pilot Simulator Refresher Course - H Model. Course completion fulfills AFI 11-202 requirements.

PSR Pilot Simulator Refresher Course - E Model. Course completion fulfills AFI 11-202 requirements.

PSX Pilot Simulator Refresher Course - H-2 Model. Course completion fulfills AFI 11-202 requirements.

PSY Pilot Simulator Refresher Course - H-3 Model. Course completion fulfills AFI 11-202 requirements.

PAW Pilot AWADS Course - E Model. Teaches pilots about associated procedures for the Adverse Weather Aerial Delivery System using the C-130E.

PYW Pilot AWADS Course - H-3 Model. Teaches pilots about associated procedures for the Adverse Weather Aerial Delivery System using the C-130H3.

A3.1.2. Navigator Courses.

A3.1.2.1. FTU Navigator Courses.

NIN Navigator Instructor Qualification. Qualifies navigators as instructors.

NIQ Navigator Initial Qualification - Level 1 (Basic). Qualifies or requalifies navigators in the C-130.

NIX Navigator Initial Qualification - Level 1 (Basic). Qualifies or requalifies navigators in the C-130H2.

NMQ Navigator Mission Qualification - Level 2 (Single Ship), Level 3 (Formation). Qualifies or requalifies navigators in visual and SKE procedures.

NMX Navigator Mission Qualification - Level 2 (Single Ship), Level 3 (Formation). Qualifies or requalifies navigators in visual and SKE procedures in the C-130H2.

NRK Navigator Mission Requalification - Level 2 (Single Ship), Level 3 (Formation). Requalifies navigators in visual and SKE procedures.

NRQ Navigator Basic Requalification - Level 1 (Basic). Requalifies navigators on the C-130.

SON-A Senior Officer Navigator Course – Airland academic and simulator training conducted at the FTU and in-unit flight training and evaluation. Graduates will fly with an instructor navigator.

SON-B Senior Officer Navigator Familiarization Short Course – FTU Airland academic and simulator training and FTU flight training with restricted Form 8. Graduates will fly with an instructor navigator.

SON-C Senior Officer Navigation Airland Qualification Course – Airland academic, simulator and FTU flight training which results in an AFI 11-2C-130, Volume 2 Flight Evaluation. Graduates can fly airland missions without an instructor navigator.

A3.1.2.2. Continuation / In-Unit Navigator Courses

NCX Navigator H-2 Conversion (Difference Training). Trains navigators to operate the C-130H2.

NCY Navigator H-3 Conversion (Difference Training). Trains navigators to operate the C-130H3.

NIP Navigator Instructor Preparatory. An in-unit, prerequisite for the Navigator Instructor (NIN) Course.

NIY Navigator Instructor Preparatory (C-130H3). An in-unit, prerequisite for the Navigator Instructor (NIN) Course.

NRT Navigator Refresher Training. Annual refresher training for navigators.

NRX Navigator Refresher Training (C-130H2). Annual refresher training for C-130H2 navigators.

NRY Navigator Refresher Training (C-130H3). Annual refresher training for C-130H3 navigators.

NAW Navigator AWADS Course - E Model. Teaches navigators how to use the APQ-175 radar and associated procedures for the Adverse Weather Aerial Delivery System.

NGD Navigator GRID Course. Upgrades navigators to grid qualification.

NHO Navigator HALO/HAHO. Used to train navigators in HALO airdrop procedures. Academics and flying training are taught in-unit only.

NLU Navigator Lead Upgrade. Upgrades navigators to tactical formation lead qualification.

NYW Navigator AWADS Course - H-3 Model. Teaches AWADS procedures for units equipped with C-130H3 aircraft.

A3.1.3. Flight engineer (FE) Courses.

A3.1.3.1. C-130 ATS Formal School Flight Engineer Courses.

FIQ Flight Engineer Initial Qualification. Qualifies flight engineers in C-130 aircraft.

FMQ Flight Engineer Mission Qualification. Qualifies flight engineers in the C-130 airdrop mission.

FIN Flight Engineer Instructor Qualification. Qualifies flight engineers as instructors.

A3.1.3.2. Continuation / In-Unit Flight Engineer Courses

FAR Flight Engineer Aircraft Systems Refresher Course - E Model. Annual academic training designed to re-familiarize flight engineers with C-130E aircraft systems and normal and emergency procedures.

FCH Flight Engineer H-1 Conversion (Difference Training). Trains flight engineers to operate the C-130H1.

FCX Flight Engineer H-2 Conversion (Difference Training). Trains flight engineers to operate the C-130H2.

FCY Flight Engineer H-3 Conversion (Difference Training). Trains flight engineers to operate the C-130H3.

FHR Flight Engineer Aircraft Systems Refresher Course - H Model. Annual academic training designed to re-familiarize flight engineers with C-130H aircraft systems and normal and emergency procedures.

FHX Flight Engineer Aircraft Systems Refresher Course - H-2 Model. Annual academic training designed to re-familiarize flight engineers with C-130H2 aircraft systems and normal and emergency procedures.

FHY Flight Engineer Aircraft Systems Refresher Course - H-3 Model. Annual academic training designed to re-familiarize flight engineers with C-130H3 aircraft systems and normal and emergency procedures.

FIP Flight Engineer Instructor Preparatory – E Model. An in-unit, prerequisite for flight engineer instructor Course (FIN); contains aircraft systems information required to complete FIN.

FHP Flight Engineer Instructor Preparatory – H Model. An in-unit, prerequisite for flight engineer instructor Course (FIN); contains aircraft systems information required to complete FIN.

FIY Flight Engineer Instructor Preparatory – H-3 Model. An in-unit, prerequisite for flight engineer instructor Course (FIN); contains aircraft systems information required to complete FIN.

FSH Flight Engineer Simulator Refresher Course - H Model.

FSR Flight Engineer Simulator Refresher Course - E Model.

FSX Flight Engineer Simulator Refresher Course - H-2 Model.

FSY Flight Engineer Simulator Refresher Course - H-3 Model.

HER Flight Engineer Hostile Environment Repair - E and H Model. Taught in conjunction with flight engineer aircraft systems refresher (FAR & FHR).

HEX Flight Engineer Hostile Environment Repair - H-2 Model. Taught in conjunction with flight engineer aircraft systems refresher (FHX).

HEY Flight Engineer Hostile Environment Repair - H-3 Model. Taught in conjunction with flight engineer aircraft systems refresher (FHY).

IRE Flight Engineer Instrument Refresher – E and H Model. Taught in conjunction with flight engineer aircraft systems refresher (FAR & FHR).

IRX Flight Engineer Instrument Refresher – H-2 Model. Taught in conjunction with flight engineer aircraft systems refresher (FHX).

IRY Flight Engineer Instrument Refresher – H-3 Model. Taught in conjunction with flight engineer aircraft systems refresher (FHY).

A3.1.4. Loadmaster Courses.

A3.1.4.1. FTU Courses

LIN Loadmaster Instructor Qualification. Qualifies LMs as instructors.

LIQ Loadmaster Initial Qualification. Qualifies loadmasters in C-130 aircraft.

LMQ Loadmaster Mission Qualification. Qualifies loadmasters in tactical airdrop procedures.

A3.1.4.2. Continuation / In-Unit Loadmaster Courses

LAD Loadmaster Aerial Delivery Refresher Training. Combines Airland and Airdrop training.

LRT Loadmaster Refresher Training. Combined with Loadmaster Aerial Delivery Training.

LIP LM Instructor Preparatory. An in-unit, prerequisite for LM Instructors (LIN).

A3.2. C-130 Course Numbering System

Training Management System (TMS) Identifier Codes

Aircraft Type (Characters 1-5)

C130E E/H-1

C130H H-2/H-3

C130J J

C130X AMP

TYPE TRAINING (Characters 6-8)

Pilot Initial Qualification (SUPT Grad)	PIQ (MPD)
Aircraft Commander Qualification	PRA (Also requal 5 to 8 years)
Requalification	PRB (39 months to 5 years)
TX 1 (FAIP/OSA/Fighter/Bomber)	PXA (No Mobility Aircraft experience)
TX 2 (Experienced Mobility Pilot with no TAC)	PXB
TX 3 (Experienced Mobility Pilot with TAC)	PXC
Instructor Pilot	PIN
Senior Officer Pilot	SOP
Pilot Conversion Training	PCT
Pilot Check-Out	PCC
Navigator Qualification	NIQ
Navigator Requalification	NRQ
Instructor Navigator Qualification	NIN
Senior Officer -Navigator	SON
Flight Engineer Qualification	FIQ
Instructor Flight Engineer	FIN
Loadmaster Qualification	LIQ

Instructor Loadmaster	LIN
Loadmaster Conversion Training	LCT

TYPE TRAINING (9thCharacter)

0 = Not Applicable

1 = Initial Qualification

2 = Initial and Single Ship Mission Qualification

3 = Initial and Formation Mission Qualification

4 = Single Ship Mission Qualification

5 = Formation Mission Qualification

A = Senior Officer Familiarization Course (Academic Only)

B = Senior Officer Familiarization Course (Flying Course w/ restricted Form8)

C = Senior Officer Initial Qualification Course

LOCATION OF TRAINING (Characters 10-11) (taken from AF PAS code identifiers)

Little Rock, AR	LP
Dobbins, GA	R9

Example: C130EPXA3LP = C-130E, Pilot Transition, Initial and Mission Qualification, @ Little Rock AFB, AR.

OPR is C-130 Training Program Manager, HQ AETC/A3FM, Randolph AFB TX, DSN 487-2014.

Attachment 4

AIRDROP SCORING

A4.1. Airdrop Scoring. Crewmembers may credit an airdrop event if the load exits the aircraft and is scored as a successful drop. If a no-drop condition occurs after the slow-down checklist is completed, aircraft commanders will determine if enough training was accomplished to credit the airdrop for any crew position. Loadmasters may credit the airdrop if the slow-down checklist is completed and subsequently the loadmasters are not the cause of a no-drop.

A4.1.1. For personnel and equipment airdrops, the adjusted drop score will be under 300 meters (300 meters is the basic allowable circular error for personnel and equipment airdrops). For Containerized Delivery System (CDS), the adjusted circular error will be under 200 meters (as 200 meters is the basic allowable circular error for CDS airdrops). To determine the adjusted drop score, first make distance adjustments and, if applicable, for wingman position. *NOTE:* HALO / HAHO airdrops are either graded satisfactory or unsatisfactory, based on whether they land on the drop zone or not.

A4.1.2. Distance Adjustments. There are two distance adjustments that may apply: altitude corrections and night VFR corrections.

A4.1.2.1. Altitude corrections. For each 100 feet above the minimum drop altitude specified for the type of load being dropped, add 18 meters to the basic allowable circular error (CE). *NOTE:* Do not interpolate, just add 18 meters for every 100-foot increment above the minimum drop altitude.

A4.1.2.2. Night VFR corrections. For night VFR airdrops, add 45 meters to the basic CE. *NOTE:* This correction applies to night visual drops (including visual wingmen) and SKE leads drops using visual procedures at night (but never SKE wingmen).

A4.1.2.3. Add the altitude corrections to the basic allowable CE to get the adjusted CE. *NOTE*: If a day VFR drop is made within 100 feet of the minimum drop altitude, the adjusted CE is equal to the basic allowable CE.

A4.1.2.4. Take the drop score distance, multiply by the basic allowable CE and divide by the adjusted CE to get the adjusted drop score.

A4.1.2.5. Example: A night visual HE airdrop made 150 feet above minimum drop altitude with a basic drop score of 50 meters at 12 o'clock. The basic allowable CE is 300 meters plus 18 meters (altitude correction) plus 45 meters (night VFR correction) results in an adjusted CE of 363 meters. The adjusted drop score would then be the product of 50 meters multiplied by 300 meters divided by 363 meters, or 41.3 meters.

A4.1.3. Wingman Adjustments.

A4.1.3.1. VFR Wingmen Adjustments. For VFR wingmen, their drop score will be in relation to an adjusted point of impact (PI). First, adjust lead (or element lead's drop score along the 12 / 6 o'clock axis such that it intersects the 3 / 9 o'clock axis (if required). This becomes their reference PI. When the drift is less than three degrees, right wingmen will move reference PI 50 yards right, and measure their load's impact point from this adjusted reference PI. When the drift is three degrees or greater, in-trail wingmen should follow the same ground track as formation / element lead. Wingmen's PI is the reference PI as described above, without any right / left adjustments.

Distance adjustments as described above still may be performed to further adjust the distance portion of the adjusted circular error.

A4.1.3.2. For SKE wingmen, they will score their drops in relation to lead's drop or a reference PI when the drift correction setting is two degrees or less in the SKE secondary control panel. Lead's (or element lead's) drop will be adjusted along the 3 / 9 o'clock axis and offset as indicated in **Table A4.1.** Distance adjustments as described above still may be performed to further adjust the distance portion of the adjusted circular error, except that the night VFR portion does not apply to SKE drops (except for leads when they drop using visual procedures [for non-AWADS units]).

Table A4.1. SKE Wingmen Adjustment to Lead's Drop Score.

Degrees of Drift	Right Wingmen adjust Lead's drop
3 or more Right	0 meters
2 Right	49.5 meters left
1 Right	67.5 meters left
0 Drift	90 meters right
1 Left	67.5 meters right
2 Left	49.5 meters right
3 or more Left	0 meters