COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

This volume implements Air Force Policy Directive (AFPD) 11-2, *Aircraft Rules and Procedures* and *AFPD 11-4, Aviation Service*. It establishes United States Air Force (USAF) aircrew training policy for C-130E/H aircrews to safely and successfully accomplish their worldwide mobility missions. Capability requirements for the vast majority of C-130E/H platforms include: airland or airdrop personnel, equipment, and supplies; medical evacuation of casualties; assault airland operations to 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 Air Force Tactics, Techniques, and Procedures (AFTTP) 3-1.C-130, *Tactical Employment, C-130E/H*, AFTTP 3-3.C-130, *Combat Aircraft Fundamentals – C-130*, and Air Force Instruction (AFI) 11-2C-130v3, *C-130 Operations Procedures*. The Combat Delivery C-130E/H is a diverse aircraft (includes C-130E, C-130H, C-130H1, C-130H2, C-130H3, and LC-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-130E/H 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 11-2AEv1, *Aeromedical Evacuation Aircrew Training.* AFSOC and ACC crewmembers should comply with AFI 11-2 Series publications for their respective aircraft. C-130J crewmembers should comply with AFI 11-2C-130Jv1. C-130 AMP guidance will be published in a future publication.)

The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force. This instruction applies to Air National Guard (ANG) and Air Force Reserve Command (AFRC) units.

This publication requires the collection and or maintenance of information protected by the Privacy Act (PA) of 1974. The authorities to collect and or maintain the records prescribed in this publication are 37 U.S.C. 301a, Incentive pay: Pub.L. 92-204, Appropriations Act for 1973, Section 715; Pub.L. 93-570, Appropriations Act for 1974; Pub.L. 93-294, Aviation Career Incentive Act of 1974; DoD Directive 7730.57, Aviation Career Incentive Act and Required Annual Report; AFI 11-401, *Aviation Management*; AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*; AFI 11-421, *Aviation Resource Management*; and E.O. 9397 (SSN).

Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records* and disposed of in accordance with the *Air Force Records Disposition Schedule (RDS)* located at **https://www.my.af.mil/gcss-af61a/afrims/afrims/rims.cfm**.

SUMMARY OF CHANGES

This revision corrects office symbols and web addresses throughout the AFI. Also, the revision clarifies Ground and Flying Training Requirements throughout the AFI. Clarifies when training time ends (1.7.1). Changes Aviation Resource Management System (ARMS) code for loadmaster hazardous cargo training (Table 2.1, Table 4.1). Adds definition of Transition Training (2.5). Updates information on senior officer courses (2.7.1). Eliminates reference to MPD FPQ and defines MPD FPH as only C-130E/H MPD pilot (3.2.1). Corrects name of USAF Weapons School (numerous locations). Clarifies unsupervised crewmember flying prior to completing all initial ground training events (3.4.2). Allows unit commanders to designate crewmembers Mission Ready for a portion of the unit mission (4.2.3). Ground Continuation Training Requirements and associated notes have been clarified for all crewmembers (Table 4.1). Removes Ground Training Levels from Ground Training Tables. Removes Flying Training Level D from all Flying Training Tables. Move Refresher Simulator and Navigator Refresher Training to Flying Training Tables. Added Flight Surgeon Ground Training Table (Table 4.3). Pilot, Flight Engineer and Navigator Semi-Annual Continuation Training Flying Requirements and associated notes have been updated, corrected, and clarified (Table 4.4.). Flight Engineer and Loadmaster Semi-Annual Continuation Training Flying Requirements and associated notes have been updated, corrected, and clarified (Table 4.5.). Clarifies waiver for overdue ground training (4.9.3.3). Allows Pilots NMR for unaided night events to fly unsupervised on local training day missions (Table 4.7). Clarifies C-130 Pilot Development and deletes requirement for MPD Tracking (5.2). Deletes PNAF discussion (5.9). Add JPADS discussion (5.9). Updates LC-130 Ski Guidance (5.17). Local proficiency Sortie guidance (B011) merged with Proficiency Sortie (M010, 7.11). Clarifies Theater Indoctrination (M060) guidance (7.11). Clarifies NVG Events for Loadmasters (NV02, NV05). Allows Navigators to credit ACDTQT (P280) during preflight or in Satellite Navigation Trainer. Adds and clarifies Qualification and Certification codes (7.14). Clarifies MPD responsibilities during Arrival and Departure Events (7.15). Clarifies definition of Annual, Biennial, and Triennial (Atch 1). Clarifies guidance for AF Form 4025 (A2.1.5).

Chapter 1—GENERAL   **7**

Chapter 1

GENERAL

1.1. Training Objective. This instruction prescribes basic policy and guidance for training United States Air Force Combat Delivery C-130E/H crewmembers according to AFI 11-202v1, *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 in any environment.

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. Recommendation for Change. Submit suggested improvements to this instruction on AF Form 847, *Recommendation for Change of Publication*, through MAJCOM channels to HQ AMC/A3T according to AFI 11-215, *USAF Flight Manuals Program (FMP)*. Send proposals for amending existing course prerequisites or recommendations to change or delete obsolete courseware through the appropriate MAJCOM training staff to the OPR. The OPR address is HQ AMC/A3T, 402 Scott Drive, Unit 3A1, Scott AFB, IL, 62225-5302.

1.3.2. Supplements. This AFI is a basic directive. Each MAJCOM or operational theater may supplement this AFI IAW AFI 33-360, *Publications and Forms Management*. 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 through HQ AMC/A3T and approved by HQ AF/A3O-AT before publication. Air National Guard (ANG) is considered a MAJCOM and NGB/A3O is considered the equivalent of MAJCOM/A3T for purposes of this instruction.

1.3.3. Local Training Procedures. Wings or groups may publish local training procedures; 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.

1.3.4. This document refers to ancillary training requirements controlled by other AFI's and provides guidance derived from those AFI's. The governing AFI may be updated after the publication of this document, so it is necessary to refer to the source document AFI for current guidance. If a conflict is identified for an ancillary training requirement, comply with the source document that establishes the training requirement.

1.4. Responsibilities.

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.* The 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. HQ AMC/A3T is the OPR for this AFI

1.4.1.1. Courses. AMC/A3T, in coordination with Air Education Training Command (AETC) and User commands, approves/fields 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 Mobility Air Forces (MAF) representatives and Aircrew Training System (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 two divisions: Simulator Certification (DOUS) and Quality Assurance (DOUQ).

1.4.1.3.1. Detachment 3 conducts Simulator Certification (SIMCERT) on all aircrew training devices (ATDs) according to AFI 36-2251, *Management of Air Force 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. 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.

1.4.2. Training Command. AETC is the designated training command for C-130 training. AETC/A3 is responsible for formal school syllabi and is the approval authority for changes in coordination with lead and user commands according to AFI 11-202v1. AETC/A3 designates AETC/A3Z 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 at **https://aetc_uft.randolph.af.mil/bookstore/c-130.htm**. AETC/A3R develops and publishes the Programmed Flying Training (PFT) in accordance with the HQ AF/A3O-AT 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 11-202v1 and AFI 11-402. AETC will notify the student's gaining unit of PR action delaying the students scheduled graduation date. 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**/.

1.4.2.3. The 714 TRS/TRT at Little Rock AFB provides government oversight of the ATS contractor through courseware audits, instructor evaluations, and courseware quality assurance. The 714 TRS/TRT provides program level quality assurance for curriculum. The 714 TRS/TRT ensures services provided by the ATS contractor comply with contractual requirements and guidelines, ensures courseware improvement through regular involvement in the Curriculum Configuration Working Group (CCWG) and ensures formal school and continuation training instructional quality through regular site audits.

1.4.2.4. The 714 TRS/TRT may conduct periodic Contract Compliance Evaluations (CCE) for C-130 ATS-supported sites according to AMC/AETC Memorandum of Understanding (MOU) for Realignment of Aircrew Training Systems Responsibilities, 1 Apr 2006. The 714 TRS/TRT will send CCE results to HQ AMC/A3T and ATS contract management.

1.4.3. User Commands.

1.4.3.1. Student Management. MAJCOM training staff will manage student training according to paragraph 1.14.2.

1.4.3.2. Recall Procedures. Comply with paragraph 1.16. Formal notifications to recall students from a formal school will be sent from the student's squadron commander (Sq/CC) to operations group commander (OG/CC) to MAJCOM/A3T (email format is acceptable). MAJCOM/A3T will submit approved recall letter (email or Fax) to AETC/A3R for follow on coordination with 19 AF and Formal Training Unit (FTU) Registrar. Emergency recall during non-duty hours may be coordinated directly with applicable FTU Registrar, with follow up coordination with AETC/A3R & 19 AF 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 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, tactics, operations, safety and other areas as determined by the commander (i.e. ATS contractors, ARMS). Airlift Group Commanders (AG/CC) are considered the equivalent of OG/CC for purposes of this instruction.

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 their OG training office for inclusion in their OG 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 Flight Training Levels (FTL), upgrade and Continuation Training (CT) 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. The OG/CC will develop and maintain procedures with their local servicing Military Personnel Flight (MPF) for individual crewmember counseling and personnel system updates affecting an Active Duty Service Commitment (ADSC) incurred from training described in this AFI. See AFI 11-202v1, AFI 36-2107, *Active Duty Service Commitments*, and course listing in ETCA for more information.

1.4.5.3. OG/CC may develop additional training requirements and/or programs as necessary to meet unit mission requirements. Units may include these requirements in local training procedures.

1.4.5.4. 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:

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

1.4.5.4.2. Publish a ground training schedule 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.

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

1.4.5.4.4. 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.

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

1.4.5.5. Instructor Selection and Training. The OG/CC will select course instructors for non-ATS courses on the basis of professional qualifications and aptitude to teach. Local Academics instructor program will follow guidance in AFMAN 36-2236, *Guidebook for Air Force Instructors*. An individual who instructs a class will receive credit for that academic training requirement.

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) to assigned and attached crewmembers (see **Chapter 4**).

1.4.6.3. Ensure formal school post-graduate questionnaires are completed. Complete the questionnaires on the AETC web-site at: **https://www.my.af.mil/agepiftprod**.

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

1.4.6.7. Review qualifications and monitor training requirements for squadron-assigned Flight Surgeons.

1.4.6.8. Ensure flight commanders or designated squadron representative monitor quality of training, identify training deficiencies, and 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 who, in turn, should notify the OPR for follow-on action, if necessary.

1.5.2. Unless specified in this instruction, MAJCOM/A3T is the designated waiver authority for specific crewmember training requirements in this instruction not governed by AFI 11-202v1 or another AFI.

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/A2/3 designates 19 AF/DO as waiver authority for AETC flying training syllabus and formal school prerequisites (exceptions see paragraph 1.5.3. and paragraph 1.5.5.). Submit waiver requests electronically or in writing, on AETC Form 6, *Waiver Request*, to the following approval authorities: (19 AF/DO for AETC training. 19 AF will provide an information copy of all approved waivers to AETC/A3Z).   All requests for a syllabus waiver will include supporting rationale. Forward waiver requests to MAJCOM A3T with supporting rationale. User command training staff should submit prerequisite waiver requests direct to 19 AF/DO. 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 have the student hand-carry a copy to the training location.

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

1.5.4.2. Formal School Training. Any planned exception to a formal course syllabus requires a syllabus waiver. See the appropriate formal course syllabus for waiver authority. The formal school OG is designated waiver authority for completion of specific formal school events with the concurrence of the gaining unit's OG/CC. OG/CCs will forward copies of waivers to MAJCOM/A3T.

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/A3Z and AMC/A3T. Before approval, review the appropriate syllabus and consider availability of ATS formal instruction and ATD requirements. All in-unit training will utilize formal school courseware in accordance with AFI 11-202v1. MAJCOMs will coordinate with 714 TRS to arrange courseware delivery to the unit for in-unit training.

1.5.6. Senior Officer Course (SOC) Waiver. See formal course syllabus and AFI 11-202v1.

1.5.7. Continuation Training Waiver. The OG/CC 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/A3T approval.

1.5.8. Waiver Format. MAJCOMs will establish waiver processes that may consist of on-line or web service, prescribed forms, or other standardized means. Submit waivers according to **Table 1.1** using the format in **Figure 1.1**. Place a copy of approved waivers in the individual's training folder. Waivers for training not documented in a training folder (such as currency) will be filed in the permanent training folder or maintained by the OG/CC (or designated representative) for 24 months.

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

If Waiver is Requested by: (Notes 1, 2)	Send Waiver Request To:	Waiver Authority Will Send Approval Or Disapproval 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 HQ USAFE/A3T	OG/CC	
Active Duty PACAF Airlift Wing	OG/CC to HQ PACAF/A3T	OG/CC	

AETC FTU (including AFRC/ANG) (Note 3)	OG Training Office To 19AF/DO	OG/CC	HQ AETC/A3ZM HQ AFRC/A3TA NGB/A3O 22 AF/A3T
AFRC Unit (except AETC FTU)	Through 22 AF/A3T To HQ AFRC/A3TA	AFRC Unit	22 AF/A3T HQ AMC/A3TA
ANG Unit (except AETC FTU)	NGB/A3O	ANG Unit	HQ AMC/A3TA
29 WPS (WIC)	USAFWS/CO to HQ ACC/A3T	USAFWS/CO	

NOTES:
1. Units will submit secondary method training waiver requests through MAJCOM channels. MAJCOMs will coordinate with 714 TRS/TRT to arrange courseware delivery to the unit.
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 19AF/DO review. ANG units will send waiver to NGB/A3O. NGB/A3O will determine if waiver needs 19AF/DO review.

Figure 1.1. Sample Waiver Request Format.

MEMORANDUM FOR (*Waiver Authority*)

FROM: (*Requester*)

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

1. *Name and grade.*

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)*

<div align="right">

(*Signature of Requester*)

(*Title*)

</div>

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, and AFI 11-202v1.

1.6.1.1. It is essential that all 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-130v3 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. Comply with passenger-carrying restrictions in AFI 11-401 and AFI 11-2C-130v3.

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 (OG/CC will approve any exceptions).

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 syllabus completion.

1.7.2. Units will notify the appropriate MAJCOM/A3T in writing before the crewmember exceeds upgrade training time limits in **Table 1.2**. 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.

Table 1.2. In-Unit Training Time Limitations.

Training	Time Limit	Time Limit ARC
Initial Qualification	120 days	240 days
Difference Training	90 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
Unit Indoctrination / 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
MPD Pilot Check-Out Course (PCO)	120 days	240 days

NOTES:

1. Mission Certification time limit for cross-flow pilots is 120-days (240 days ARC).

2. Adverse Weather Aerial Delivery System. Normally accomplished in conjunction with lead or element lead training (see paragraph **5.6**), but may also be accomplished separately or as part of Unit /Theater Indoctrination.

1.8. Training Documentation. Units will use the AF Form 4324, *Aircraft Assignment/Aircrew Qualification Worksheet*, to update aircrew certifications in ARMS. Section 2 will be used to document award of specific ARMS "Q" code identifiers. Specifically, block 22 will contain the "Q" code (i.e. QXXX) and Certification Name (i.e. Phoenix Banner). 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 a flight examiner is the primary instructor to train an individual, the same flight 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) for which they are NMR (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 Station Keeping Equipment (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. Senior officers who have completed only the Senior Officer Course (SOC) A and/or B courses. (See paragraph 2.7.1).

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

1.11. Distribution. Units will establish 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, unit indoctrination and the following ground training events: Aircrew Flight Equipment, Aeromedical Rigging, Combat Offload, Initial Crew Resource Management (CRM), marshalling exam. 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, difference training, local proficiency and unit indoctrination. 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. Requirements for foreign exchange officers to complete training that incorporates classified information, including G060 Tactics, G070 Aircrew Intelligence Training, G080 Communications Procedures, and M060 Theater Indoctrination Training will vary by country, security clearance, need to know, and specific exchange agreement. Consult the base Foreign Disclosure Officer (FDO) to determine an individual's eligibility to receive classified training. For example, some countries' exchange officers are only eligible to complete these events if they will deploy with their host U.S. unit. Some exchange officers may not complete any, and others have no restrictions and may complete all of these events.

1.12.1.3. 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 complete ground training events, including simulator training, if the member's physical condition allows. Consult the flight surgeon initiating the AF Form 1042, *Medical Recommendation for Flying or Special Operational Duty*, if the DNIF status includes ground training limitations.

1.14. Aircrew Rated Management Overview.

1.14.1. Programmed Flying Training (PFT). AETC/A3R manages the training command's role in the HQ AF/A3O-AT 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 AF/A3O-AT, for inclusion into the Graduate Program Requirements Document (GPRD). AETC/A3R will determine training capacity and report shortfall in the GPRD to HQ AF/A3O-AT.

1.14.1.1. HQ AF/A3O-AT sponsors an annual PFT conference for attendees to balance training capacity, MAJCOM training requests, and pipeline UPT/CSO/BFE/BLM students against Formal Training Unit (FTU) capacity. AETC/A3R allocates approved

quotas to lead and each user command, which in-turn allocate training quotas to each unit. HQ AETC/A3R publishes the annual PFT quota workbook on web site: **https://afkm.wpafb.af.mil/AETCPFT**.

1.14.1.2. 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.

1.15. Information Management. MAJCOMs may establish a training website to facilitate information flow with the units. See unit training office or MAJCOM Supplement (if published) for additional information. AMC hosts lead command training information and courseware applicable to all C-130 units on the AMC/A3T Community of Practice (CoP) at **https://afkm.wpafb.af.mil/AMC_A3T**   and   the   AMC/A3TA   CoP   at **https://afkm.wpafb.af.mil/AMC_A3TA**.

1.16. Failure to Progress or Complete Training. If a student fails to progress according to syllabus or training requirements, the command accomplishing the training will conduct a Progress Review (PR). The PR can recommend continuation in training or actions IAW AFI 11-402, e.g. a Flying Evaluation Board (FEB). The formal school will notify the gaining unit of any AFI 11-402 action taken. For students enrolled in the FTU formal instructor course, the PR may recommend removal and return to unit via AF Form 126C to 19AF/CC in lieu of FEB action. The ATS contractor will identify students who fail to progress according to ATS contract (see **Chapter 6**).

1.17. Career Enlisted Aviator (CEA). CEA qualifications are not tied to AFI 36-2101, *Classifying Military Personnel (Officer and Enlisted),* skill-level upgrade. All enlisted aircrew qualifications are separate and distinct from skill level qualification. When an AF Form 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 On-The-Job (OJT) trainer or certifier designation and are reflected in Air Force Specialty Code (AFSC) by use of "K" prefix (aircrew instructor) and "Q" prefix (aircrew flight examiner).

Chapter 2

INITIAL QUALIFICATION TRAINING

2.1. General Requirements. AFI 11-202v1 defines initial qualification training. This chapter specifies minimum training requirements for initial qualification, requalification, senior officer courses, conversion, transition 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.

2.2. Initial Qualification Training (IQT) Prerequisites: Complete initial qualification training prerequisites in accordance with AFI 11-202v1, this publication, and the course syllabus.

2.3. Ground Training Requirements. Complete syllabus and ancillary ground training requirements for initial qualification in accordance with AFI 11-202v1 and this instruction.

2.3.1. **Table 2. 1** only includes ground training requirements that specifically apply to aircrew. This AFI is not the directive authority for all ground training. Individuals are responsible for completing additional ancillary ground training requirements as specified in AFI 36-2201v1 and other applicable instructions.

2.3.2. Initial Qualification Ground Training Events. Students entered into formal undergraduate and graduate training programs leading to aircrew qualification should accomplish the events listed in **Table 2.1** Students accomplish many of the events in **Table 2.1** during undergraduate training prior to starting graduate training in C-130 formal courses. The FTU will document events accomplished during formal school training in the individual's 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.

2.3.2.1. Ground 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 SERE Training (SS20), Initial Water Survival Training (SS31), and initial aircrew flight equipment training during formal school establishes the due date (based on date of first completed course) for recurring Combat SERE (SS02), Conduct After Capture (SS03), Water Survival (SS05) and Emergency Parachuting Training (SS06). Completion of Initial Combat SERE Training (SS20) establishes the due date for recurring Law of Armed Conflict (G100).

2.3.2.2. Training missions may be flown before completing all items listed, provided physiological training, physical, egress training, flight equipment familiarization training and marshalling training are accomplished.

Table 2.1. Initial Qualification Ground Training Requirements.

Code	Event	Crew Position	Notes
E030	Passport (Application; as required)	All	2, 3

E035	Secondary Passport (Application; as required)	All	2, 3
	Flight Physical	All	1, 5
	Physiological Training	All	1, 5
E112	Information Protection	All	
E113	Human Relations	All	
E114	Force Protection	All	
G002	Aircraft Marshalling Training and Examination	All	
G010	CBRNE Defense	All	2, 3
G055	ENAF	All	3
G060	Tactics	All	2, 3
G070	Aircrew Intelligence	All	2, 3
G080	Communications Procedures	P, N	2, 3
G090	Anti-Hijacking	All	
G100	Law of Armed Conflict (LOAC)	All	
G120	ISOPREP Review	All	2, 3
G130	Instrument Refresher Course (IRC)	P, N	
G150	Approach Plate Familiarization Course	E	
G182	Hazardous Cargo	AC	
G182A	Hazardous Cargo	L	
G231	Initial Crew Resource Management (CRM) Training	All	
G280	Small Arms Training	All	
G281	Self Aid Buddy Care	All	
G310	Weather Avoidance Radar	P, E	
LL01	Aircrew Flight Equipment Familiarization Training	All	
LL03	Emergency Egress Training, Non-Ejection	All	1
LL04	Aircrew Chemical Defense Equipment Training (ACDE)	All	2, 3
LL05	Emergency Egress Training with ACDE	All	2, 3
LL06	Aircrew Flight Equipment Training	All	7
NV01	Initial NVG Training	All	2, 3, 6
SS06	Emergency Parachute Training (EPT)	All	2, 3
SS20	Combat SERE Training (S-V80-A)	All	

SS31	Water Survival Training, Parachuting (S-V86-A)	All	
VT01	VTRAT Initial Training	All	2, 3, 4

NOTES:
1. Mandatory grounding item; individual will not fly until event is accomplished.
2. Not required for BAQ crewmembers (includes staff officers maintaining BAQ).
3.   Not required for Senior Officer Course graduates.
4. All crewmembers will complete VT01; however, only affects mission ready status for units co-located with a VTRAT device.
5. Flight Physical and Physiological Training are tracked on each crewmember's Individual Training Summary (ITS). There is no need to assign and track these training events in the training module of ARMS. If units want to track in ARMS, use G005 and G006 per **Chapter 7**.
6. For crewmembers requiring NVG certification.
7. LL06 should be accomplished in conjunction with SS02, LL03, or SS05. See **Chapter 7**.

2.4. Flying Training Requirements. Complete flying training requirements for initial qualification in accordance with the formal school syllabus, AFI 11-202v1, and this instruction.

2.5. Conversion, Transition and Difference Training.

2.5.1. Conversion Training. Conversion training requires completion of a formal school initial qualification course. If converting an entire unit and adequate training quotas are not available, qualified personnel from other units will normally provide the initial cadre. Units will coordinate with their MAJCOM and AETC for in-unit training plans.

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 PAA 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-17 mission pilot (MP) to C-130 evaluator pilot (EP) unless previously qualified in the new aircraft.

2.5.1.3. If accomplishing in-unit training IAW AFI 11-202v1, units will publish a letter identifying initial cadre of instructors and flight examiners by crew qualification.

2.5.2. Transition Training. Transition Training is a shortened version of initial qualification training that gives aircrew members cross-flowing from another military aircraft credit for acquired aviation proficiency. Transition between the C-130J, C-130 AMP and C-130E/H will be accomplished using MAJCOM-approved training syllabi.

2.5.3. Difference Training. For this AFI, the C-130 MDS primary series focus includes the C-130E, C-130H, C-130H1, C-130H2, and C-130H3. Units with unique requirements such as WC-130H or LC-130H, will coordinate difference training requirements with their MAJCOM/A3T. Units complete difference training to qualify 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. 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 series, 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 series 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.

2.5.3.1. Pilot and Flight Engineer Difference Requirements. Units may conduct flying training in an aircraft or Aircrew Training System simulator at the discretion of the unit commander. Specific Difference Training courseware is available from 714 TRS.

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

2.5.3.1.2. 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.

2.5.3.1.3. 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.

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

2.5.3.2. 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.

2.5.3.3. Loadmaster requirements for Difference Training. Training shall be determined on an individual basis by the Sq/CC 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 Refresher Training (G602) in addition to difference training.

2.5.3.4. Difference training between the C-130J, C-130 AMP and C-130E/H is not applicable. Training between the C-130J, C-130 AMP and C-130E/H is transition training.

2.6. Multiple Qualifications. MAJCOMs may authorize qualification in more than one MDS aircraft for crewmembers only when such action is directed by command mission requirements and is justifiable and in the best interests of the command. This authority cannot be delegated below the MAJCOM level (see AFI 11-202v1). Crewmembers will attend a formal initial qualification course for multiple qualifications in different MDS aircraft (e.g., C-130H and C-

17). Crewmembers will, at a minimum, maintain FTL A currency requirements in the C-130 (N/A for senior officers). Crewmembers will refer to the MDS-specific AFIs for training requirements in the other aircraft. For units changing MDS aircraft, MAJCOMS may adjust training requirements to align with numbers of assigned aircraft until the transition is complete.

2.7. Senior Officer Qualification Training Requirements. AFI 11-202v1 identifies senior officer qualification requirements. See formal course syllabus for additional guidance.

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 result in a supervised status and basic aircraft qualification; these senior officers will fly with an instructor and maintain FTL E continuation training requirements. 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 unsupervised basic aircraft qualification and the option for mission qualification. The host OSS/OST office is responsible for recommending a formal training course for initial qualification and mission qualification based on the senior officer's flying experience and familiarity with the weapon system. After OG/CC review, MAJCOM/A3T will approve the proposed training plan prior to execution.

2.8. Flight Surgeons. Flight surgeons will complete items listed in **Table 4.3** for initial qualification.

2.9. Requalification Training. AFI 11-202v1 specifies requalification training limits and requirements. See **Attachment 3** for formal Aircrew Training System courses. 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 11-202v1, a crewmember is unqualified upon expiration of the qualification evaluation, loss of currency exceeding 6 months (for currency items specified in **Chapter 4**), or completion of a qualification evaluation in a different MDS (*EXCEPTION*: When authorized multiple qualifications).

2.9.1. AFI 11-202v1 requalification training limits and requirements also apply to loss of mission qualification or certification as specified in paragraph 4.9.

2.9.2. For those events requiring certification but no recurring training such as Phoenix Banner and HALO, loss of aircraft qualification due to expiration of the qualification evaluation results in loss of those certifications. The Sq/CC will determine if training is required to regain certification. The Sq/CC should consider items to include the amount of time since expiration of aircraft qualification, crewmember's experience level, and any changes to the event when determining what, if any, training is required. If training is required, options could range from only ground training to the full syllabus for the certification.

2.9.3. If in-unit requalification training is accomplished in lieu of formal school attendance, the unit is responsible for ensuring all requirements in **Table 2.1** have been previously completed.

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 prior to mission qualification training (MQT) and mission certification. Primary method of mission qualification training is by attending the formal school and completing the appropriate formal course syllabus. 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-130v2, *C-130 Aircrew Evaluation Criteria.*

　　3.2.1. Mobility Pilot Development (MPD) and Pilot Cross-Flow Graduates. Prior to aircraft commander certification, a MR MPD or cross-flow graduate (see **Attachment 3** for course descriptions) will be designated as a MR pilot (FPH or FPL) for Status of Resources and Training System (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.

　　3.2.2. Aircraft Commander Certification. Maximum time period for pilots completing an aircraft commander qualification course (PRA/B) or MPD Pilot Check-Out Course (PCO) 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 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 the FTU course or completion of the aircraft commander upgrade course or PCO Course if accomplished locally.

　　3.2.3. ARMS Tracking. Pilots will initially be coded IAW **Table 5.2** for ARMS tracking. 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 Form 8. Upon completion of all ground and flying training requirements, units will certify the crewmembers as mission ready and change the ARMS codes to reflect mission qualified.

3.3. Ground Training Requirements. Complete all syllabus and ancillary ground training events in **Tables 2.1** and **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 in **Tables 2.1** and **3.1**, provided physiological training, flight physical, emergency egress training, aircrew flight equipment familiarization training and marshalling training are accomplished.

3.3.2. Ground 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. See paragraph 2.3.2.

3.3.3. Formal School OG/CCs, the Commandant USAF Weapons School (USAFWS), and Commander Advanced Airlift Tactical Training Center (AATTC) may determine, obtain MAJCOM approval, and publish ground training requirements for their units in local training procedures.

Table 3.1. Mission Qualification Ground Training Requirements.

Code	Event	Crew Position	Notes
G001	Unit Indoctrination Training	All	1
G002	Aircraft Marshalling Training and Examination	All	1
LL01	Aircrew Flight Equipment 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 or deployed crewmembers as determined by Sq/CC. 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 fly under the direct supervision of a like position instructor until completion of Unit Indoctrination 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 flights provided the remaining ground training items do not affect mission accomplishment for that flight.

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 5.13.

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 certification. In these cases, use standard airdrop training bundles (SATB) during flight

training. Actual personnel airdrop certification will be accomplished in-unit. Document the substitution according to **Attachment 2** and AFI 11-2C-130v2. 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-130v3 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 period 1 April through 30 September, have until 30 September to complete the required night training events, even if this exceeds the training time limitations in **Table 1.2**. 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. Comply with direct supervision requirements of AFI 11-401 when carrying passengers (including paratroopers).

3.4.8. AWADS Training. See AFTTP 3-3.C-130 and AFI 11-2C-130v3 for additional AWADS information. Accomplish training according to ATS courseware and local training guides.

3.4.9. Formal School OG/CCs, the Commandant USAF Weapons School (USAFWS), and Commander Advanced Airlift Tactical Training Center (AATTC) may determine, obtain MAJCOM approval, and publish flying training requirements for their units in local training procedures.

3.5. Aircraft Defensive Systems (ADS). ADS Training is not a separate certification, but all aircrew will receive Aircraft Defensive System (ADS) training (applicable to the unit's ADS configuration) during Unit Indoctrination or difference training. Training will include ground and flight training for all crewmembers. See AFTTP 3-3.C-130, Attachment 3 for unclassified information on aircraft defensive systems. See AFTTP 3-1.C-130 for more in-depth classified information on all C-130 defensive systems and defensive reactions. Training should be conducted by a graduate of the USAF Weapons School, Mobility Electronic Combat Officers Course (MECOC), or as designated by the unit commander.

3.5.1. Ground Training. Academic training will cover as a minimum, basic principles of Infrared (IR) threats and flares, basic principles of radar and chaff (only applicable to unit's with a Radar Warning Receiver (RWR) on their aircraft), how ADS work, how to operate the system, use of checklists, malfunctions, emergency procedures, and defensive maneuvers during takeoff, low-level, medium/high altitude, airdrop and landing.

3.5.2. Flight Training. Flight training will cover preflight actions, aircraft walk-around, system turn-on, system test 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 directly from the instructor or as a result of the 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 an assigned aircrew training status. The unit commander will ensure each crewmember receives sufficient training to maintain individual proficiency.

4.2. Aircrew Status. Squadron commanders will assign C-130 crewmembers an aircrew status using the following criteria:

4.2.1. Mission Ready. For SORTS, operational tasking, and deployments, a MR crewmember is defined as one who is available and qualified in the unit'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, or not certified to perform the unit mission. 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 crewmember who has satisfactorily completed mission qualification training, is qualified in some aspect of the unit mission, but does not maintain MR status. The crewmember maintains familiarization in the command or unit's operational mission. Includes crewmembers assigned to MAJCOM, NAF and other line and non-line units.

4.2.3.1. The crewmember shall be able to attain full unit mission certification to meet operational taskings within 45 days.

4.2.3.2. The OG/CC may define a portion of the unit's operational mission and declare an assigned or attached crewmember Mission Ready if all training requirements for that part of the operational mission are met. The crewmember does not need to attain full mission certification unless directed by the OG/CC.

4.2.3.3. 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 other than training missions, but they will comply with any MR requirements required for that mission.

4.2.3.4. BMC crewmembers may log instructor or evaluator time for the portion of the mission for which they are current and qualified. See AFI 11-401 for additional information on logging instructor time.

4.2.4. Basic Aircraft Qualification (BAQ). Aircrew may be designated BAQ after completion of C-130 qualification training (initial or requalification).

4.2.5. MR, BMC, and BAQ crewmembers will accomplish and/or maintain the requirements in AFI 11-202v1 (for their respective status) and the appropriate events in the ground and semi-annual flying continuation tables in this AFI.

4.3. Flying Training Levels (FTL).

4.3.1. The Sq/CC determines the FTL before each semi-annual period. Assign new unit crewmembers a FTL during in-processing. Base FTL on experience and aircraft proficiency. Crewmembers may have a different FTL for different flying qualifications, (i.e. a crewmember may be a FTL A – aircraft commander, but a FTL C – airdrop copilot).

4.3.1.1. 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, 618 TACC personnel, AETC instructors, NAF personnel, USAF Expeditionary Center (EC) instructors, USAFWS instructors, AATTC instructors, wing, OG, and Sq/CCs, Sq/DOs, personnel assigned to OG evaluation positions, and any instructors assigned primarily to staff duties. *NOTE:* NMR crewmembers assigned to MAJCOM headquarters, NAF, Expeditionary Mobility Task Force (EMTF), 618 TACC, USAF Expeditionary Center (EC), Contingency Response Group (CRG), Air Mobility Operations Group (AMOG), FTU, or direct reporting unit may be categorized as BMC and assigned to FTL A. These individuals may fly unsupervised on any mission provided they are current and qualified for that mission.

4.3.1.2. FTL B Experienced MR Crewmember.

4.3.1.3. FTL C MR Crewmember. MPD pilots, cross-flow pilots, and copilots should initially be assigned to FTL C. If desired, Sq/CCs may assign highly proficient MPD pilots, cross-flow pilots and copilots to FTL A or FTL B. Also assigned to individuals pursuing MR status after initial qualification training.

4.3.1.4. FTL D No longer used.

4.3.1.5. FTL E—BAQ or BMC non-instructor staff. May include senior officers, MAJCOM, NAF, EMTF and 618 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.

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

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 flying requirements and establish a subsequent due date. Use date of successful evaluation as the date of accomplishment for all ground training events that were trained during a formal course. For flying training events, a successful flight evaluation establishes a new current and qualified reference date for all flying events required during the semi-annual period. See AFI 11-2C-130v2 for specific evaluation details. For flying training during upgrade training, numbers of events accomplished prior to the evaluation are credited to the requirements for the current crew position. For flying training during initial qualification or requalification training, numbers of events accomplished prior to the evaluation are not credited to any crew position.

In all cases, numbers of events successfully accomplished on the evaluation or certification 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 11-202v1 for additional guidance.

4.4.2. For a flight evaluation graded Q-3, do not log continuation training requirements for those events graded unsatisfactory (according to AFI 11-2C-130v2) until re-qualified. The unit commander will determine which events will be allowed for credit based on AF Form 8 evaluation description.

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

4.4.4. Instructor and flight examiner 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. Crewmembers should see event descriptions in **Chapter 7** for additional details on crediting specific events.

4.4.6. Formal School OG/CCs, the Commandant USAFWS, and Commander AATTC may determine, obtain MAJCOM approval, and publish ground and flying continuation training requirements for their units in local training procedures.

4.4.7. Documenting Aircrew Training.

4.4.7.1. All training events will be recorded in ARMS.

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

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

4.4.7.1.3. 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.

4.4.7.2. See **Attachment 2** for additional requirements.

4.5. Continuation Training Requirements.

4.5.1. Completion and tracking of continuation training is ultimately the responsibility of the individual crewmember. Crewmembers should actively work with unit schedulers and training offices to ensure their continuation training is accomplished as described in this chapter.

4.5.2. Ground Training Events. Crewmembers will comply with requirements of **Tables 4.1** and **4.2**.

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

4.5.2.2. 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.

4.5.2.3. Crewmembers (i.e., NAF, MAJCOM, USAF EC, 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).

4.5.2.4. 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.

4.5.2.5. Flight Surgeons use requirements in **Table 4.3**.

Table 4.1. Ground Continuation Training Requirements.

Code	Event	Position	Frequency	Notes
	Flight Physical	All	A	1, 10
	Physiological Training	All	60m	1, 10
G060	Tactics	All	S	4, 5, 6, 8
G070	Aircrew Intelligence	All	A	4, 5, 8, 10
G080	Communications Procedures	P, N	365d	4, 5, 7, 10
G090	Anti-hijacking	All	T	4, 8, 10
G130	Instrument Refresher Course	P, N	See Note 2	2, 10
G150	Approach Plate Familiarization Course	E	B	8
G182	Hazardous Cargo Training	AC	T	4, 5, 8, 10
G182A	Hazardous Cargo Training	L	24m	8, 10
G220	Flight Engineer Systems Refresher	E	A	3, 8
G230	CRM Refresher	All	A	8, 10, 11
G602	Loadmaster Refresher Training	L	A	3, 5, 8
LL03	Egress Training, Non-Ejection	All	T	1, 10
LL06	Aircrew Flight Equipment	All	A/R	8, 9, 10
NV03	NVG Ground Refresher Training	All	A	8, 10
SS02	Combat SERE Training	All	36m	4, 5, 8
SS05	Water Survival Training	All	36m	4, 8
SS06	Emergency Parachuting Training (EPT)	All	36m	4, 5, 8
A-Annual, B-Biennial, S-Semi-Annual, T-Triennial, m-due in number of months, d-due in number of days, A/R-As required					

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. Flight physical and physiological training are independently tracked via the crewmember's Individual Training Summary (ITS) and thus do not require an ARMS code. If units want to track in ARMS, use G005 and G006 per **Chapter 7**.

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 Aerial Delivery (LAD).

4. Not required for Senior Officer Course graduates.

5. Not required for BAQ or BMC crewmembers.

6. 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 crewmembers receive all G060 blocks of training annually.

7. OG/CCs may approve an extension of up to six months for aircrews.

8. The OG/CC is the waiver authority for this event. See paragraph 4.9.3.4.

9. Aircrew Flight Equipment Training (LL06) should be accomplished in conjunction with SS02, LL03 and SS05. See event description in **Chapter 7**.

10. AFI 11-2C-130v1 is not the governing directive for completion of this event. IAW AFI 11-202v1, Paragraph 6, refer to HQ AF/A3O-AT reference publications for current ancillary training frequencies.

11. Crewmembers completing refresher simulator can take credit for G230, CRM Refresher.

Table 4.2. Mobility Training Requirements.

Code	Event	Position	Frequency	Notes
C040	Mobility Folder Review	All	A/R	1, 2, 3, 5
E030	Passport	All	A/R	
E035	Secondary Passport	All	A/R	
G120	ISOPREP Review	All	180d	1, 2
G280	Small Arms Training	All	24m	2, 6
LL04	Aircrew Chemical Defense Training	All	B	1, 2, 5
SS03	Conduct After Capture (CAC)	All	36m	
SS07	Contingency SERE Indoctrination	All	A/R	
VT03	VTRAT Refresher Training	All	A	1, 2, 5, 7
A-Annual, B-Biennial, T-Triennial, A/R-As required, m-due in number of months, d-due in number of days				

NOTES:

1. Not required for BAQ or BMC crewmembers.

2. Not required for Senior Officer Course graduates.

3. As required for unit mission
4. See ETCA website https://etca.randolph.af.mil for event frequency requirements
5. The OG/CC is the waiver authority for this event. See paragraph 4.9.3.4.
6. AFRC and ANG crewmembers will comply with AFI 36-2226 requirements.
7. VT03 is mandatory only for units co-located with a VTRAT device.

Table 4.3. Flight Surgeon Ground Continuation Training Requirements.

Code	Event	Frequency	Notes
	Flight Physical	A	1
	Physiological Training	60m	1
E030	Passport	A/R	2
G120	ISOPREP Review	A/R	2
G231	CRM (One-time event in primary assigned aircraft)	One-time	3
LL01	Aircrew Flight Equipment Familiarization Training	One-time	
LL03	Egress Training, Non-Ejection	B	1
LL04	Aircrew Chemical Defense Training	B	2, 4
LL05	Egress Training, w/ACDE	One-time	2
SS02	Combat SERE Training (CST)	36m	2, 4
SS03	Conduct After Capture	36m	2, 4
SS05	Water Survival Training	36m	2, 4
SS06	Emergency Parachute Training	36m	2, 4
A-Annual, B-Biennial, QQ- 5 Years, T-Triennial, A/R-As required, m-Due in number of months			

NOTES:

1.   Mandatory grounding item. Flight physical and physiological training are independently tracked via the crewmember's Individual Training Summary (ITS) and thus do not require an ARMS code. If units want to track in ARMS, use G005 and G006 per **Chapter 7**.

2. Required if on mobility status. Accomplish training prior to deployment to region requiring event. If event is designated as one-time, accomplish prior to first deployment.

3. One-time event in primary assigned aircraft unless performing AE duties

4. OG/CC is waiver authority for this event

4.5.3. Flying Continuation Training Requirements. **Tables 4.4** and **4.5** list flying continuation training requirements**. See Chapter 7** for event descriptions.

4.5.3.1. Dual-Seat Qualification.   The following defines the allowed cockpit seat assignment depending on crew training and qualification. AFI 11-2C-130v3 further defines C-130 takeoff and landing policy for C-130 pilots.

4.5.3.1.1. Copilot (FPC). Once designated as an Aircraft Commander Candidate, 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.

4.5.3.1.2. MPD Graduate (FPH). For basic proficiency events, MPD pilots may accomplish pilot-flying/pilot-monitoring events in either seat with an aircraft commander in the other seat. For mission events other than assault events, MPD pilots may accomplish pilot-flying/pilot-monitoring duties in the right seat with an aircraft commander in the left seat. For assault events, MPD pilots are restricted to right-seat pilot-monitoring duties with an aircraft commander in the left seat. MPD pilots will not perform left-seat pilot-flying mission/tactical events until entered into PCO training. If mission requirements dictate, MPD pilots may perform left-seat pilot-monitoring duties for mission/tactical events other than assault events.

4.5.3.1.3. Aircraft Commander Course Graduates (FPL). Prior to certification, graduates of an aircraft commander course (aircraft commander upgrade or cross-flow from another weapon system) can only accomplish pilot-flying assault landings and takeoffs when under direct instructor supervision. These pilots may accomplish other pilot-flying/pilot-monitoring events in either seat with an aircraft commander in the other seat.

4.5.3.1.4. Aircraft Commanders. Aircraft commanders may not accomplish right-seat pilot-flying assault events unless under direct IP supervision. Aircraft commanders may fly in the right seat and supervise MPD pilots for proficiency/basic events. Aircraft commanders may perform pilot-flying mission events in the right seat with a MPD pilot in the left seat.

4.5.3.1.5. IPs may accomplish pilot-flying events in either seat with any pilot in the other seat.

4.5.3.2. Simulator Credit for Training Requirements. Crewmembers may credit flight training events in the simulator per **Table 4.4** and **Table 4.5**. For ARMS tracking, simulator events will be coded with a S prefix, or within ARMS use the Restrictions tab under Profile Task Information.

4.5.3.3. 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 Aircraft Commander FTL C, are designed to provide all crew positions with sufficient hours to accomplish all continuation flying training requirements.

4.5.3.4. Units North of the 60 Parallel. OG/CCs are authorized to waive all night continuation training events (including currency events) from 1 April through 30 September. Training events will be prorated for each semi-annual period (see paragraph 4.8).

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

4.5.3.5. Multiple Series C-130 Certifications. Pilots and flight engineers 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, M134). 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 any C-130E/H they are certified to fly. Loss of the quarterly currency requires a sortie in the respective series aircraft with an instructor. *EXCEPTIONS:* For all crewmembers, C-130H and C-130H1 are considered the same series and only require initial difference training. C-130E and C-130H are also considered the same series and only require initial difference training. 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.

Table 4.4. Pilot and Navigator Semi-Annual Continuation Flying Requirements.

Code	Event	Aircraft Commander					MPD Pilot / Copilot				Navigator					Notes
	Proficiency/Basic Events	A	B	C	E	CUR	A	B	C	CUR	A	B	C	E	CUR	
M010	Proficiency Sortie	1	1	1			1	2	2		4	6	6	3	45d	1, 9, 13, 14
G250	Refresher Simulator															15
G600	Navigator Refresher Training															15
P020	Takeoff	8	10	12	6	M	8	10	12	M						1, 9
P028	Right-Seat Takeoff						2	3	3	Q						3, 9
P029	Left-Seat Takeoff						2	3	3	Q						3, 9
NV47	NVG Takeoff	2	4	6			2	2	2							8
P190	Landing	8	10	12	6	M	8	10	12	M						1, 9
P198	Right-Seat Landing						2	3	3	Q						3, 9
P199	Left-Seat Landing						2	3	3	Q						3, 9
P192	Unaided Night Landing	2	2	2		Q	2	2	2	Q						5, 9, 11
NV48	NVG Landing	2	4	6		Q	2	2	2	Q						5, 8
P070	Instrument Approach	6	8	12	6	M	6	8	12	M						1, 9
NV80	NVG Instrument Approach	1	1	2			1	1	2							9
P100	Precision	3	4	6	2		3	4	6							9
P110	Non-precision	3	4	6	1		3	4	6							9
P116	NDB / VOR	1	1	1			1	1	1							9
P130	Circling	1	2	2			1	2	2							9
B014	Category I Navigation Sortie															2, 7, 12
GD09	Grid															2, 7, 12
NV05	NVG Airland Event										2	4	6			7

		A	B	C	E	CUR	A	B	C	CUR	A	B	C	E	CUR	
N120	Airborne Radar Approach (ARA)										2	2	4			7, 9
	Assault Events	**A**	**B**	**C**	**E**	**CUR**	**A**	**B**	**C**	**CUR**	**A**	**B**	**C**	**E**	**CUR**	
AS09	Assault Takeoff	6	8	10			2	4	4							8
AS11	Assault Landing	8	10	12		Q	2	4	4							8
AS12	Unaided Night Assault Landing	1	1	2			1	1	2							8
AS21	Heavyweight Assault Landing	2	2	4												8
NV50	NVG Assault Takeoff	1	2	2			1	2	2							8
NV49	NVG Assault Landing	2	2	4		Q	1	2	2							5, 8
	Arrival/Departure Events	**A**	**B**	**C**	**E**	**CUR**	**A**	**B**	**C**	**CUR**	**A**	**B**	**C**	**E**	**CUR**	
RS06	High-Altitude Arrival	1	1	1			1	1	1		1	1	1			7
RS16	Low-Altitude Arrival	1	3	3			1	3	3		1	3	3			7
RS26	High-Altitude Departure	1	1	1			1	1	1		1	1	1			7
RS36	Low-Altitude Departure	1	3	3			1	3	3		1	3	3			7
RS46	Penetration/Rapid Descent	1	1	1			1	1	1		1	1	1			7
	Visual Low-Level (VLL) Events	**A**	**B**	**C**	**E**	**CUR**	**A**	**B**	**C**	**CUR**	**A**	**B**	**C**	**E**	**CUR**	
VL01	VLL Day Event	2	2	2			2	2	2		2	2	2			7
VL11	VLL Formation Day Event	1	1	1			1	1	1		1	1	1			7
VL21	VLL Formation Lead Event	1	1	1			1	1	1		1	1	1			7
VL30	High to Low Alt Transition															2, 7
NV00	VLL NVG Event	2	2	3			2	2	3		2	2	3			7
NV08	VLL NVG Formation Event	1	1	2			1	1	2		1	1	2			7
	SKE Events	**A**	**B**	**C**	**E**	**CUR**	**A**	**B**	**C**	**CUR**	**A**	**B**	**C**	**E**	**CUR**	
SK00	SKE / IMC Event	2	4	6			2	4	6		2	4	6			7
SK07	SKE Formation Event	1	2	4			1	3	5		1	2	4			7
SK17	SKE Lead Event	1	2	2			1	1	1		1	2	2			7
	Airdrop Events	**A**	**B**	**C**	**E**	**CUR**	**A**	**B**	**C**	**CUR**	**A**	**B**	**C**	**E**	**CUR**	
AD03	Equipment Airdrop	1	2	2			1	2	2		1	1	1			6, 7
AD04	CDS Airdrop	1	2	2			1	2	2		1	1	1			6, 7
AD05	Personnel Airdrop	1	2	2			1	2	2		1	1	1			4, 6, 7
AD06	Visual Airdrop	2	2	3			2	2	3		2	2	3			7
AD07	SKE Airdrop	2	2	3			2	2	3		2	2	3			7
AD08	AWADS Airdrop	2	2	3			2	2	3		2	2	3			7
NV18	NVG Airdrop	2	2	2			2	2	2		2	2	2			7
AD09	Medium/High Altitude Airdrop															2, 7
AD10	PADS Airdrop															2, 7, 16
AD11	PADS Operator (Unguided)	1	1	2							1	1	2			7, 16
AD12	PADS Operator (Guided)															2, 16

	Formation Departure/Recovery Events	A	B	C	E	CUR	A	B	C	CUR	A	B	C	E	CUR	
FR06	Formation Visual Departure	2	2	3			2	2	3							7
FR16	Formation Visual Recovery	2	2	3			2	2	3							7
FR26	SKE Departure	2	2	3			2	2	3							7
FR36	SKE Recovery	2	2	3			2	2	3							7
	Miscellaneous Events	A	B	C	E	CUR	A	B	C	CUR	A	B	C	E	CUR	
FE09	Optical Threat Event	2	2	2			2	2	2		2	2	2			7
FE19	IR Threat Event	2	2	2			2	2	2		2	2	2			7
FE29	Radar Threat Event	2	2	2			2	2	2		2	2	2			7
P260	Have Quick Event	1	2	2			1	2	2							7
P270	Secure Voice Event	1	2	2			1	2	2							7
P280	ACDTQT															7, 10
M-monthly, Q-quarterly, d-due in number of days.																

NOTES:
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. See paragraph 4.5.3.1 for further discussion of left-seat and right-seat flying.
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. PACAF assigned and gained units in Alaska may substitute "180d" for "Q" for P192, NV48, NV49 and any future night currency events. See **paragraph 4.5.3.6.**
6. Airdrop event; SATB or actual for pilots; Actual drop for navigators (exception: personnel airdrop, see note 4).
7. May log 50% (Rounded up; 100% if requirement is 1) in any USAF-certified WST (does not have to be Level C or better). See paragraph 4.5.3.2 for ARMS tracking guidance.
Crewmembers can maintain and regain currency for any event that may be 100% accomplished in the simulator. Navigators may credit Proficiency/Basic Events in the Satellite Navigation Station or WST. Navigators may credit all other events in the WST.
8. May log 50% (Rounded up; 100% if requirement is 1) in a Level C or better WST or Satellite Navigation Station. See paragraph 4.5.3.2 for ARMS tracking guidance. Crewmembers can maintain and regain currency for any event that may be 100% accomplished in the simulator.
9. May log 100% in a Level C or better WST or Satellite Navigation Station. See paragraph 4.5.3.2 for ARMS tracking guidance. Crewmembers can maintain and regain currency in the simulator.
10. P280 is Triennial for FTL A, Biennial for FTL B, and Annual for FTL C. Not required for FTL E crewmembers.
11. USAFE pilots: Unaided Night Landing – 180-day currency.
12. Training requirement determined by MAJCOM/A3
13. Navigators may maintain and regain currency in any WST or Satellite Navigation Station. For navigators, Note 7 also applies to this event.
14. MAJCOM and NAF navigators require one proficiency sortie every 90 days. For all navigators, currency will expire at the end of the calendar month.

15. One event due annually. OG/CC is waiver authority.
16. JPADS certified crewmembers only.

Table 4.5. Engineer and Loadmaster Semi-Annual Continuation Flying Requirements.

Code	Event	Flight Engineer				Loadmaster				Notes
	Basic/Proficiency Events	A	B	C	CUR	A	B	C	CUR	
G250	Refresher Simulator									2
M010	Proficiency Sortie	4	6	6	45d	4	6	6	45d	1, 6
M050	Tactical Mission	3	4	6		3	4	6		6
	Arrival/Departure Events	A	B	C	CUR	A	B	C	CUR	
RS46	Penetration/Rapid Descent	1	1	1						6
	Airdrop Events	A	B	C	CUR	A	B	C	CUR	
AD01	Basic Airdrop Event	3	3	3						6
AD03	Equipment						1	2		4, 5
AD04	CDS						1	2		4, 5
AD05A	Personnel						1	1		3, 4, 5
AD09	Medium/High Altitude Airdrop									2, 6
AD10	PADS Airdrop									2, 8
	Miscellaneous Events	A	B	C	CUR	A	B	C	CUR	
FE09	Optical Threat Event									2, 6
FE19	IR Threat Event									2, 6
FE29	Radar Threat Event									2, 6
P280	ACDTQT									6, 7
	NVG Events	A	B	C	CUR	A	B	C	CUR	
NV02	NVG Event	1	1	2			1	2		4, 6
NV05	NVG Airland Event	2	2	4						6
Q-Quarterly, d-due in listed number of days.										

NOTES:
1. MAJCOM and NAF engineers and loadmasters require one proficiency sortie every 90 days. For all crewmembers, currency will expire at the end of the calendar month. Unqualified in the aircraft if non-current in excess of 6 months.
2. One event due annually. OG/CC is waiver authority.
3. ARC loadmasters require only one annually. For personnel airdrop, ARC loadmasters disregard Note 4.
4. If FTL A block is blank, 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% (Rounded up; 100% if requirement is 1) in any USAF-certified WST (does not have to be Level C or better). See paragraph **4.5.3.2** for ARMS tracking guidance. Flight Engineers can maintain and regain currency in the simulator.
7. P280 is Triennial for FTL A, Biennial for FTL B, and Annual for FTL C.
8. JPADS certified crewmembers only.

4.6. Flight Surgeon Continuation Training Flying Requirements. Flight Surgeons will comply with the requirements of this volume and AFI 11-202v1. Flight surgeons require one sortie in any qualified MDS every 60 days. See AFI 11-202v1 for flying continuation training requirements. See **Table 4.3** for flight surgeon ground continuation training requirements.

4.6.1. Flight Surgeon loss of flying currency. Units will notify the MAJCOM Command Surgeon.

4.6.1.1. Flight Surgeons that exceed 60 days (but less than 180 days) between sorties require completion of emergency egress training (non-ejection) with an aircrew instructor prior to the next flight.

4.6.1.2. Flight Surgeons that exceed 180 days between sorties require completion of emergency egress training (non-ejection) with a certified aircrew instructor prior to the next flight and completion of the online Flight Surgeon Qualification Exam (**https://afiadl.mont.disa.mil**).

4.7. Additional Ancillary Training. Ancillary Training is any guidance or instruction that contributes to mission accomplishment, but is separate from an Air Force Specialty or occupational series. Some ancillary training does not impact mission ready status or mobility status. AFI 11-2C-130v1 is not the governing directive for completion of ancillary training events. Individuals are responsible for completing additional ancillary ground training requirements as specified in applicable instructions. In accordance with AFI 11-202v1, the source AFI provides training frequency for these events unless an approved waiver has been authorized. See Unit Deployment Manager to ensure compliance with additional non-aircrew specific training requirements.

4.8. Proration of Training. AFI 11-202v1 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 temporary duty (TDY) 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 4.6** 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 Continental United States (CONUS) and 14-days after sign-in for Outside the Continental United States (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 4.6. 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. Declare individuals NMR if they fail to maintain flying currency, fail to complete semi-annual flying continuation training requirements, or fail to complete ground continuation training requirements. The following guidance applies:

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). Loss of currency prohibits an individual from accomplishing unsupervised in-flight duties in the non-current event(s).

4.9.1.1. Place individuals delinquent in one or more currency events in a NMR training status and ensure they are supervised by an instructor when performing those events for which they are non-current.

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 or request an OG/CC waiver for the requirement. 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 flying continuation training requirements. Failure to complete semi-annual requirements prohibits an individual from accomplishing unsupervised in-flight duties in the specific event(s).

4.9.2.1. Place individuals delinquent in one or more events in a NMR training status and ensure they are supervised by an instructor when performing those events for which they are delinquent.

4.9.2.2. Sq/CC will direct training necessary for the individual to regain MR status using the same process as regaining currency or request an OG/CC waiver for the requirement. 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.

4.9.3.2. 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..

4.9.3.3. If a Flight Surgeon fails to complete Ground Continuation Training events in **Table 4.3**, the Sq/CC (or his designated representative) will determine the Flight Surgeon's status based on mission requirements.

4.9.3.4. The OG/CC may waive some ground continuation training events as identified in **Tables 4.1** and **4.2**. This waiver extends the due date and does not delete the requirement. 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.

4.9.3.5. With the exception of mandatory grounding items, Sq/CC (or their designated representative) may allow crewmembers NMR for events in **Table 4.1** or **Table 4.2** to fly unsupervised on training missions as long as the crewmembers do not accomplish the specific event(s) that put them into NMR status. An individual NMR for failure to complete NVG Ground Refresher Training (NV03) may fly unsupervised on any mission not requiring the overdue event with Sq/CC (or designated representative) approval. 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.

Table 4.7. NMR Flying Restrictions.

NMR DUE TO	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

| Arrival and departure events | Restricted from arrivals and departures |
| Miscellaneous events (see **Tables 4.4** & **4.5**) | Restricted from miscellaneous events |

NOTES:

1. Includes all Proficiency/Basic events listed in **Tables 4.4** and **4.5.** See NVG items for NVG restrictions. (Example: NMR due to landing requires instructor supervision for any landing. NMR due to 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. Pilots NMR due to unaided night events may fly unsupervised on local training day missions as long as they are MR for corresponding day events planned for the mission. If a MPD pilot is NMR due to left-seat events, he/she may continue to perform right-seat duties without restriction as long as he/she is current in required right-seat events. If a flight engineer or loadmaster is NMR due to M050, Tactical Mission, the crewmember may still fly a Proficiency 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.C-130 and/or AFI 11-2C-130v3.

4. Airdrop events for navigators and loadmasters may be divided into equipment, personnel, CDS or JPADS/I-CDS airdrop events. For example, a navigator or loadmaster may be NMR due to a personnel drop, but that does not affect equipment or CDS if not delinquent in those events. For pilots and navigators, PADS Operator NMR status does not affect other airdrop events.

   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 4.7** as a guide. *Note:* An individual placed in NMR status for loss of currency in takeoffs (P020), landings (P190), or approaches (P070), will not fly unsupervised on any sortie.

      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 **Tables 4.4** and **4.5**, the crewmember is unqualified in the aircraft and will complete Sq/CC-directed requalification training and an aircrew evaluation according to AFI 11-2C-130v2 (see **Table 4.7, Note 1** for clarification and exceptions). If NMR due to Assault, Visual Low-Level, SKE, or Airdrop events exceeding six months, the aircrew member is unqualified or uncertified 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 4.7** as a guide for grouping events. NMR due to NVG events does not affect the unaided event (e.g., NMR due to NVG airdrop does not affect airdrop). Crewmembers will regain NVG certification by flying with an

instructor for the particular NVG event. NMR due to Miscellaneous Flying Training Events exceeding six months requires proficiency to be demonstrated in the aircraft, simulator or verbally debriefed (except for P280, Aircrew Chemical Defense Task Qualification Training (ACDTQT)) to the satisfaction of a like-position qualified instructor in all delinquent items.

4.10. Requirements Before PCS or TDY by Rated Members on Active Flying Status. AFI 11-202v1 specifies requirements before PCS or TDY.

4.11. Requirements Before Removal From Active Flying Status. AFI 11-202v1 specifies requirements before removal from active flying.

4.12. Requirements While in Inactive Flying Status. AFI 11-202v1 specifies requirements while in inactive flying status.

4.13. Retraining. AFI 11-202v1 specifies retraining restriction before separation, retirement, or mandatory inactive flying status.

4.14. Aircrew Flying in Non-US Air Force Aircraft and with Non-US Air Force Units. AFI 11-202v1 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.

5.1.1. General. The flying time prerequisites for upgrade are based on the crewmember having gained the knowledge and judgment required to effectively accomplish the unit's missions. Sq/CCs will ensure their continuation training programs emphasize these areas.

Table 5.1. Aircrew Qualification / Upgrade Prerequisites.

From	To	Prerequisites (see Note 8)	Tasks and Events Required To Complete Upgrade	Notes
UNQ	FP	UPT Graduate	PIQ course	2
UNQ	MP	1000 total flying hours (800 FAIP/OSA)	PXA, PXB, or PXC course Operational Mission Certification Unit commander certification	1, 2, 6, 7
MC	MP	Total flying hours – C-130 PAA 1300 – 300 or 900 – 700	PRA course Operational Mission Certification Unit commander certification	6
FP	MP	Total flying hours – C-130 PAA 1300 – 300 or 900 – 700	MPD Pilot Check Out course Operational Mission Certification Unit commander certification	6
FP/MP	IP	200 hours since AC Certification	PIN course Unit commander certification	6
UNQ	MN	CSO Graduate	NIQ course	
FN/MN	IN	Total flying hours – C-130 PAA 1000 – 200	NIN course Unit commander certification	6
UNQ	FF	Basic FE Course	FEQ1LP course	
FF	MF	FEQ1LP course	FEQ3LP course	
FF/MF	IF	Total flying hours – C-130 PAA 2000 – 200 or 400 PAA	FIN course Unit commander certification	3, 6
UNQ	FL	Basic LM Course	LMQ1LP course|	
FL	ML	LMQ1LP course	LMQ3LP course	
FL/ML	IL	200 PAA	LIN course Unit commander certification	4, 5
Instructor	Evaluator	Sq/CC Recommendation	Flight Examiner course Unit commander certification	

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 X1A151 primary AFSC (or higher); X1A171 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 course syllabus prerequisites.

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 Mobility Pilot Development (MPD).

5.2.1. General. The MPD program includes the Pilot Initial Qualification (PIQ) formal training course, continuation training and the Pilot Check-out (PCO) course. All MPD pilots are dual-seat qualified for basic qualification events. Graduation from the FTU until AC certification takes approximately two years. Training timelines are based on individual performance. Unit commanders will tailor training to match each individual's capabilities and experience level.

5.2.2. MPD Pilot (FPH). During initial training, MPD pilots receive left-seat qualification and right-seat mission training.   After unit indoctrination, they are qualified to accomplish proficiency/basic events and mission events per paragraph 4.5.3.1.   MPD course graduates may perform pilot-flying NVG takeoffs and landings from either seat.

5.2.2.1. MPD Assault Operations. Upon completion of initial formal training, MPD pilots are only qualified for pilot-monitoring duties during assault operations. Formal assault training will be part of the Pilot Checkout (PCO) Course. There are no continuation training requirements for MPD pilots to accomplish pilot flying assault takeoffs or landings.

5.2.2.2. MPD Development. The MPD pilot concentrates on left- and right-seat flying and monitoring duties and observation of aircraft commander duties and responsibilities. They are assigned MPD code FPH per paragraph 5.2.3. The MPD pilot has a left- and right-seat flying requirement as listed in **Table 4.4**.   The MPD pilot gradually acquires and refines skills leading toward Aircraft Commander Qualification and Certification.

5.2.2.3. MPD Development – Formal Aircraft Commander Certification Phase. During this phase, the MPD begins the formal upgrade for aircraft commander.

5.2.3. Pilot Designation Codes. AFI 11-401 defines pilot aviation codes. Use the codes from **Table 5.2** (3rd letter designator distinguishes the status for a MPD pilot who completed formal training). Navigators, flight engineers, and loadmasters will refer to paragraph 3.2.3 for designation codes. This ARMS code does not affect the qualification status listed on the AF Form 8. See AFI11-401, AMCSUP 1 for additional guidance.

Table 5.2. Pilot Designation Codes.

If first two characters are:	Then the crewmember is a:	
"FP"	Qualified Pilot. Then if 3rd character is:	
	"N"	Qualified Non-Mission Ready (NMR). This is used for the following:

		1. Pilot currently in the PCO course and has not completed qualification checkride 2. Pilot Initial Qualification (PIQ) course graduate currently in local mission ready training 3. If the PIQ/Legacy Copilot will be NMR for an EXTENDED period of time (greater than a month). 4. Not used for short duration NMR status due to DNIF or short term currency deficiencies 5. Senior Officer Course (SOC) graduate
	"L"	Qualified Non-Mission Ready (NMR). This is used for the following: 1. Graduate of aircraft commander course in local mission ready training. 2. Pilots designated "E" level for continuation training.
	"C"	Qualified Mission Ready (MR) Traditional Co-Pilot (Non-MPD); replaces MC designation.
	"H"	Qualified Mission Ready (MR) MPD Pilot
"MP"	Fully Certified/Qualified Aircraft Commander. If 3rd character is:	
	"N"	Non-Mission Ready (NMR) Aircraft Commander. This code is used: 1. If the MP will be NMR for an EXTENDED period of time (greater than a month) 2. Not used for short duration NMR status due to DNIF or short term currency deficiencies
"IP"	Fully Certified/Qualified Instructor Pilot who is performing instruction on the mission.	
"EP"	Fully Certified Flight Examiner performing evaluator duties.	

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 continuation training programs emphasize these areas. Pilots will have an adequate knowledge of systems, procedures, and instructions before entering the formal upgrade program. The following guidance applies:

5.3.1.1. Aircraft Commander Candidate. An individual designated by the Sq/CC or appropriate ARC Air Operations Officer for entry into training for aircraft commander upgrade. Once designated, traditional copilots may fly from the left seat and perform flight maneuvers authorized for an aircraft commander when under the direct supervision of an IP. MPD pilots are considered to be Aircraft Commander Candidates when starting the PCO Course.

5.3.1.2. Aircraft Commander Upgrade. An individual currently enrolled in a formal aircraft commander upgrade course. All traditional 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. MPD pilots do not require ACP.

5.3.1.3. MPD Pilot Checkout. The process for aircraft commander certification will include the PCO Course and an Operational Mission Certification. For MPD pilots, in-unit upgrade will 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 PCO flying training through the PFT process. All simulator training sites will provide PCO academic and simulator training. Units may schedule the PCO academic and simulator training through their MAJCOM quota manager.

5.3.2. 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**.

5.3.3. Global Ready Aircraft Commander Course (GRACC).   GRACC is a three-phase process designed to familiarize pilots with all aspects of operating in the en route system. The three phases are divided as follows: Pilot to Aircraft Commander Phase I (V280), Pilot to Aircraft Commander Phase II (V281), and HQ AMC Orientation Tour (V282). See **Chapter 7** for course description.

5.3.3.1. Applicability. GRACC training is mandatory for AMC pilots and highly encouraged for other commands. Since slots are limited, OG/CCs will determine attendance requirements for their pilots. A one-time course, completion is transferable between all mobility weapon systems. Waiver authority is OG/CC.

5.3.3.2. Documentation. Completion of each phase of GRACC is documented in ARMS (V280, V281, and V282). Document the completion of the entire course via the AF Form 4324 as "GRACC" using ARMS event identifier Q280.

5.3.3.3. Training Guides. GRACC workbooks are available for download on the AMC/A3T CoP at **https://afkm.wpafb.af.mil/AMC_A3T**. Workbooks should be carried on all sorties to maximize training opportunities. Additional information on GRACC can be located on the ETCA website, **https://etca.randolph.af.mil/showcourse.asp?as_course_id=GRACC**.   MAJCOMs may substitute an alternate aircraft-specific Training Guide for the Phase II Training Guide. The alternate Training Guide should emphasize aircraft systems.

5.3.3.4. **Phase I**. Pilot To Aircraft Commander Phase I (V280). This phase consists of completing the V280 generic MAF workbook. MPD Pilots/copilots will complete this V280 workbook NLT 180 days after becoming mission ready. The workbook will help new pilots become *familiar* with moving a mission within the Mobility Enroute System and other associated requirements. For non-AMC unit or first assignment instructor pilot (FAIP)/operational support airlift (OSA) pilots transitioning to MAF aircraft, V280 will not be accomplished; however V281 and V282 are still required.

5.3.3.5. **Phase II**. Pilot To Aircraft Commander Phase II (V281). The second phase consists of completing a second workbook. V281 will serve to review all the objectives in Phase I (V280) with more MDS specific topics. Pilots will complete V281 before Phase III (V282) and starting their formal aircraft commander upgrade. Aircraft Commander candidates who have transferred from non-AMC units or FAIP/OSA assignments will complete V281 and V282 before AC certification. MAJCOMs may substitute the GRACC workbook with the C-130-specific Aircraft Commander Upgrade Workbook

located on the AMC/A3TA CoP under C-130 Courseware. The CoP is located at **https://afkm.wpafb.af.mil/AMC_A3TA**. MAJCOMS may approve alternate Phase II workbooks for their units.

5.3.3.6. **Phase III** HQ AMC Orientation Tour Phase III (V282). The third phase visits HQ AMC and the 618 TACC. This event provides an in-depth look at selected 618 TACC and AMC operations as well as an opportunity to interact with command senior staff. Ideally, this course should be completed by aircraft commander candidates after completing Phase II and before formal aircraft commander upgrade. If unable to complete V282 prior to aircraft commander certification, units may schedule training up to 90 days after certification. Beyond 90 days requires OG/CC approval.

5.3.3.7. POC   is   HQ   AMC/A3TF,   DSN   779-3576, **A3T.quotamanagement@scott.af.mil.** Provide the date of requested tour, name, rank, SSN, phone number, e-mail, base and operations group assigned. Tour coordination should be through OG or OSS level training office. ANG units will request HQ AMC Orientation Tour dates with NGB/A3OM.

5.3.4. In-Unit Upgrade. For traditional copilots, formal school attendance is the primary method for aircraft commander qualification training. In-unit upgrade requires a waiver request according to **Chapter 1.** For MPD pilots, in-unit upgrade is the normal upgrade method. No waivers are required for MPD pilots.

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

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

5.3.5. Operational Mission Certification (OMC). The Operational Mission Certification flight is intended to verify that Aircraft Commander Candidates possess the appropriate knowledge, decision making and flying skills (i.e. assault landings) required to operate within the worldwide mobility system. OMC profiles will be accomplished off-station and remain over night in conjunction with a JA/ATT, SAAM or locally generated off-station trainer. Additional requirements may be accomplished at the discretion of the OG/CC; however, they should reflect the unit's mission.

5.3.5.1. All MPD pilots and first-time C-130 Aircraft Commanders will accomplish an OMC to the satisfaction of an instructor prior to Aircraft Commander certification within the unit.

5.3.5.2. If units can not comply with the off-station and over-night requirements, the OG/CC may approve an alternate scenario that meets the intent of the OMC.

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 flight-lead certified. With OG/CC approval, a former C-130E/H instructor going through in-unit requalification may accomplish lead certification in conjunction with instructor requalification.

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. Initial instructor candidates will attend the formal C-130 ATS instructor course. Waivers will be reviewed on a case-by-case basis by MAJCOM/A3T if formal school course slots are not available.

5.4.4.2. 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. Initial instructor candidates who have a waiver to upgrade in-unit will complete the associated Preparatory Course academic courseware, but do not need to complete any Preparatory Course flying requirements.

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 (or were instructors in other DoD fixed-wing aircraft) 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 formal 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-130v2 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 11-202v1, AFI 11-202v2, AFI 11-2C-130v1 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-capable units will normally accomplish two-ship element lead upgrade in conjunction with AWADS upgrade. Accomplish the upgrade training using the appropriate ATS courseware 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.C-130 and/or AFI 11-2C-130v3

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 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, and changing user requirements.

5.6.2. Formation/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, knowledge of tactics, techniques, and procedures, systems and procedural knowledge, 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.

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

5.6.2.3. Flying Training. The primary responsibility of a formation lead 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, tactical formation maneuvering, formation departures and arrivals, 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.

5.7. Night Vision Goggle (NVG) Training. NVGs are standard for night operations in the C-130. 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 located on the AMC/A3TA CoP.

5.7.1. NVG Airdrop Certification. This training is designed for all crew positions to certify the crew to perform airdrop to overt and covert DZ's using NVGs. Units will conduct C-130 NVG airdrop training based on MAJCOM/A3 approval. If accomplished in-unit, 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.C-130.

5.7.2. NVG Airland Certification. 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*, or standard airfield lighting, to include expeditionary airfield lighting systems (EALS). Units will conduct C-130 NVG airland training based on MAJCOM/A3 approval. If accomplished in-unit, 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.C-130.

5.7.3. NVG Assault Certification. This program is designed to certify the pilot, copilot, navigator, and engineer crew positions in C-130 NVG assault operations. NVG airland-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 or standard airfield lighting, to include EALS. Units will conduct C-130 NVG Assault Training based on MAJCOM/A3 approval using MAF-approved courseware. C-130 NVG Airland certification is a prerequisite to 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.C-130.

5.7.4. NVG Formation Takeoff and Landing. Formation qualified crewmembers who are certified in NVG Airland are certified for NVG formation takeoffs and landings.

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

5.8.1. Units will establish and maintain Phoenix Banner training programs. As a minimum, training will consist of an instructor-led in-depth review of AFI 11-289, *Phoenix Banner, Silver, and Copper Operations*, discussion of tasking and execution agencies for Phoenix Banner missions, and how the aircrew will interface with these agencies. Furthermore, the program will address the personnel to coordinate with, in case of diversion or delay, including the presidential Advance Agent, US Secret Service, HMX-1 representative. The goal of training is to educate crewmembers on the requirements for these individuals/agencies and illustrate their ability to help accomplish the mission. Following the review, an open book examination of AFI 11-289, minimum 80 percent, corrected to 100 percent will be accomplished. Before commanding a Phoenix Banner, Silver, or Copper mission, aircraft commanders require squadron commander certification IAW AFI 11-289.

5.9. Joint Precision Airdrop System (JPADS) Certification.

5.9.1. The JPADS training program is designed for all crew positions. This program allows MAF combat delivery aircrews to improve airdrop accuracy during high altitude airdrop employment utilizing the PADS mission planner and JPADS. Improved CDS (I-CDS) and JPADS operations are conducted using the UHF Dropsonde Receiver, GPS-retransmission link equipment and PADS Mission Planner (PADS-MP) laptop and software. I-CDS operations use standard-rigged CDS loads with non-steerable chutes; JPADS operations are conducted using steerable chutes with Airborne Guidance Units (AGU). For both types of airdrop, the PADS MP laptop will be used to determine a more precise airdrop release point or launch acceptability region (LAR). Crews will comply with all requirements of AFI 13-217.

5.9.2. JPADS Airdrop: This training is designed to allow single/multiple ship I-CDS or JPADS operations using low, medium, or high altitude procedures. JPADS airdrop training is accomplished with the PADS mission planner and either normal ballistic loads or JPADS-guided loads depending on availability. When ballistic loads (i.e., I-CDS) are used in lieu of JPADS guided loads, an in-flight wireless update will be completed to a static AGU for training prior to the drop.

5.9.3. I-CDS and JPADS certification and currency. I-CDS and JPADS certification will be completed in accordance with the JPADS training syllabus and guide. For JPADS operations, C-130E/H are considered the same MDS. JPADS PADS operator (PO) mobile training team (MTT) instructors must be an IP or IN but are not required to be qualified in the MDS (e.g., a certified C-130J IP may perform PADS operator primary or instructional duties on a C-130E/H). For non-MDS qualified crew members, log other time with crew duty position as XN/XP. Crewmembers who previously completed the interim JPADS training syllabus are considered JPADS certified. All crewmembers will complete Phase I training. Phase I Pilots and Flight Engineers will receive a JPADS certification, but will not require any continuation training. In addition, crewmembers performing PADS Operator (PO) or loadmaster (LM) duties will complete Phase II qualification training, and require continuation training. All navigators entered into JPADS training will complete Phase II training and be PO certified. Pilots may also complete Phase II training and be certified as PADS operators. PO certification includes I-CDS and JPADS drop operations. If a unit/Mobile Training Team does not have access to syllabus-required training equipment, instructors will, with unit CC/DO concurrence, determine if a PO student has received sufficient instruction for certification. All simulated events must be verbally debriefed. For example, if a unit has Dropsondes but no AGU, consider the PO syllabus Wireless Transfer Event complete if the student imports Dropsonde data and simulates Wireless AGU Data Transfer. LM certification is split into I-CDS (Phase I) and JPADS operations (Phase II). LM's that do not complete hands-on AGU training will be certified as Phase I only until JPADS Phase II training is complete.

5.9.4. Upon completion of applicable training, crewmembers are considered JPADS/I-CDS certified or I-CDS-only certified as described in paragraph **5.9.3**. Units may document Phase I training on AF Form 1522, *ARMS Additional Training Accomplishment Report,* for non-PO pilots and flight engineers. Use ARMS event identifiers Q502 "JPADS/I-CDS certification" for non-PO certified pilots and flight engineers, Q521 "JPADS Phase I" for I-CDS/non-guided certified loadmasters, and Q522 "JPADS Phase II" for PADS Operator certified crewmembers and JPADS certified loadmasters.

5.9.5. The PADS Operator (PO) is defined as any JPADS Phase II certified rated officer. Normally this consists of the navigator or an additional pilot, but may also be a PADS Operator from another airframe (e.g., C-130J, C-17). For the purposes of non-current PADS Operators who need an instructor, like specialty is not required (e.g., a pilot PADS Operator may instruct a navigator PADS Operator on events AD11 or AD12).

5.10. 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.

5.11. Functional Check Flight (FCF) Certification. AFI 11-2C-130v3, 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.

5.12. Touch and Go Landing Certification. MPD pilots receive touch and go training and certification as part of initial qualification at the FTU. See AFI11-2C-130v3 for touch-and-go landing limitations.

5.12.1. Pilots may be touch-and-go certified after completion of the aircraft commander initial qualification evaluation, having successfully demonstrated a touch-and-go as part of the landing criteria described in AFI 11-2C-130v2. Aircraft commanders will not fly touch-and-go landings until certified for the event by the Sq/CC.

5.12.1.1. Training includes accomplishment of their own flight idle touch-and-go landings and supervising the other pilot's flight idle touch-and-go landings.

5.12.2. NVG Touch and Go Landing Certification.

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

5.13. Medium and High Altitude Aerial Delivery Certification. See paragraph 7.4.1 and **Attachment 1** for altitude definitions. 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 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.C-130 and/or AFI 11-2C-130v3. There is no certification required for other crewmembers.

5.14. 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.

5.14.1. Prerequisites. Navigators will be basic aircraft qualified to begin grid training.

5.14.2. 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-130v2.

5.14.3. Flying Continuation Training. Accomplish according to **Table 4.4**.

5.14.4. Grid profile (day or night). This event uses a grid reference system for aircraft steering and should 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.

5.15. Modular Airborne Fire Fighting System (MAFFS). The MAFFS mission is a joint mission performed by ANG, AFRC, and US Forest Service (USFS) personnel as a partnership with USFS as the lead federal agency. The term MAFFS is used as a generic term which includes both MAFFS (legacy) and MAFFS II. This section establishes the continuation training requirements for a MAFFS-certified C-130 crewmember. In addition, MAFFS Instructor certification guidance is included. OG/CCs of MAFFS units may provide additional guidance or clarification in local training procedures. MAJCOM/A3T approval is required if changing policy or guidance in paragraph 5.15 or its subparagraphs.

5.15.1. Requirements.

5.15.1.1. MAFFS syllabus changes and updates will be prepared by the lead-designated MAFFS unit and forwarded to NGB/A3O and AFRC/A3T for coordination. NGB/A3O, AFRC/A3T and AMC/A3T will coordinate on the MAFFS syllabus. NGB/A3O will maintain the master files and approve syllabus changes and updates upon receipt of coordination from AFRC/A3T. Final syllabus approval is NGB/A3 and AFRC/A3.

5.15.1.2. Conduct MAFFS Certification for pilots, navigators, flight engineers, and loadmasters IAW the approved training syllabus. Upon completion of training, as detailed in this instruction and the syllabus, crewmembers will be certified for MAFFS missions. Flight evaluations are not required to certify MAFFS aircrew.

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

5.15.3. Time Period for Mission Certification Training. There is no specified training time limit due to the availability of the annual MAFFS training program conducted by the US Forest Service (USFS).

5.15.4. MAFFS Training Prerequisites. For all crew positions, the crewmembers will be highly qualified C-130 Mission Ready crewmembers who are airdrop qualified. Pilots will be formation and visual low level qualified. Crewmembers must have the availability to complete the required training and respond to mission tasking during the wildfire season. Aircrew will be designated by the OG/CC for course entry.

5.15.5. MAFFS Initial Training. Accomplish ground and flight training under the supervision of a MAFFS instructor. All training will be conducted IAW the approved MAFFS Syllabus and training guides during the annual training session conducted by USFS, at a location determined by the USFS. A flight evaluation is not required. Upon successful completion of all required training items, instructors will nominate the crewmember for certification. Once certified, crewmembers will be allowed to perform MAFFS mission duties in their crew position.

5.15.5.1. Instructors. MAFFS instructor candidates will be selected from among the most qualified 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 certification requirements under the supervision of a MAFFS instructor.

5.15.5.2. MAFFS II Certification. As outlined in the MAFFS Syllabus, current MAFFS (legacy) crewmembers only require differences training to become MAFFS II certified. MAFFS (legacy) and MAFFS II are two separate certifications. The OG/CC may authorize multiple certifications for crewmembers to remain current on both MAFFS (legacy) and MAFFS II.

5.15.6. Continuation Training. This section outlines ground and flying continuation training requirements for MAFFS-certified pilots and loadmasters. MAFFS continuation training will be accomplished during the annual training session conducted by USFS, at a location determined by USFS. 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. If a crewmember does not attend the annual training session, they are considered non-current and may regain currency on an actual fire under the direct supervision of a MAFFS instructor. If a crewmember loses airdrop qualification, they will also lose MAFFS certification until qualification is regained. In addition, if pilots lose formation or visual low level qualification, they will also lose MAFFS certification until qualification is regained. Navigators and flight engineers have no MAFFS continuation training requirement.

5.15.6.1. USFS Certification. A MAFFS Instructor will supervise all MAFFS ground and flying continuation training. MAFFS Sq/CCs or OG/CCs will certify individual crewmember qualifications to the USFS upon successful completion of all required training items.

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

5.15.6.3. Ground Training. Accomplish annual ground training IAW **Table 5.3**.

5.15.6.4. Flight Training. Accomplish annual flying training IAW **Table 5.4**.

5.15.6.5. MAFFS Training is a one-time event for navigators and flight engineers. These crew positions have no MAFFS continuation training or currency requirements.

Table 5.3. MAFFS Ground Continuation Training Events (Pilots and Loadmasters).

Event	Frequency	Position
Review MAFFS System Components & Functions	A	L
Retardant & Air Servicing Procedures	A	L
Ground and Pit Operations.	A	P, L
Checklist Procedures	A	P, L
In-flight Procedures	A	P, L
Emergency Procedures	A	P, L
Principles of CRM/ORM/aircrew discipline	A	P, L
Crew Coordination	A	P, L
Hazards of Mountain Flying	A	P
Aircraft Performance	A	P

NOTE: A-Annual

Table 5.4. MAFFS Mission Continuation Flying Requirements (Pilots and Loadmasters).

Event	Pilots		Loadmasters	
MAFFS Mission Events	A/B/C	CUR	A/B/C	CUR
Airdrop Events (Dry/Wet)	6/3	A	0/3	A
NOTE: A-Annual				

5.15.7. Re-currency/Recertification Training Requirements

5.15.7.1. 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 currency training will be coordinated with the Expeditionary Aerospace Squadron-Wildland Firefighting Commander (EAS-WFF/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.

5.16. Aerial Spray Certification. Aerial spray training will certify and maintain aircrew certification 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 Certification training, as well as recertification 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 Certification Training (ASCT) courseware changes and updates will be prepared by the 910AW and forwarded to HQ 22AF/A3T for coordination and approval. HQ 22AF/A3T will coordinate on the proposed changes and forward their recommendations to HQ AFRC/A3T. HQ AFRC/A3T will review and approve the ASCT syllabus and maintain the master files.

5.16.1.2. Conduct C-130 ASCT 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 ASCT. 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 Certification Training. Crewmembers will start ASCT within 90 days after selection for aerial spray training. Pilots, navigators, flight engineers, and loadmasters (spray operators) will complete ASCT within 240 days.

5.16.4. Aerial Spray Certification 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 ASCT. ASCT 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 certification 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 Certification Training

5.16.5.1. Aerial spray certification 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 certification training IAW HQ AFRC/A3T approved ASCT 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 certified.

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 certified.

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 certified.

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 certified.

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

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

5.16.6.2. Flight Training. Accomplished in accordance with **Table 5.5**. OG/CC may publish in local training procedures any MAJCOM-approved changes to **Table 5.5**.

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

5.16.7. Recurrency and Recertification. 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 for MQ or BQ events, crewmembers will regain currency according to **Chapter 4**.

Table 5.5. 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 certified without any further training or evaluation. Aircraft Commanders who are aerial spray certified 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 Certification. 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 recertification 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 recertification training.

5.17. LC-130 Ski Mission Qualification Training. Ski Mission training will qualify and maintain aircrew qualification for LC-130 Ski Mission polar operations in the Arctic and Antarctic.   This section establishes the minimum training requirements for LC-130 crewmembers. 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.

      5.17.1.1. The 109 AW, Stratton ANGB, NY has sole responsibility for LC-130 Ski Mission operations within the Department of Defense and is the FTU for the Ski Mission and Celestial and Grid Navigation Training. Training folder reviews for these courses will be IAW paragraph A2.3.7.2.

      5.17.1.2. Waiver Authority. The 109 OG/CC is the waiver authority for Ski Mission ground and flying continuation training requirements IAW paragraph 1.5.

      5.17.1.3. Ski Mission syllabi development, changes, and updates will be prepared by 109 OSF/OST for NGB/A3O approval. NGB/A3O will maintain the master files IAW paragraph 1.4.

         5.17.1.3.1. Operations Group.   109 OG/CC, through the TRP, is the approval authority for Ski Mission upgrade.

      5.17.1.4. In-Unit Training Time Limitations. There are no specified LC-130 difference time limitations due to limited availability of LC-130s at home station during the unit's annual 5-month deployment to Antarctica.   There are no specified 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.

      5.17.1.5. LC-130 upgrade training will be conducted IAW this chapter and 109 AW courseware. It is preferred for 109 AW Ski Mission pilots and navigators to complete operational mission qualification before entering special mission (e.g. polar airdrop or tactical) qualification or upgrade training.   Exceptions require 109 OG/CC or 109 AW/AOO approval. Flight engineers and loadmasters may 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 minimum training requirements to qualify as an LC-130 crewmember. Crewmembers will complete C-130 initial qualification ground training requirements IAW paragraph **2.3** of this instruction. All newly assigned crewmembers will complete LL01 Aircrew Flight Equipment Familiarization Training and SS01 Local Area Survival prior to their first flight and G002 Aircraft Marshalling Training and Examination IAW **Chapter 7**.

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

         5.17.2.2.1. 109 AW pilots and navigators normally complete C-130 FTU Phase 1 and Phase 2 (single ship, visual, low-level airdrop) training.   If Phase 2 is not accomplished at the FTU, pilots will complete assault training and polar airdrop

training by secondary method. Aircrew completing airdrop training at the FTU will complete a local familiarization program emphasizing polar airdrop differences to complete polar airdrop certification. Due to the nature of the Ski Mission, 109 AW Ski Mission navigators are not required to perform ARAs (N120). 109 AW Ski Mission navigators will be trained and evaluated for Ski ARAs (XC30).

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

5.17.2.3.1. 109 AW Pilot C-130H2 Difference Training. An instructor pilot will sign off the student after completion of the syllabus. Crewmembers completing initial C-130H2 qualification training at the FTU will only require local area familiarization. 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. 109 AW Pilot C-130H2 to LC-130 Difference Training. Pilots will complete a local academic LC-130 difference ground training course. Simulator training will be accomplished prior to the LC-130 difference flight evaluation. LC-130 flying training is designed to obtain proficiency in the operation of the aircraft on normal, hard surface runways. Accomplish LC-130 Difference Training in the L-1 (LC-130H2), L-1A (LC-130H2.5) and L-2 (LC-130H3) aircraft. It is recommended that approximately half of the flights (minimum of two) are flown in each respective model (L-1 and L-1A are treated as same model). Pilots require satisfactory completion of a written difference examination, difference Emergency Procedure Evaluation (EPE) and a difference SPOT flight evaluation. If initial C-130H2 flying training is accomplished in-unit, C-130H2 and LC-130 Difference Training may be accomplished concurrently.

Note: Because of the unpredictable and limited availability of specific model LC aircraft during the unit's annual Antarctic deployment, it is allowable for pilots to complete LC-130 Difference Training in either the L-1 and L-1A or the L-2 aircraft; in this case, after successful completion of the difference SPOT flight evaluation, pilots will fly supervised in the other LC-130 model until the two-sortie minimum is completed with all syllabus maneuvers performed to the satisfaction of an instructor pilot. No additional difference evaluation is required; the IP sign-off will certify completion of the remaining difference training requirements. These sorties will be documented in the LC-130 Difference Training grade folder.

5.17.2.3.3. 109 AW Navigator/Flight Engineer/Loadmaster Difference Training. An Instructor of the same crew position will sign off the student after completion of the syllabus. Crewmembers will complete a local 109 AW academic difference ground training course and flying syllabus. If initial C-130H2 flying training is accomplished in-unit, C-130H2 and LC-130 differences 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 of the same crew position. All training will be conducted IAW approved Ski Mission syllabi, training guides, and 109 AW instructions.

5.17.3.1.1. 109 AW 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. 109 AW Remote Fueling Training consists of three phases as specified in 109 AW courseware. All flight crew will complete Phase I and Phase II training. Flight engineers, loadmasters, and navigators complete Phase III. Successful completion of mission qualification certifies completion of training.

5.17.3.1.1.2. 109 AW Assisted Take Off (ATO) training consists of three phases as specified in 109 AW courseware. Unsupervised ATO operations will not be conducted until completion of this training. All crewmembers will complete Phase I training. Aircraft commander, flight engineer, and loadmaster upgrades will complete Phase II. Aircraft commander and flight engineer upgrades complete Phase III training, which consists of actual or simulated ATO firing. The preferred method for completion of Phase III training for aircraft commander and flight engineer upgrades is for the student to perform an actual firing of ATO during mission qualification training. However, due to the cost and dwindling supply of ATO, 109 OSF/OST has created ATO simulation training that fulfills this requirement if circumstances preclude actual ATO firing during training. Successful completion of mission qualification certifies completion of this training.

5.17.3.1.2. Theater Indoctrination Training. 109 OSF/OST will maintain theater indoctrination training materials to ensure aircrews are trained for specific theater flight operations in Antarctica and Greenland.

5.17.3.1.3. 109 AW Flight Crew will complete CBRNE Defense Training (G010), Aircrew Chemical Defense Training (LL04), and Aircrew Chemical Defense Task Qualification Training (P280) in accordance with **Chapter 7** and **Table 2.1** of this AFI. Continuation training for, G010 and LL04 will be a biennial familiarization class.

5.17.3.2. Ski Mission Flying Training Requirements: Ski Mission flight training is completed in Greenland or Antarctica; mission considerations make Greenland preferable for training. All Ski Mission training will be conducted IAW approved Ski Mission syllabi, training guides, and instructions. Crewmembers will accomplish flight training under the supervision of a Ski Mission Instructor of the same position. Crewmembers will normally complete Ski Mission qualification, initial Ski Combat Offload training, initial Assisted Takeoff training, and initial Remote Fueling training simultaneously. Grid and Celestial navigation mission qualification (navigators) may also be completed concurrently with Ski Mission training. Upon successful completion of all required training items, instructors will recommend the crewmember for a Ski Mission evaluation.

5.17.3.2.1. 109 AW Ski Mission Pilots and MPDs: All pilots will initially qualify as Ski Mission Copilots. Prerequisites for initial Ski Mission evaluation are a Ski EPE, a C-130H2 FTU (or secondary method) qualification or difference IP sign-off, a LC-130 difference flight evaluation, and an assault flight evaluation (FTU evaluation meets this requirement). 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. Ski Mission copilot candidates will not perform pilot flying duties for ski landings or ski takeoffs, but will demonstrate proficiency in Ski Mission Copilot (pilot monitoring) duties and will complete a Ski Copilot Mission evaluation.

5.17.3.2.1.2. Candidates qualifying for Ski Mission Aircraft Commander will receive instruction while performing pilot flying duties in the left seat and will complete a Ski Aircraft Commander Mission evaluation in the left seat.

5.17.3.2.2. 109 AW Ski Mission Navigators: Normally, conduct flight training in conjunction with Ski Missions. Ski ARAs (XC30) for 109 AW 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. A qualification evaluation on Grid and Celestial navigation procedures will be accomplished prior to an initial Ski Mission evaluation.

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

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

5.17.3.2.3. 109 AW Ski Mission Flight Engineers: Complete flight training in conjunction with Ski Missions and according to 109AW courseware to include actual ski takeoff and landing operations.

5.17.3.2.4. 109 AW Ski Mission Loadmasters: Complete flight training in conjunction with Ski Missions and according to 109 AW courseware to include a demonstration directing on/off loading operations on a snow surface with the aircraft on skis.

5.17.3.2.5. 109 AW Ski Mission Instructors/Evaluators. Ski Mission Instructor Pilot candidates will be selected from among qualified instructor/evaluator pilots and will be experienced in all phases of Ski Mission operations. Prior to certifying instructor/evaluator pilots in the Ski Mission, instructor and evaluator candidates will receive training that includes 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. 109 AW flight crewmembers will be selected through the TRP process for Polar Airdrop training. In-unit training will be IAW formal school

and 109 AW courseware. New 109 AW pilots and navigators currently airdrop qualified require one day and one night local orientation flight as a minimum prior to instructor sign-off.

5.17.3.3. Tactical Mission Qualification Training. When not completed at the FTU, tactical training normally begins after Ski Mission Qualification Training for selected 109 AW pilots and navigators. 109 AW flight crewmembers will be selected through the TRP process for tactical training which includes day and NVG single-ship, visual low-level CDS airdrop. In-unit ground and flying training will be via secondary method IAW formal school and 109 AW courseware. Newly assigned 109 AW pilots and navigators who are day and NVG single-ship, visual low-level airdrop qualified require one day visual low-level orientation flight to an airdrop and one NVG visual low-level sortie to an NVG airdrop as a minimum prior to instructor sign-off.

5.17.3.4. Assault Qualification Training: When not completed at the FTU, assault training begins after C-130H2 Difference Training. Assault qualified, newly assigned 109 AW pilots 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. Pilots require an assault flight evaluation, if not already qualified, prior to aircraft commander certification.

5.17.4. Continuation Training. This section outlines continuation ground and flying training requirements for Ski Mission qualified crewmembers. 109 OSF/OST maintains definitions of all "X" events and "S" suffix courses listed in **Tables 5.6**, **5.7**, **5.8** and **5.9**.

5.17.4.1. Flying and ground training events for the 109 AW will be tracked in the ARMS database IAW **Tables 5.6, 5.7, 5.8** and **5.9**. OG/CC may publish in local training procedures any MAJCOM-approved changes to these tables.

5.17.4.2. Ski Mission qualified crewmembers of the 109 AW will maintain the requirements of **Tables 5.6**, **5.7, 5.8,** and **5.9** with the exception of Tactical Events.

5.17.4.3. Tactical qualified crewmembers of the 109 AW will maintain all requirements of **Tables 5.6**, **5.7, 5.8,** and **5.9** Failure to complete Tactical ground or flying training requirements does not impact MR status for the Ski Mission.

5.17.4.4. Ski Mission items cannot be credited in the simulator. For other events see paragraph 4.5.3.2 (referencing **Tables 5.8** and **5.9**) for crediting events in a simulator.

5.17.4.5. Grid Profile. This event uses a Grid reference system for aircraft steering and should 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.

5.17.4.6. Due to the Antarctic season, 109 AW 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).

5.17.4.8. Failure to Complete Ground Training Events.

5.17.4.8.1. Comply with restrictions and requirements described in paragraph 4.9.3 by referencing LC-130 events listed in **Tables 5.6** (for **Table 4.1** references) and **Table 5.7** for (**Table 4.2** references).

5.17.4.8.2. OG/CC waivers for events in **Tables 5.6** and **5.7** will comply with paragraph 4.9.3.4.

5.17.4.9. Crewmembers NMR for Flying Training Events.

5.17.4.9.1. NMR crewmembers will comply with restrictions and requirements described in paragraph 4.9.4 by referencing LC-130 events listed in **Tables 5.8** and **5.9**.

5.17.4.9.2. NMR for Ski Mission events does not affect other missions. Overdue flying training requirements in Tactical, Polar Airdrop, NVG 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.

Table 5.6. LC-130 Ground Continuation Training Requirements.

Code	Event	Position	Frequency	Notes
	Flight Physical	All	A	1, 10
	Physiological Training	All	60m	1, 10
G060	Tactics	All	A	4, 5, 6, 8
G060S	Ski Tactics	All	A	4, 5, 8
G070	Aircrew Intelligence	All	A	4, 5, 8, 10
G080	Communications Procedures	P, N	365d	4, 5, 6, 7, 10
G080S	Ski Communications Procedures	P, N	365d	4, 5, 7, 10
G090	Anti-hijacking	All	T	4, 8, 10
G130	Instrument Refresher Course	P, N	See Note 2	2, 10
G150	Approach Plate Familiarization Course	E	B	8
G182	Hazardous Cargo Training	AC	T	4, 5, 8, 10
G182A	Hazardous Cargo Training	L	24m	8, 10
G220	Flight Engineer Systems Refresher	E	A	3, 8
G230	CRM Refresher	All	A	8, 10, 11
G602	Loadmaster Refresher Training	L	A	3, 5, 8
LL03	Egress Training, Non-Ejection	All	T	1, 10

LL06	Aircrew Flight Equipment	All	A/R	8, 9, 10
NV03	NVG Ground Refresher Training	All	A	8, 10, 12
SS02	Combat SERE Training	All	36m	4, 5, 8
SS05	Water Survival Training	All	36m	4, 5, 8
SS06	Emergency Parachuting Training (EPT)	All	36m	4, 5, 8

A-Annual, B-Biennial, T-Triennial, m-due in number of months, d-due in number of days, A/R-As required

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. Flight physical and physiological training are independently tracked via the crewmember's Individual Training Summary (ITS) and thus do not require an ARMS code. If units want to track in ARMS, use G005 and G006 per **Chapter 7**.

2. Log IRC upon completion of the complete course to include instructor-led Hot Topics. Pilots and Navigators on active flying status will complete the IRC every fourth quarter after completion IAW AFMAN 11-210.

3. G220 incorporates hostile environment repair and G602 incorporates Loadmaster Aerial Delivery (LAD) for Polar Airdrop and Tactical qualified loadmasters.

4. Not required for Senior Officer Course graduates.

5. Not required for BAQ crewmembers.

6. Required only for Tactical qualified crewmembers.

7. OG/CCs may approve an extension of up to six months for aircrews.

8. The OG/CC is the waiver authority for this event. See paragraph 4.9.3.4.

9. Aircrew Flight Equipment Training (LL06) should be accomplished in conjunction with SS02, LL03 and SS05. See event description in **Chapter 7**.

10. AFI 11-2C-130v1 is not the governing directive for completion of this event. IAW AFI 11-202v1, refer to HQ AF/A3O-AT reference publications for current ancillary training frequencies.

11. Crewmembers completing refresher simulator can take credit for G230, CRM Refresher.

12. For NVG certified crewmembers only. Crewmembers who are overdue NV03 may fly unsupervised on missions not requiring NVG use.

Table 5.7. LC-130 Mobility Training Requirements.

Code	Event	Position	Frequency	Notes
C040	Mobility Folder Review	All	A/R	1, 2, 5, 7
E030	Passport	All	A/R	
E035	Secondary Passport	All	A/R	
G120	ISOPREP Review	All	180d	1, 2, 7
G280	Small Arms Training	P, N	48m	2, 7
G280	Small Arms Training	E, L	24m	7
LL04	Aircrew Chemical Defense Training	All	B	1, 2, 5, 6
LL04S	Ski Aircrew Chemical Defense Training	All	B	1, 2, 4, 5, 7
SS03	Conduct After Capture	All	36m	1, 2, 5, 6

SS07	Contingency SERE Indoctrination	All	A/R	1, 2, 5, 6
XC99	Remote Refuel Refresher	All	A	3
XCWB	Cold Weather Survival Refresher	All	B	8
A-Annual, B-Biennial, T-Triennial, A/R-As required, m-due in number of months				

NOTES:
1. Not required for BAQ crewmembers.
2. Not required for Senior Officer Course graduates.
3. All crew positions shall accomplish academic refresher training annually. Ref: Hot Refueling Certification letter dated 31 Oct 1991.
4. Continuation training for LL04S will be a biennial familiarization class. See paragraph 5.17.3.1.3.
5. The OG/CC is the waiver authority for this event. See paragraph 4.9.3.4.
6. Required only for Tactical qualified crewmembers.
7. Failure to complete this event does not affect MR status but restricts crewmember from performing missions that require the delinquent event until the required training is accomplished.
8. XCWB may be taught in conjunction with LL03.

Table 5.8. LC-130 Semi-Annual Continuation Flying Requirements (Pilots, Navigator).

Code	Event	Aircraft Commander					MPD Pilot /<u>Copilot</u>				Navigator					Notes
	Proficiency/Basic Events	A	B	C	E	CUR	A	B	C	CUR	A	B	C	E	CUR	
M010	Proficiency Sortie	1	1	1			1	2	2		4	6	6	3	45d	1, 9, 13, 14
G250	Refresher Simulator	1	1	1	1											2
G600S	Ski Navigator Refresher Training										1	1	1	1		2
P020	Takeoff	8	10	12	6	M	8	10	12	M						1, 9
P028	Right-Seat Takeoff						2	3	3	Q						3, 9
P029	Left-Seat Takeoff						2	3	3	Q						3, 9
P190	Landing	8	10	12	6	M	8	10	12	M						1, 9
P198	Right-Seat Landing						2	3	3	Q						3, 9
P199	Left-Seat Landing						2	3	3	Q						3, 9
P192	Unaided Night Landing	2	2	2		Q	2	2	2	Q						9
P070	Instrument Approach	6	8	12	6	M	6	8	12	M						1, 9
P100	Precision	3	4	6	2		3	4	6							9
P110	Non-precision	3	4	6	1		3	4	6							9
P116	NDB / VOR	1	1	1			1	1	1							9
P130	Circling	1	2	2			1	2	2							9
	Assault Events	A	B	C	E	CUR	A	B	C	CUR	A	B	C	E	CUR	
AS09	Assault Takeoff	6	8	10			2	4	4							8
AS11	Assault Landing	8	10	12		Q	2	4	4							8
AS12	Unaided Night Assault Landing	1	1	2			1	1	2							8, 12
AS21	Heavyweight Assault	2	2	4												8

	Ski Mission Events	A	B	C	E	CUR	A	B	C	CUR	A	B	C	E	CUR	
XC20	Ski Takeoff	5	5	5			5	5	5							2
XC40	Ski Landing	5	5	5			5	5	5							2
XC30	Ski ARA	5	5	5			5	5	5		5	5	5			2, 4
XCRF	Remote Fueling Actual	1	1	1		180d	1	1	1	180d	1	1	1		180d	5
	Polar Airdrop Events	A	B	C	E	CUR	A	B	C	CUR	A	B	C	E	CUR	
XD04	Polar CDS Airdrop	1	2	2			1	2	2		2	2	3			6
XDAC	Polar CDS Actual										1	1	1			
XDPR	Polar CDS Route	1	2	2			1	2	2		2	2	3			
	Navigation Events	A	B	C	E	CUR	A	B	C	CUR	A	B	C	E	CUR	
X012	Day Celestial Sortie										1	1	1			2, 7
B014	Category I Navigation Sortie										1	1	1			2, 7
GD09	Grid Sortie										1	1	1			2, 7
	NVG Events	A	B	C	E	CUR	A	B	C	CUR	A	B	C	E	CUR	
NV47	NVG Takeoff	2	4	6			2	2	2							8, 16
NV48	NVG Landing	2	4	6		Q	2	2	2	Q						8, 16
NV80	NVG Instrument Approach	1	1	2			1	1	2							9, 16
NV05	NVG Airland Event										2	4	6			7, 16
	Other Mission Events	A	B	C	E	CUR	A	B	C	CUR	A	B	C	E	CUR	
NV50	NVG Assault Takeoff	1	2	2			1	2	2							8, 10
NV49	NVG Assault Landing	2	2	4		Q	1	2	2							8, 10
NV00	VLL NVG Event	2	2	3			2	2	3		2	2	3			7, 10, 15
NV18	NVG Airdrop	2	2	2			2	2	2		2	2	2			7, 10
RS06	High-Altitude Arrival	1	1	1			1	1	1		1	1	1			7, 10
RS16	Low-Altitude Arrival	1	3	3			1	3	3		1	3	3			7, 10
RS26	High-Altitude Departure	1	1	1			1	1	1		1	1	1			7, 10
RS36	Low-Altitude Departure	1	3	3			1	3	3		1	3	3			7, 10
RS46	Penetration/Rapid Descent	1	1	1			1	1	1		1	1	1			7, 10
VL01	VLL Day Event	2	2	2			2	2	2		2	2	2			7, 10, 15
VL30	High to Low Alt Transition	1	1	1			1	1	1		1	1	1			2, 7, 10
AD04	CDS Airdrop	1	2	2			1	2	2		1	1	1			7, 10, 15
AD06	Visual Airdrop	2	2	3			2	2	3		2	2	3			7, 10, 15
AD09	Medium/High Altitude Airdrop	1	1	1			1	1	1		1	1	1			2, 7, 10
AD10	PADS Airdrop										1	1	1			2, 7, 10
AD11	PADS Operator (Unguided)	1	1	2							1	1	2			7, 10
AD12	PADS Operator (Guided)	1	1	1							1	1	1			2, 10
FE09	Optical Threat Event	2	2	2			2	2	2		2	2	2			7, 10

		A	B	C	E	CUR	A	B	C	CUR	A	B	C	E	CUR	
FE19	IR Threat Event	2	2	2			2	2	2		2	2	2			7, 10
P260	Have Quick Event	1	2	2			1	2	2							7, 10
P270	Secure Voice Event	1	2	2			1	2	2							7, 10, 11
G600	Navigator Refresher Training										1	1	1	1		2, 10
N120	Airborne Radar Approach (ARA)										2	2	4			7, 9, 10
	Miscellaneous Events	**A**	**B**	**C**	**E**	**CUR**	**A**	**B**	**C**	**CUR**	**A**	**B**	**C**	**E**	**CUR**	
P280	ACDTQT															7, 17

NOTES: T-Triennial, B-Biennial, A-Annual, M-Monthly, Q-Quarterly, d-due in number of days.

1.   Unqualified in the aircraft if non-current in excess of 6 months.

2.   All events in this row will be completed annually. OG/CC is waiver authority.

3.   MPD pilots only. See paragraph 4.5.3.1 for further discussion of left-seat and right-seat flying.

4.   Due to the nature of the Ski Mission, non-tactical qualified 109 AW Navigators do not complete standard ARAs (N120).

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.   May log with successful drop of either actual CDS or SATB-C.

7.   May log 50% (Rounded up; 100% if requirement is 1) in any USAF-certified WST (does not have to be Level C or better). See paragraph 4.5.3.2 for ARMS tracking guidance. Crewmembers can maintain and regain currency for any event that may be 100% accomplished in the simulator. Navigators may credit Proficiency/Basic Events and Navigation Events in the SNS, WST or CTD. Navigators may credit all other events in the WST.

8.   May log 50% (Rounded up; 100% if requirement is 1) in a Level C or better WST or Satellite Navigation Station. See paragraph 4.5.3.2 for ARMS tracking guidance. Crewmembers can maintain and regain currency for any event that may be 100% accomplished in the simulator.

9.   May log 100% in a Level C or better WST or Satellite Navigation Station. See paragraph 4.5.3.2 for ARMS tracking guidance. Crewmembers can maintain and regain currency in the simulator.

10. Required only for Tactical qualified crewmembers.

11. P270 may be logged when communicating with any other station, including another radio on the same aircraft.

12. Quarterly currency for Unaided Night Assault Landing (AS12) is not required for pilots who maintain NVG Assault Landing (NV49) qualification and currency.

13. Navigators may maintain and regain currency in any WST or Satellite Navigation Station. For navigators, Note 7 also applies to this event.

14. MAJCOM and NAF navigators require one proficiency sortie every 90 days. For all navigators, currency will expire at the end of the calendar month.

15. XD04 and XDAC will also be credited when all requirements for AD04 and AD06 are met. XDPR will also be credited when requirements for NV00 or VL01 are met.

16. Required only for NVG qualified crewmembers.

17. P280 is Triennial for FTL A, Biennial for FTL B, and Annual for FTL C. Not required for FTL E crewmembers.

Table 5.9. LC-130 E

Code	Event	Flight Engineer				Loadmaster				Notes
	Basic/Proficiency Events	**A**	**B**	**C**	**CUR**	**A**	**B**	**C**	**CUR**	
M010	Proficiency Sortie	4	6	6	45d	4	6	6	45d	1, 6
G250	Refresher Simulator	1	1	1						2
	Ski Mission Events	**A**	**B**	**C**	**CUR**	**A**	**B**	**C**	**CUR**	
XC50	Ski Sortie	2	3	3		1	1	3		2
XCRF	Remote Fueling Actual	1	1	1	180d	1	1	1	180d	2, 3
	Polar Airdrop Events	**A**	**B**	**C**	**CUR**	**A**	**B**	**C**	**CUR**	
XDAC	Polar CDS Actual					1	1	2		
XD00	Basic Polar Airdrop Event	2	2	2						
	NVG Events	**A**	**B**	**C**	**CUR**	**A**	**B**	**C**	**CUR**	
NV02	NVG Event	1	1	2		1	1	2		4, 6, 7
NV05	NVG Airland Event	2	2	4						6, 7
	Tactical Events	**A**	**B**	**C**	**CUR**	**A**	**B**	**C**	**CUR**	
AD01	Basic Airdrop Event	3	3	3						6, 8
AD04	CDS Airdrop					1	1	2		8
AD09	Medium/High Altitude Airdrop	1	1	1		1	1	1		2, 6, 8
AD10	PADS Airdrop					1	1	1		2, 8
M050	Tactical Mission	3	4	6		3	4	6		6, 8
RS46	Penetration/Rapid Descent	1	1	1						6, 8
FE09	Optical Threat Event	1	1	1		1	1	1		2, 6, 8
FE19	IR Threat Event	1	1	1		1	1	1		2, 6, 8
	Miscellaneous Events	**A**	**B**	**C**	**CUR**	**A**	**B**	**C**	**CUR**	
P280	ACDTQT									6, 9

NOTES: T-Triennial, B-Biennial, A-Annual, d-due in number of days.

1. MAJCOM and NAF engineers and loadmasters require one proficiency sortie every 90 days. For all crewmembers, currency will expire at the end of the calendar month. Unqualified in the aircraft if non-current in excess of 6 months.

2. All events in this row will be completed annually. OG/CC is waiver authority.

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. For FTL A crewmembers, training requirement is one event due annually.

5. Tactical qualified loadmasters may dual log XDAC when all requirements for AD04 are met.

6.   Flight engineers may log 50% (Rounded up; 100% if requirement is 1) in any USAF-certified WST (does not have to be Level C or better). See paragraph 4.5.3.2 for ARMS tracking guidance. Flight engineers can maintain and regain currency in the simulator.

7. Required only for NVG qualified crewmembers.

8. Required only for Tactical qualified crewmembers.

9. P280 is Triennial for FTL A, Biennial for FTL B, and Annual for FTL C.

Chapter 6

AIRCREW TRAINING SYSTEM (ATS)

6.1. Description. The C-130 ATS is a 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 11-202v1.

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 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 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 11-202v1.

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** and the appropriate syllabus. Each ATS course is designed and based on student prerequisites being met. Prerequisites may include, but are not limited to, a minimum number of flying hours, squadron operations officer recommendation, and completion of applicable courseware.

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 developers, flight examiners, and instructors who 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-130v2 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. The ATS contractor provides opportunities for Air Force flight instructors to observe trainee progress in ATDs. 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. See formal course syllabus or MAJCOM policy for further guidance.

6.6.1. The contractor will provide written feedback to the training unit commander 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/QAR offices to 714 TRS at Little Rock AFB. The 714 TRS will coordinate with the ATS contractor and the originator and will provide feedback to reflect action taken. Change proposal forms are available from the ATS contractor training manager at each site.

6.8. Scheduling:

6.8.1. General. Local procedures will be developed at each main operating base (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 wing or group training office (appropriate ARC chain-of-command for ARC upgrades). Names and other personal data required by ATS contractor will be passed to the ATS 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.

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, HQ AETC/A3R must be notified 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 discretion 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. The Air Force instructor will not operate the ATD. Units will normally provide either an Air Force instructor or a clearly defined scenario for crews utilizing option time for training.

6.8.7. ATS Course Prerequisites. ATS courses may require trainee preparation before class start.   If required, the prerequisites are an integral portion of the course and will be accomplished to receive course completion credit. Prerequisites may consist of reviewing study references, quizzes, performance data preparation, workbooks, etc. Required prerequisites are described in the appropriate student training guide or syllabus. When required, ATS contractor will ensure student training guides and workbooks are distributed to units in time for prerequisite completion. Failure to complete the prerequisites 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.

6.8.9. Crew Complement for Refresher Training. Units will normally schedule a qualifed crew (aircraft commander, copilot, flight engineer, and navigator) to attend refresher training. On a case-by-case basis, units may schedule other than a normal crew complement subject to advance coordination with the contractor. Advance coordination is very important since the contractor is not required to provide training unless the crew composition complies with the contract or current agreements. In most cases, the contractor will provide training but does not have to issue completion certificates for other than normal crew complement. In that case, units will determine if training received met training requirements for annual refresher training and allow the crew to credit the event.

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 Department of Defense (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 is 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	Assault	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	Aircrew Flight Equipment	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	Airland Approaches / Departures	7.15
SK	SKE	7.16
SP	Special Certification	7.17
SS	SERE	7.18
V	Global Ready Aircraft Commander	7.19
VL	Visual Low Level	7.20
VT	Visual Threat Recognition & Avoidance	7.21
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

AA11 Instrument Evaluation

AA21 Combined Qualification / Instrument Evaluation

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. See event descriptions for further guidance. Both pilots may credit the airdrop event.

7.4.1. Employment Altitudes. These definitions are separate from the altitude definitions in AFTTP 3-1.GP, which are not applicable to C-130 training. In the event of overlap (e.g., more than 10,000' MSL, but less than 3000' AGL due to mountainous terrain), use the most logical category for the type of airdrop being flown, and procedures being used. See AFI 11-2C-130v3, AFTTP 3-3.C-130, and AFI 11-231, *Computed Air Release Point Procedures,* for additional information on employment altitudes. Use the following altitude definitions:

7.4.1.1. Very Low Altitude. Surface to 999' above ground level (AGL). Used for many drops.

7.4.1.2. Low Altitude. 1000' AGL to 2499' AGL. Used for many drops.

7.4.1.3. Medium Altitude. 2500' AGL to 9,999' MSL. Typically used for I-CDS/JPADS, HALO, HAHO, and other types of drops but has no special oxygen requirements. See AFI 11-231 for minimum HALO/HAHO altitudes.

7.4.1.4. High Altitude. 10,000' MSL to 17,999' MSL. Airdrops conducted at these altitudes have special oxygen requirements. See AFI 11-202v3, *General Flight Rules,* and AFI 11-2C-130v3.

7.4.1.5. Very High Altitude. 18,000' MSL and above. Airdrops conducted at these altitudes have special oxygen requirements, including pre-breathing. See AFI 11-202v3 and AFI 11-2C-130v3.

AD01 Basic Airdrop Event

Purpose: Continuation training for mission ready crewmembers.

Description: See AFTTP 3-3.C-130 and/or AFI 11-2C-130v3 for airdrop (including SATB-H) procedures.

OPR: AMC/A3T/A3D

Training Media: Aircraft or USAF-certified 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 condition, 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: See AFTTP 3-3.C-130 and/or AFI 11-2C-130v3 for equipment airdrop (including SATB-H) procedures.

OPR: AMC/A3T/A3D

Training Media: Aircraft or USAF-certified WST.

Instructor: Not required for continuation training.

Additional Information: Loadmasters log this event when an actual heavy 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 will log this event when an actual heavy equipment airdrop is successfully completed. If a planned or unplanned no-drop condition occurs after the slow-down checklist is completed, aircraft commanders will determine if enough training was accomplished for pilots to credit the event.

AD04 Containerized Delivery System / SATB-C

Purpose: Continuation training for mission ready crewmembers.

Description: See AFTTP 3-3.C-130 and/or AFI 11-2C-130v3 for CDS airdrop (including SATB-C) procedures.

OPR: AMC/A3T/A3D

Training Media: Aircraft or USAF-certified 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 will log this event when an actual CDS bundle is successfully airdropped. If a planned or unplanned no-drop condition occurs after the slow-down checklist is completed, aircraft commanders will determine if enough training was accomplished for pilots to credit the event.

AD05 Personnel / SATB-P Airdrop

Purpose: Continuation training for mission ready crewmembers.

Description: See AFTTP 3-3.C-130 and/or AFI 11-2C-130v3 for personnel airdrop procedures.

OPR: AMC/A3T/A3D

Training Media: Aircraft or USAF-certified 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 will log successful actual personnel or training bundle drops (see **Table 4.4**). If a planned or unplanned no-drop condition occurs after the slow-down checklist is completed, aircraft commanders will determine if enough training was accomplished for navigators (when dropping a training bundle) and pilots to credit the event.

AD06 Visual Airdrop

Purpose: Continuation training for mission ready crewmembers.

Description: VMC airdrop using visual procedures. See AFTTP 3-3.C-130 and/or AFI 11-2C-130v3 for visual airdrop procedures. Actual airdrop may be simulated as long as all checklists are completed.

OPR: AMC/A3T/A3D

Training Media: Aircraft or USAF-certified WST.

Instructor: Not required for continuation training.

AD07 SKE Airdrop

Purpose: Continuation training for SKE airdrop qualified mission-ready crewmembers. AWADS airdrop certified crewmembers log AD08. Actual airdrop may be simulated as long as all checklists are completed.

Description: SKE formation airdrop. See AFTTP 3-3.C-130 and/or AFI 11-2C-130v3 for SKE formation airdrop procedures.

OPR: AMC/A3T/A3D

Training Media: Aircraft or USAF-certified WST.

Instructor: Not required for continuation training.

Additional Information: AWADS airdrop certified 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 certified mission-ready crewmembers.

Description: AWADS airdrop. See AFTTP 3-3.C-130 and/or AFI 11-2C-130v3 for AWADS airdrop procedures. Actual airdrop may be simulated as long as all checklists are completed.

OPR: AMC/A3T/A3D

Training Media: Aircraft or USAF-certified WST.

Instructor: Not required for continuation training.

Additional Information: AWADS airdrop certified 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: Airdrop at medium or high altitude. See paragraph 7.4.1 and Attachment 1 for airdrop altitude definitions. Crewmembers should attempt to practice this event at the highest practical altitude commensurate with DZ size and airspace restrictions. See AFTTP 3-3.C-130, AFI 11-2C-130v3, AFI 11-231, and AFI 13-217 for medium/high-altitude airdrop procedures and restrictions. See also paragraph 5.13.

OPR: AMC/A3T/A3D

Training Media: Aircraft or USAF-certified WST.

Instructor: Not required for continuation training.

Additional Information: Crewmembers will perform their airdrop duties while on oxygen in order to credit the event, regardless of airdrop altitude flown. Accomplish in formation to the max extent possible. If DZ size does not permit dropping at or above the minimum for medium altitude, actual airdrop may be simulated at medium / high altitude as long as all checklists are completed. If local airspace or other restrictions preclude flying the airdrop at medium / high altitudes, units may credit this event in the simulator, or accomplish the event at low altitude if no other alternative is available. However, the intent is to fly an actual airdrop in the aircraft at or above 10,000' MSL on oxygen whenever practical.

AD10 I-CDS/JPADS Airdrop

Purpose: Continuation training for I-CDS/JPADS certified navigators and loadmasters.

Description: JPADS airdrop to include mission planning, flight station and cargo compartment configuration, JPADS checklists, and I-CDS or JPADS airdrop to an appropriate DZ. Crews will comply with all requirements of AFI 13-217. Loadmasters who are only I-CDS certified (Q521) will load, rig, and drop an actual I-CDS bundle. Loadmasters who are JPADS certified (Q522) will load and rig an actual JPADS guided bundle.   JPADS certified loadmasters (Q522) will drop either an actual JPADS guided bundle (if desired/permitted), or will simulate a guided bundle drop by performing an in-flight wireless update to the AGU and then dropping an actual I-CDS bundle instead.   There is no minimum altitude for this event, other than the minimum altitude to drop a sonde or a guided system, though realistic AFTTP 3-3.C-130 altitudes should be used to the maximum extent possible based on airspace and DZ restrictions.

For I-CDS drops, in the event that the dropsonde(s) was (were) deployed but insufficient dropsonde data was gathered to update the release point with the PADS computer, the crew will make all reasonable attempts to troubleshoot the problem, to include completion of the I-CDS/JPADS troubleshooting guide. If these procedures fail to correct the problem, then at the discretion of the aircraft commander, the event can still be considered complete if the crew successfully airdrops the bundle by completing the I-CDS/JPADS to Conventional Quick Transition Checklist, and performing a racetrack/re-attack using conventional ballistic CDS procedures.

OPR: AMC/A3T/A3D

Training Media: Navigators: Aircraft or USAF-certified WST/SNS; Loadmasters: Aircraft.

Instructor: Not required for continuation training.

Additional Information: Navigators must perform primary navigator duties to credit this event. If dropping an actual JPADS guided bundle is not practical, loadmasters still require an AGU rigged on a bundle aboard the aircraft to simulate all necessary checklist steps, and in-flight wireless update. Loadmasters may credit the event if all checklists through the slowdown checklist are accomplished, and there is not a no-drop condition due to either loadmaster. If a planned or unplanned no-drop condition occurs after the slow-down checklist is completed, aircraft commanders will determine if enough training was accomplished to credit the event. May dual log with AD04 and AD09 if all requirements are met. Navigators who are also performing PADS Operator duties in addition to primary navigator duties may also dual log with AD11 and AD12 if all of the requirements are met.

AD11 PADS Operator Unguided Airdrop

Purpose: Continuation training for PADS operator certified mission-ready navigators or pilots.

Description: I-CDS (JPADS unguided) airdrop to include mission planning, JPADS computer preflight and in-flight actions, flight station and cargo compartment configuration, JPADS checklists, sonde drop/monitoring, collateral damage estimate, and I-CDS airdrop to an appropriate DZ. Crews will comply with all requirements of AFI 13-217. The unguided system airdrop is considered complete with successful deployment of the dropsonde(s), update of the release point via PADS computer and airdrop of the bundle. There is no minimum altitude for this event when accomplished in the aircraft, other than the minimum altitude to drop a sonde, though realistic AFTTP 3-3.C-130 altitudes should be used to the maximum extent possible based on airspace and DZ restrictions.

For I-CDS drops, in the event that the dropsonde(s) was (were) deployed but insufficient dropsonde data was gathered to update the release point with the PADS computer, the crew will make all reasonable attempts to troubleshoot the problem, to include completion of the I-CDS/JPADS troubleshooting guide. If these procedures fail to correct the problem, then at the discretion of the aircraft commander, the event can still be considered complete if the crew successfully airdrops the bundle by completing the I-CDS/JPADS to Conventional Quick Transition Checklist, and performing a racetrack/re-attack using conventional ballistic CDS procedures.

 OPR: AMC/A3T/A3D

Training Media: Aircraft or USAF-certified WST/SNS

Instructor: Not required for continuation training.

Additional Information: PADS Operators must perform all PADS duties to credit the event. Pilot PADS operators may not log this event while occupying either pilot's seat. This event may be accomplished in conjunction with a simulated guided drop (e.g., after sonde drop, racetrack and update both the guided solution and the unguided/I-CDS solution, perform wireless transfer to the AGU, then turn inbound for an actual I-CDS drop). May dual log with AD04, AD09, AD10, and AD12 (in any combination) if all requirements of each of the respective events are met.

AD12 PADS Operator Guided Airdrop

Purpose: Continuation training for PADS operator certified mission-ready crewmembers

Description: JPADS airdrop to include mission planning, JPADS computer preflight and in-flight actions, flight station and cargo compartment configuration, JPADS checklists, collateral damage assessment, and guided system wireless transfer. Crews will comply with all requirements of AFI 13-217. The guided system airdrop is considered complete with update of the release point and launch acceptability region (LAR) using the JPADS computer (with or without sonde data), wireless transfer to the AGU, and completion of all checklists through the slowdown checklist. Minimum altitudes for actual guided airdrops are IAW specific requirements of each guided system and AFI 13-217. There is no minimum altitude for simulated drops used in training, but realistic AFTTP 3-3.C-130 altitudes should be used to the maximum extent possible based on airspace and DZ restrictions.

OPR: AMC/A3T/A3D

Training Media: Aircraft

Instructor: Not required for continuation training.

Additional Information: PADS Operators must perform all PADS duties to credit the event. Pilot PADS operators may not log this event while occupying either pilot's seat. Normally, the guided airdrop will be simulated by an I-CDS bundle, but actual airdrop of either the guided system or unguided I-CDS is not required. However, the intent is to include to the max extent possible at least a dry pass/simulated drop that includes completion of all appropriate checklists. This event may be accomplished in conjunction with an I-CDS drop (e.g., after sonde drop, racetrack and update both the guided solution and the unguided/I-CDS solution, perform wireless transfer, then turn inbound for an actual I-CDS drop). May dual log with AD04, AD09, AD10 and AD11 if all requirements of the events are met. If local airspace restrictions preclude flying this event in the aircraft, the event may be credited in the WST; however, the intent is for PADS Operators to fly at least one actual I-CDS/JPADS event in the aircraft per year.

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 unimproved airfield.

Description: Accomplish an assault takeoff. Does not have to be accomplished on a short or unimproved 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-130v3 for training restrictions. See AFTTP 3-3.C-130. 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 unimproved airfields.

Description: Accomplish assault landings IAW AFTTP 3-3.C-130 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 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-130v3 for training restrictions. See AFTTP 3-3.C-130. 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 *Air Almanac*.

OPR: HQ AMC/A3T/A3D

Training Media: Aircraft or Level C or better WST.

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 or Level C or better WST.

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 credit 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 5.10).

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 suitability 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. 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.) MAJCOMs 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 should 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-130v3). 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.C-130 and/or AFI 11-2C-130v3.

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 the Deployment Management System (DeMS) or AF Form 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 and Unit Deployment Manager.

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 Secondary Passport

Purpose: Track secondary passport expiration dates for crewmembers.

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

E112 Information Protection.

Purpose**:** Ensure all personnel using Air Force information systems understand the necessity and practice of safeguarding information processed, stored, or transmitted on all these systems. See course description in ETCA, Ancillary Training

E113 Human Relations.

Purpose**:** See course description in ETCA, Ancillary Training. This training replaces Combat Trafficking and Suicide Awareness and Violence Prevention (SVAT).

E114 Force Protection

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

Description: See course description in ETCA, Ancillary Training. 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: AF/A1DLT

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, Aircrew Intelligence. 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.

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. Anti-Aircraft Artillery (AAA), small arms). See AFTTP 3-1.Threat Guide*,* AFTTP 3-1.C-130, AFTTP 3-3.C-130 and/or AFI 11-2C-130v3 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 Visual Threat Recognition and Avoidance Trainer (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-9/13). Includes proper employment of aircraft counter

measures systems (actual or simulated release of expendables) if equipped. See AFTTP 3-1.Threat Guide, AFTTP 3-1.C-130, AFTTP 3-3.C-130 and/or AFI 11-2C-130v3 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 training for mission-ready crewmembers to recognize and defeat radar-guided threats. Applies only to units whose aircraft are radar warning receiver (RWR) equipped, unless otherwise directed by the Sq/CC or appropriate operations training supervisor.

Description: Proper application of tactics, techniques and procedures to recognize and defeat radar-guided threats. 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.C-130 and/or AFI 11-2C-130v3 for formation departure procedures.

OPR: AMC/A3T/A3D

Training Media: Aircraft or USAF-certified 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.C-130 and/or AFI 11-2C-130v3 for formation visual recovery procedures.

OPR: AMC/A3T/A3D

Training Media: Aircraft or USAF-certified 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.C-130 and/or AFI 11-2C-130v3 for SKE formation procedures.

OPR: AMC/A3T/A3D

Training Media: Aircraft or USAF-certified 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.C-130 and/or AFI 11-2C-130v3 for SKE formation procedures.

OPR: AMC/A3T/A3D

Training Media: Aircraft or USAF-certified 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. Records and Documentation. Units should use AF Form 1522, *ARMS Additional Training Accomplishment Input*, and AF Form 3526, *ARMS OMR Event Accomplishment Report*, to record training accomplishments. Small arms training will be recorded on AF Form 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.

G001 Unit Indoctrination Training

Purpose: Each newly assigned aircrew member will complete a local unit indoctrination program prior to performing unsupervised primary aircrew duties. This is one-time training after a permanent change of station.

Description: This training is a requirement for all newly assigned and attached aircrew members. Each unit will publish specific ground and flight requirements. This training will prepare

crewmembers for the unit's operational mission and will, as a minimum, consist of ground training, flying training and a local orientation flight. Crewmembers do not have to be at the controls to credit event. More than one crewmember may be trained at a time. This training will familiarize them with the local flying area and available facilities/support agencies, introduce any unit/mission unique procedures, and ensure all ground and flying training requirements are met. Document Unit Indoctrination training in ARMS for assigned and attached personnel.

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: AFI 48-123v3, *Flying and Special Operational Duty*. Currency expires on the last day of birth month.

OPR: AF/SG3P.

Additional Information: Flight Physical is automatically tracked as an ARMS resource event. If units elect to track Flight Physical as a training event, use G005 as the identifier.

G006 Physiological Training

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

Refer to AFI 11-403 for description and requirements.

OPR: AFMOA/SGOA

Additional Information: Physiological Training is automatically tracked as an ARMS resource event. If units elect to track Physiological Training as a training event, use G006 as the identifier.

G007 Flight Records Review.

Purpose: Event to track crewmember's review of their flight records

Description: Governed by AFI 11-401.

G010 Chemical, Biological, Radiological, Nuclear, or High-Yield Explosive (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.   See AFI 10-2501, *Air Force Emergency Management (EM) Program Planning and Operations*.

Description: Academic and hands-on training with ground crew protective equipment components. CBRNE Awareness CBT on the ADLS site 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: HQ AMC/A7O or 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).

G055 Emergency Nuclear Airlift Force (ENAF) Training

Purpose: Gives 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 crewmembers information concerning the emergency movement of nuclear weapons.

OPR: AMC/A3T

Training Media: Academics for all crewmembers.

Curriculum Development: ATS contractor

Instructor: ATS contractor and FTU.

Additional information: See AFI 11-237, *Nuclear Weapons Airlift Training*.

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-130v3 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: Lecture.

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

Additional Information: Tactics Instructors who teach G060 may credit their G060 semi-annual requirement. USAFWS instructors and students may credit G060 semiannually upon completion of formal weapons school course syllabus.

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 14-202v1, AFI 14-105, *Unit Intelligence Mission and Responsibilities,* and AFI 14-202v1, *Intelligence Training,* for further guidance. The unit intelligence officer will administer an AIT-related test to determine if training objectives are being met.

OPR: AMC/A2T

Course Development: AMC/A2T, with tailoring by unit intelligence personnel.

Instructors: Certified Unit Intelligence Trainer.

Training Media: Lecture.

Additional Information: USAFWS (WIC) instructors, cadre, and students may credit G070 with completion of formal weapons course syllabus instruction.

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

Identification, Friend, or Foe (IFF)/ Selective Identification Features (SIF) procedures and equipment operation

AFKAI-1

HAVE QUICK

Flight Information Handbook review

KY-58, Secure Voice radio

Combat Track II

COMSEC user requirements

L-BAND Satellite Communications (SATCOM)

OPR: HQ AMC/A3T/A3A and HQ AMC/A6X

Curriculum Development: Units

Training Media: Lecture.

Instructor: Qualified instructor, WIC graduate, or ATS instructor (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]* 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. The CBT is located on the Advanced Distributed Learning Service (ADLS) website at https://golearn.csd.disa.mil.

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*.

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). May be completed during an aircrew's G070-Aircrew Intelligence Training (AIT). All crewmembers will maintain a digital ISOPREP in Personnel Recovery Management System (PRMS), IAW Joint Personnel Recovery Agency (JRPA) guidance. Once printed, the ISOPREP card is classified CONFIDENTIAL and must be safeguarded according to AFI 14-105. Frequency in cited references is annual review, while MAF aircrews standardize at prescribed rate in **Table 4.2** and at least every 180 days.

During employment operations, personnel will review ISOPREP upon deployment, prior to the first mission of the day and as often as necessary thereafter.

OPR: HQ AMC/A2

Instructor: Unit Intelligence officer

Additional Information. See JP-3-50, *Personnel Recovery*. Review of the crewmember's ISOPREP card within 90 days prior to Air Expeditionary Force (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 Air Force Flight Standards Agency (AFFSA) website for current list of topics that will be addressed: https://afkm.wpafb.af.mil/ASPs/CoP/OpenCoP.asp?Filter=OO-ED-AF-96.

OPR: HQ AFFSA and HQ AMC/A3T

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

Training Media: IAW AFMAN 11-210.

Instructor: IRC-qualified instructor

G150 Approach Plate Familiarization Course

Purpose: 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: 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, and 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/G182A Hazardous Cargo

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

Description: Complete ATS/squadron provided instruction reviewing AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*. Use AFJI 11-204 in conjunction with AFMAN 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 AFMAN 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-130v3.

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.

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.

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.

G233 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.

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.

G281 Self-Aid and Buddy Care Training (SABC)

Purpose: Provide basic life and limb-saving techniques to help wounded or injured personnel survive in medical emergencies until medical help is available.

Description: SABC is an educational program established for nonmedical personnel. It concentrates on emergency first-aid procedures. It applies to all personnel of the regular Air Force, the Air National Guard, and Air Force Reserve Command. Unit commanders will ensure that personnel requiring SABC receive training and keep their certification current. See AFI 36-2238, *Self-Aid and Buddy Care Training.*

OPR: HQ USAF/SGWN.

Curriculum Development: HQ AETC/SGN.

Additional Information: Training remains current for 24 months. Members who have completed initial combat survival training are exempt for 24 months.

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-130v3 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 Loadmaster Refresher Training

Purpose: Continuation training for Loadmasters.

Description: All loadmasters will annually attend Loadmaster 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. Aircrew Flight Equipment Training (LL) Events. MAJCOMs may combine and/or supplement courses to tailor training to meet their needs. Refer to AFI 11-301v1, *Aircrew Flight Equipment (AFE) Program*, and AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program,* for general instructions and course descriptions.

LL01 Aircrew Flight Equipment Familiarization Training

Purpose: To ensure all crewmembers are familiar with C-130 flight equipment and are able to identify, locate and utilize appropriate emergency equipment.

Description: One time event, per base assignment, conducted prior to the first flight at home station to familiarize aircrew members with local AFE items availability, issue, use, pre-flight, and post-flight procedures. This training will be provided for subsequent re-assignments to the same base.

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 11-202v3. 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, and 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 11-301v1 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 11-301v1, the MAJCOM supplement, and AFPD 11-3, *Life Support*.

OPR: HQ AMC/A3TL

LL06 Aircrew Flight Equipment (AFE)

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

Description: Aircrew Flight Equipment Training (AFET) includes academic and hands-on training in the location, preflight, and use of all aircrew flight equipment aboard unit aircraft or issued to unit crewmembers. AFET is conducted as part of initial qualification training for students. Units should combine LL06 with SS02, LL03, SS05, and track completion of the following AFE subcategories to ensure proper aircrew currency:

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

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

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

OPR: HQ AMC/A3TL

Additional Information: See AFI 11-301v1 and the MAJCOM supplement, and AFPD 11-3.

7.11. Mission-Specific (M) Training Events. M010 Proficiency Sortie

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

Description: For navigators, flight engineers and loadmasters: Log proficiency sorties on local or operational missions that should 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, post-mission procedures, and at least one takeoff and landing. Two crewmembers (occupying the same crew position) may log a sortie at the same time if the requirements of a proficiency sortie are met.

For pilots: Proficiency sorties allow pilots to practice instrument, transition, and emergency procedures while under the supervision of an IP. The following are the minimum required maneuvers to credit a proficiency sortie (comply with restrictions in AFI 11-2C-130v3):

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 visual flight rules (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 or Level-C or better WST (See **Table 4.4** and **Table 4.5** for simulator restrictions).

Instructor: IP required for pilots.

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

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. The aircraft commander will determine when enough individual events are accomplished to credit this event.

OPR: AMC/A3T

Training Media: Aircraft or USAF-certified WST (for flight engineers).

Instructor: Not required for continuation training.

M060 Theater Indoctrination (TI) Training

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

Description: Units will ensure aircrews are trained for specific theater flight operations. As a minimum, this training will include a thorough review of the climatology, current political and military situation, local area procedures (e.g., aviation unit prep message, reporting instructions, ROE/SPINS, airspace), unique instrument requirements and procedures (e.g., non-DoD instrument approach procedures and required instrumentation for specific approaches), and host nation agreements.

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. Each newly assigned crewmember will complete a theater indoctrination program prior to attaining MR status.

Units will ensure crewmembers receive this training at home station or in theater. Units do not have to repeat any training normally provided in theater.

OPR: MAJCOM/A3T

Additional Information: This training may be dual logged with other events if the requirements for both M060 and the individual events are accomplished. To credit M060, the training will be accomplished no earlier than 60 days prior to deployment. Waiver authority is OG/CC

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.

M134 WC-130H Sortie

Purpose: Continuation training for mission ready crewmembers certified in the WC-130H.

Description: Accomplish a WC-130H 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.

7.12. NVG (NV) 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 time over target (TOT), time of arrival (TOA) or rendezvous is accomplished when flying single ship or in formation on NVGs.

OPR: HQ AMC/A3T/A3D

Training Media: Aircraft or USAF-certified WST

Instructor: Not required for continuation training.

Additional information: See AFTTP 3-3.C-130 and/or AFI 11-2C-130v3. Both pilots may credit this event.

NV01 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 11-202v1.

NV02 NVG Event

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

Description: Log a NVG Event when NVG mission items 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 or CDS, NVG engine running on/off-load ERO (pallets or rolling stock only) or NVG Combat Offload satisfies this requirement.   The aircraft commander will determine when enough individual events are accomplished to credit this event.

OPR: HQ AMC/A3T/A3D

Training Media: Aircraft or USAF-certified WST (flight engineer)

Instructor: Not required for continuation training. In the event that two loadmasters are NMR for a NV 02 NVG Event, 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.C-130 and/or AFI 11-2C-130v3.

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, USAF NVG Academic Instructor Course Graduate, or NVG certified instructor pilot or instructor navigator.

Additional Information: Directed by AFI 11-202v1.
NV05 NVG Airland Event

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

Description: Log a NVG Airland Event any time a NVG Airland or NVG Assault event is flown. For Loadmasters, an NVG ERO must be conducted with rolling stock or palletized cargo only. An actual NVG Combat Offload also satisfies this requirement.

OPR: HQ AMC/A3T/A3D

Training Media: Aircraft or USAF-certified WST.

Instructor: Not required for continuation training.

Additional information: See AFTTP 3-3.C-130 and AFI 11-2C-130v3 for tactics, techniques, procedures, and restrictions. May dual log with NV02.

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 or USAF-certified WST.

Instructor: Not required for continuation training.

Additional Information: See AFTTP 3-3.C-130 and AFI 11-2C-130v3 for tactics, techniques, procedures, and restrictions. 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.C-130 and/or AFI 11-2C-130v3 for NVG airdrop procedures. Actual airdrop may be simulated as long as all checklists are completed.

OPR: AMC/A3T/A3D

Training Media: Aircraft or USAF-certified 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. See AFTTP 3-3.C-130 and AFI 11-2C-130v3 for tactics, techniques, procedures, and restrictions.

NV47 NVG Takeoff

Purpose: A takeoff accomplished with NVGs. This event is a basic proficiency event.

OPR: MAJCOM/A3

Curriculum Development: AMC/A3T

Training Media: Aircraft or Level C or better WST

Instructor: Not required for continuation training.

Additional Information: MPD pilots and above need to perform pilot flying duties to credit this event; additionally, takeoffs may be performed from either left or right seat.   MPD pilots are trained in pilot-flying NVG takeoffs and landings at the FTU. Pilot flying and a traditional copilot may both credit this event. Dual log with P020 by the pilot flying the aircraft. See AFTTP 3-3.C-130 and AFI 11-2C-130v3 for tactics, techniques, procedures, and restrictions.

NV48 NVG Landing

Purpose: A landing accomplished with NVGs using standard overt or covert AFI 13-217 lighting patterns or standard airfield lighting, to include expeditionary airfield lighting systems (EALS). This event is a basic proficiency event.

Description: A NVG-aided landing.

OPR: MAJCOM/A3

Curriculum Development: AMC/A3T

Training Media: Aircraft or Level C or better WST.

Instructor: Not required for continuation training.

Additional Information: MPD pilots and above need to perform pilot flying duties to credit this event; additionally, landings may be performed from either left or right seat.   MPD pilots are trained in pilot-flying NVG takeoffs and landings at the FTU. Pilot flying and a traditional copilot may both credit this event. Dual log with P190 by the pilot flying the aircraft. See AFTTP 3-3.C-130 and AFI 11-2C-130v3 for tactics, techniques, procedures, and restrictions.

NV49 NVG Assault Landing

Purpose: An assault landing accomplished with NVGs using standard overt or covert AFI 13-217 lighting patterns, to include expeditionary airfield lighting systems (EALS). MPD pilots and traditional copilots were not trained in pilot-flying assault landing duties at the FTU.

Description: A NVG-aided assault landing.

OPR: MAJCOM/A3

Curriculum Development: AMC/A3T

Training Media: Aircraft or Level C or better WST.

Instructor: Not required for continuation training.

Additional Information: MP (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 AS11. FPC (copilot) may also dual log NV48. Additionally, the pilot flying the aircraft may dual log with NV48, AS21 (if heavyweight) and P190. See AFTTP 3-3.C-130 and AFI 11-2C-130v 3 for tactics, techniques, procedures, and restrictions.

NV50 NVG Assault Takeoff

Purpose: An assault takeoff accomplished with NVGs. MPD pilots and traditional copilots were not trained in pilot-flying assault takeoff duties at the FTU.

Description: A NVG-aided assault takeoff.

OPR: MAJCOM/A3

Curriculum Development: AMC/A3T

Training Media: Aircraft or Level C or better WST.

Instructor: Not required for continuation training.

Additional Information: MP (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 AS09. FPC (copilot) may also dual log NV47. Additionally, the pilot flying the aircraft may dual log with NV47 & P020. See AFTTP 3-3.C-130 and AFI 11-2C-130v3 for tactics, techniques, procedures, and restrictions.

NV80 NVG Instrument Approaches

Purpose: Continuation training for pilots. This event is a basic proficiency event.

Description: Practice instrument approach procedures while the flight deck crewmembers transition from an instrument approach to a NVG landing. See AFTTP 3-3.C-130 and/or AFI 11-2C-130v3.

OPR: AMC/A3T/A3D

Training Media: Aircraft or USAF-certified 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. See AFTTP 3-3.C-130 and AFI 11-2C-130v3 for tactics, techniques, procedures, and restrictions.

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

P028 Right-Seat Takeoff

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

Description: Any takeoff actually accomplished (initial takeoff or takeoff following a touch-and-go landing).

OPR: AMC/A3T

Training Media: Aircraft or Level C or better WST

Instructor: Not required

Additional Information: See applicable aircraft technical orders and AFI 11-2C-130v3. Dual log with P020 for the pilot flying the aircraft.

P029 Left-Seat Takeoff

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

Description: Any takeoff actually accomplished (initial takeoff or takeoff following a touch-and-go landing).

OPR: AMC/A3T

Training Media: Aircraft or Level C or better WST

Instructor: Not required

Additional Information: See applicable aircraft technical orders and AFI 11-2C-130v3. Dual log with P020 for the pilot flying the aircraft.

P070 Instrument Approach

Purpose: Training for pilots to fly Instrument Approach Procedures (IAP).

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 Level C or better WST

Instructor: Not required for continuation training.

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 precision approach radar (PAR),instrument landing system (ILS), or microwave landing system (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 Level C or better WST

Instructor: Not required for continuation training.

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 Level C or better WST

Instructor: Not required for continuation training.

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 Level C or better 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. 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

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-130v3.

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 *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. Does not dual log with NV48.

P198 Right-Seat Landing

Purpose: On-going training for MPD pilots to maintain right-seat 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

Additional Information: See applicable aircraft technical orders and AFI 11-2C-130v3. Dual log with P190 and P192 (if flown at night) for the pilot flying the aircraft.

P199 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 or Level C or better WST

Instructor: Not required

Additional Information: See applicable aircraft technical orders and AFI 11-2C-130v3. Dual log with P190 and P192 (if flown at night) for the pilot flying the aircraft.

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 USAF-certified 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 USAF-certified 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. May be accomplished while performing preflight duties or in Satellite Navigation Trainer.

- 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 Tactics Open Book Exam

Q011 Flight Lead (Four-Ship Flight) Certification

Q012 Airdrop Mission Evaluation

Q013 Element Lead (Two-Ship) Certification

Q014 WC-130H Difference Certification

Q018 Mission Examinations (open and/or closed book)

Q019 Airland Mission Evaluation

Q035 Non-Assault Certification

Q036 Non-Airdrop Certification

Q050 Touch and Go Certification (Copilot & MPD Pilot; Also see Q550 for NVG)

Q051 Supervision of Pilot Touch and Go Landings Certification

Q052 Aircraft Commander Touch and Go Landing Certification

Q090 Flight Publications Check

Q100 Operational Mission Certification (OMC)

Q110 Personal Reliability Program

Q160 Instrument Refresher Course (IRC) Examination

Q170 Flight Evaluation Folder (FEF) Review

Q280 GRACC Certification

Q290 Penetration Descent Certification

Q292 MPD Left-Seat NVG Takeoff and Landing Certification

Q294 High-Altitude Arrival Certification

Q296 High-Altitude Departure Certification

Q298 Low-Altitude Arrival Certification

Q300 Low-Altitude Departure Certification

Q502 JPADS / I-CDS Certification

Q510 Aircraft Commander Certification

Q511 Flight Instructor Certification

Q512 Flight Evaluator Certification

Q513 AFRL Instructor

Q514 FTU Instructor Certification

Q520 Loadmaster Power-On Certification

Q521 JPADS Phase 1 Certification

Q522 JPADS Phase 2 Certification

Q523 LC-130 Ski Mission Certification 1 (TBD)

Q524 LC-130 Ski Mission Certification 2 (TBD)

Q525 LC-130 Ski Mission Certification 3 (TBD)

Q526 LC-130 Ski Mission Certification 4 (TBD)

Q529 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)

Q536 MAFFS Certified Navigator or Flight Engineer

Q537 MAFFS Certified Loadmaster

Q538 MAFFS Certified Pilot

Q539 MAFFS Certified Aircraft Commander

Q540 MAFFS Certified Instructor

Q541 GRID Navigation Certification

Q542 Unimproved Landing Certification

Q543 Functional Check Flight (FCF) Certification

Q544 Phoenix Banner Certification

Q545 Central America Certification (Deleted). See Airfield Suitability and Restrictions Report (ASRR).

Q546 South America Certification (Deleted). See ASRR.

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

Q565 Aerial Demo – Pilot Flying

Q566 Aerial Demo – Pilot Not Flying

Q572 Drop Zone Safety Officer (DZSO) Certification

Q573 Landing Zone Safety Officer (LZSO) Certification

Q578 C-130 AMP Certification

Q581 C-130 AMP Functional Check Flight (FCF) Certification

Note: See ASRR for more information on Certification Airfields and Special Pilot in Command Airports (https://private.amc.af.mil/a3/a36a/A3AS/a3as.htm)

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, Bolivia

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

Q598 Certification Airfield – NZIR, McMurdo Station Ice Runway, Antarctica

Q599 Certification Airfield – NZPG, McMurdo Station Pegasus Field, Antarctica

Q600 Certification Airfield – NZWD, McMurdo Station Williams Field, Antarctica

Q601 Certification Airfield – MHTG, Toncontin Int'l (Tegucigalpa), Honduras

7.15. Arrival and Departure (RS) Events. Accomplish arrival and departure events according to AFTTP 3-3.C-130 and/or AFI 11-2C-130v3.

RS06 High-Altitude Arrival Event

Purpose: These approaches are used primarily when high altitude ingress is necessary. Crewmembers should practice high altitude arrivals from 4,000 feet AGL and above.

Description: A High-Altitude Arrival as specified in AFTTP 3-3.C-130 and AFI 11-2C-130v3.

OPR: HQ AMC/A3T/A3D

Training Media: Aircraft or USAF-certified WST.

Instructor: Before performing pilot flying duties, pilots require training in a High-Altitude Arrival. If not trained at the FTU, all pilots will demonstrate one pilot-flying High-Altitude Arrival to the satisfaction of an instructor pilot. Copilots and MPD pilots may perform their normal pilot monitoring duties and observe the pilot perform the maneuver. If trained in High-Altitude Arrival pilot-flying duties, copilots and MPD pilots may perform right-seat pilot-flying duties.

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 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.C-130 and/or AFI 11-2C-130v3 for descriptions and procedures.

OPR: HQ AMC/A3T/A3D

Training Media: Aircraft or USAF-certified WST.

Instructor: Before performing pilot flying duties, pilots require training in a Low-Altitude Arrival. If not trained at the FTU, all pilots will demonstrate one pilot-flying Low-Altitude Arrival to the satisfaction of an instructor pilot. Copilots and MPD pilots may perform their normal pilot-monitoring duties and observe the pilot perform the maneuver. If trained in Low-Altitude Arrival pilot-flying duties, copilots and MPD pilots may perform right-seat pilot-flying duties.

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 Departure Event

Purpose: This maneuver is used primarily when a departure at medium to high altitude is necessary.

Description: The maneuver requires a spiral climbing departure. See AFTTP 3-3.C-130 and/or AFI 11-2C-130v3.

OPR: HQ AMC/A3T/A3D

Training Media: Aircraft or USAF-certified WST.

Instructor: Before performing pilot flying duties, pilots require training in a High-Altitude Departure. If not trained at the FTU, all pilots will demonstrate one pilot-flying High-Altitude Departure to the satisfaction of an instructor pilot. Copilots and MPD pilots may perform their normal pilot-monitoring duties and observe the pilot perform the maneuver. If trained in High-

Altitude Departure pilot-flying duties, copilots and MPD pilots may perform right-seat pilot-flying duties.

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 Departure Event

Purpose: This maneuver is used primarily when a departure at low altitude is necessary.

Description: See AFTTP 3-3.C-130 and/or AFI 11-2C-130v3.

OPR: HQ AMC/A3T/A3D

Training Media: Aircraft or USAF-certified WST.

Instructor: Before performing pilot flying duties, pilots require training in a Low-Altitude Departure. If not trained at the FTU, all pilots will demonstrate one pilot-flying Low-Altitude Departure to the satisfaction of an instructor pilot. Copilots and MPD pilots may perform their normal pilot-monitoring duties and observe the pilot perform the maneuver. If trained in Low-Altitude Departure pilot-flying duties, copilots and MPD pilots may perform right-seat pilot-flying duties.

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.

Description: Provides a capability to transition from upper altitudes to a low-altitude approach or slowdown point and airdrop. See AFTTP 3-3.C-130, TO 1C-MDS-1-1 and/or AFI 11-2C-130v3. This event is a basic proficiency event. Once trained, MPD pilots may accomplish pilot-flying duties from either seat.

OPR: HQ AMC/A3T/A3D

Training Media: Aircraft or USAF-certified WST.

Instructor: Before performing pilot flying duties, pilots require training in a Penetration / Rapid Descent. If not trained at the FTU, pilots will demonstrate one pilot-flying Penetration / Rapid Descent to the satisfaction of an instructor pilot. Copilots and FPH MPD pilots may perform their normal pilot-monitoring duties and observe the pilot perform the maneuver. If trained in Penetration/Rapid Descent pilot-flying duties, copilots and MPD pilots may perform pilot-flying duties.

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.

SK00 SKE / IMC Event

Purpose: Continuation training for mission ready pilots and navigators using SKE / IMC procedures. May be flown single ship.

Description: Log a SKE / IMC event when a minimum of a 20-minute SKE or IMC route from assembly (or simulated assembly) to a TOT, TOA or rendezvous is accomplished when flying in SKE formation or using IMC procedures.

OPR: AMC/A3T/A3D

Training Media: Aircraft or USAF-certified WST.

Instructor: Not required for continuation training.

Additional Information: See AFTTP 3-3.C-130 and/or AFI 11-2C-130v3 for SKE formation procedures.

SK07 SKE Formation Event

Purpose: Continuation training for mission ready pilots and navigators using SKE formation procedures.

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

OPR: AMC/A3T/A3D

Training Media: Aircraft or USAF-certified WST.

Instructor: Not required for continuation training.

Additional Information: See AFTTP 3-3.C-130 and/or AFI 11-2C-130v3 for SKE formation procedures. Dual log with SK00.

SK17 SKE Lead Event

Purpose: Continuation training for SKE lead and element-lead certified mission-ready aircraft commanders and navigators. In addition, copilots and MPD pilots will log this event per **Table 4.4** when flown in the formation lead position.

Description: Log a SKE 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 or element lead position. May be flown single-ship as long as lead procedures and techniques are used.

OPR: AMC/A3T/A3D

Training Media: Aircraft or USAF-certified WST.

Instructor: Not required for continuation training.

Additional Information: See AFTTP 3-3.C-130 and/or AFI 11-2C-130v3 for SKE formation procedures. Dual log with SK00 and SK07.

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 ("SS") Events. AFI 16-1301 is parent regulation. In such case where there is a conflict between this reference and the parent regulation, the parent regulation takes precedence. HQ OPR is AMC/A3DT; Wing OPR is OSS/OSK. Courseware and guidance provided by HQ AMC/A3DT (POC: MAJCOM SERE Functional Manager).

SS01 Local Area Survival.

Purpose: Provide familiarity with local SERE policies and procedures and preparation for deployment. Identify environmental aspects that could affect an aircrew member in a local area, survival scenario. Identify 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 each base of assignment. Units may combine and dual log with Aircrew Flight Equipment Familiarization Training (LL01).

OPR: HQ AMC/A3T

Additional Information: Each unit is responsible for tailoring training to meet unit needs.

SS02 Combat Survival Training (CST).

Purpose: Mandatory for mobility personnel required to maintain currency in S-V80-A SERE TTPs. 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 Aircrew Flight Equipment, employ survival/evasion techniques, and rescue procedures under combat conditions.

Description: See AFI 16-1301 and AMC Supplement. Mission Ready (MR) personnel will receive CST not to exceed 36 months between events.

Additional Information: This course must be taught by 1T0x1 SERE Specialists or other personnel trained IAW SERE training plans validated by the SERE MAJCOM Functional Manager and approved by the Career Field Manager (HAF/A3O-AS).

SS03 Conduct After Capture (CAC).

Purpose: Mandatory for mobility personnel required to maintain currency in S-V80-A SERE TTPs.

Description: Mission Ready (MR) personnel assigned to combat-coded units will receive CAC with a currency not to exceed 36 months between events. CAC must be completed prior to being awarded mission ready status. See AFI 16-1301 and MAJCOM supplements.

Additional Information: This course be taught by 1T0x1 SERE Specialists or other personnel trained IAW SERE training plans validated by the SERE MAJCOM Functional Manager and Approved by the Career Field Manager (HAF/A3O-AS).

SS05 Water Survival Training (WST).

Purpose: To provide aircrews with training necessary for a ditching or bailout over water situation.

Description: Mission Ready (MR) personnel assigned to combat-coded units will receive water survival training with a currency not to exceed 36 months between events. Refer to AFI 16-1301 and AMC supplement for further information.

OPR: HQ AMC/A3T

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 carrying parachutes as a means of egress or bailout will complete this training. See AFI 16-1301 and MAJCOM supplements.

OPR: HQ AMC/A3T

SS07 Contingency SERE Indoctrination (AKA High Risk of Isolation).

Description: CSI is a Combatant Command-directed training activity and designed to prepare high risk of isolation (HRI) personnel deploying to a specific theater of operations or contingency. CSI is also referred to as HRC theater preparation or High Risk of Isolation (HRI), and is usually conducted by SERE Specialists, or COCOM certified personnel. Parent regulation is either the COCOM theater entry requirement, or the Foreign Clearance Guide, depending on the COCOM.

7.19. Global Ready Aircraft Commander Course (V). (See **Chapter 5** for additional information.)

V280 Pilot to Aircraft Commander (Phase I) See paragraph 5.3.3.4.

V281 Pilot to Aircraft Commander (Phase II) See paragraph 5.3.3.5.

V282 Pilot to Aircraft Commander (Phase III) See paragraph 5.3.3.6.

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 USAF-certified WST.

Additional Information: See AFTTP 3-3.C-130 and/or AFI 11-2C-130v3.
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 USAF-certified WST.

Additional Information: See AFTTP 3-3.C-130 and/or AFI 11-2C-130v3 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. Although not lead qualified, copilots and MPD pilots will log this event per **Table 4.4**. 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 USAF-certified WST.

Additional Information: See AFTTP 3-3.C-130 and/or AFI 11-2C-130v3 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 USAF-certified WST.

Additional Information: See AFTTP 3-3.C-130 and/or AFI 11-2C-130v3. 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 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 3-1.Threat Guide and AFTTP 3-3.C-130.

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 3-1.Threat Guide and AFTTP 3-3.C-130. Event is only mandatory for units co-located with a VTRAT device.

7.22. Unit Defined ("X") Events. Reserved for use by local units. Publish OG/CC level guidance documenting local event identifiers, associated ARMS nomenclature, volume, currency and/or frequency.   OG/CC should review all "X" events for relevancy to the unit's mission during the TRP. This review will be documented in the TRP minutes.

7.23. Forms.

7.23.1. Forms Adopted. AETC FORM 6, *Waiver Request,* AF FORM 8, *Certificate of Aircrew Qualification,* AF FORM 522, *USAF Ground Weapons Training Data,* AF FORM 847, *Recommendation for Change of Publication,* AF FORM 1042, *Medical Recommendation for Flying or Special operational Duty,* AF FORM 1522, *ARMS Additional Training Accomplishment Report*, DD Form 1801, *DoD International Flight Plan,* DD Form 1833, *Isolated Personnel Report (ISOPREP),* AF FORM 3526, *ARMS OMR Event Accomplishment Report,* AF FORM 4005, *Individual Deployment Requirements,* AF FORM 4022, *Aircrew Training Folder,* AF FORM 4023, *Aircrew Training Progress Report,* AF FORM 4024, *Aircrew Training Accomplishment Report*, AF FORM 4025, *Aircrew Summary/Close-out Report,* AF FORM 4324, *Aviation Resource Management System (ARMS) Upgrade Worksheet.*

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DCS, Operations, Plans and Requirements

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

REFERENCES

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ABBREVIATIONS AND ACRONYMS

AATTC— Advanced Airlift Tactical Training Center

AC— Aircraft Commander

ACC— Air Combat Command

ACDE— Aircrew Chemical Defense Ensemble

ACDTQT— Aircrew chemical defense task qualification training

AD— Airdrop

ADS— Aircraft Defensive System

AE— Aeromedical Evacuation

AECM— Aeromedical Evacuation Crew Member

AETC— Air Education and Training Command

AF— Air Force

AFC— Aircrew Fundamentals Course

AFE— Aircrew Flight Equipment

AFFSA— Air Force Flight Standards Agency

AFMC— Air Force Material Command

AFRC— Air Force Reserve Command

AFSOC— Air Force Special Operations Command

AG/CC— Airlift Group Commander

AGL— Above Ground Level

AMC— Air Mobility Command

AMCAOS— Air Mobility Command Air Operations Squadron

AMP— Airfield Marking Pattern

AMP— Avionics Modernization Program

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

COMSEC— Communications security

CONOPS— Concept of Operations

CONUS— Continental United States

CoP— Community of Practice

CP— Copilot

CPT— Cockpit Procedures Trainer

CRM— Crew Resource Management

CRO— COMSEC Responsible Officer

CSO— Combat Systems Operator

CST— Combat SERE 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

FE— Flight Engineer

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

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

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)

MEP— Mission Essential Personnel

MLS— Microwave Landing System

MMCT— MAFFS Mission Certification Training

MOB— Main Operating Base

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

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

OMC— Operational Mission Certification

OPORD— Operations Order

OPR— Office of Primary Responsibility

OSA— Operational Support Aircraft

PAA— Primary Aircraft Authorization

PACAF— Pacific Air Forces

PAI— Primary Aircraft Inventory

PAMS— Pilot Absorption Management System

PCS— Permanent Change of Station

PFT— Programmed Flying Training

PLD— Personnel Lowering Device

PM— Program Manager

PO— Project Officer

POC— Point of Contact

PQP— Prior Qualified Pilot

PRD— Program Requirements Document

PTT— Part Task Trainer

QA— Quality Assurance

QAR— Quality Assurance Representative

QMS— Quality Management System

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

UPT— Undergraduate Pilot Training

USAF— United States Air Force

USAFE— United States Air Forces in Europe

USAF EC— United States Air Force Expeditionary Center

USAFWS— USAF 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

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.

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.

Adverse Weather Aerial Delivery System (AWADS)— An avionics and radar system designed to allow aircrews to perform aerial delivery missions during Instrument Meteorological Conditions (IMC)

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 including, but not limited to, cockpit procedure trainers (CPT), part task trainers (PTT), satellite navigation systems (SNS), operational flight trainers (OFT), and 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.

Airdrop Procedure— Log an event when a successful airdrop is accomplished. See **Attachment 4** 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** for additional guidance and exceptions.

Airland Mission— A flight that involves the delivery of cargo or personnel between airfields.

Ancillary Training— Guidance or instruction that contributes to mission accomplishment, but is separate from an Air Force Specialty or occupational series.

Annual Training— Training required in the next year after training was accomplished (i.e., 1 Jan 09 to 31 Dec 10). If training is accomplished anytime in 2009, the next training is due by 31 Dec 10. 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 in the second year after training was accomplished (i.e., 1 Jan 09 to 31 Dec 11). If training is accomplished anytime in 2009, the next training is due by 31 Dec 11.

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.

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.

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.*

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 Form 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 Form 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, 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 11-202v1 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.

Heavy Equipment Drop— Equipment or materiel rigged and airdropped from the aircraft using roller conveyors, side rails, and parachute extraction systems.

High Altitude— 10,000' MSL to 17,999' MSL

Initial Qualification Training (IQT)— **T**raining needed to qualify a crewmember for basic crew duties in an assigned position for a specific aircraft, without regard for the unit's operational mission.

Instructor— A crewmember who is certified according to AFI 11-202v1 and 2, to train other crewmembers of like specialty.

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.

Low Altitude— 1000' AGL to 2999' AGL

Mass CDS— For training, four or more CDS bundles.

Medium Altitude— 3000' AGL to 9,999' MSL

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).

Modular Airborne Fire Fighting System (MAFFS)— Specialized equipment mounted in the cargo compartment used to dispense flame retardants in support of joint fire fighting missions with the US Forest Service

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.

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.

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.

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-130v3.

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 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.

Super E— C-130H (tail numbers AF73-01580 through AF73-01599) versus a C-130H1.

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.

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.

Transition (TX) Training— Training necessary to qualify unit personnel in a different MDS aircraft or mission employment system. Transition Training is a shortened version of initial qualification training that gives aircrew members cross-flowing from another military aircraft credit for acquired aviation proficiency. For Combat Delivery C-130 aircraft, transfer between C-130E/H, C-130 AMP, and C-130J will be Transition Training using specific courseware.

Triennial— Training required in the third year after training was accomplished (i.e., 1 Jan 09 to 31 Dec 12). If training is accomplished anytime in 2009, the next training is due by 31 Dec 12.

Unqualified— A crewmember is unqualified under the following circumstances cases:

1. Failure to successfully pass an evaluation according to AFI 11—2C-130v2, or

2. Failure to accomplish an evaluation in the time frame required by AFI 11—2C-130v2, 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).

Very High Altitude— 18,000' MSL and above.

Very Low Altitude— Surface to 999' above ground level (AGL).

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 Form 4022, *Aircrew Training Folder*, AF Form 4023, *Aircrew Training Progress Report*, AF Form 4024, *Aircrew Training Accomplishment Report,* AF Form 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 or other government-approved electronic system 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 Form 4023 or the training guide. Use the existing AF Form 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 Form 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 Forms 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 Form 4023 or in the training guide.

A2.1.5. Completion of Training. Upon completion of training, an AF Form 4025 may be generated. The original copy will be 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 Form 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 Form 4023.

A2.1.5.2. Specific to PACAF and USAFE. After one year, training offices will retain the AF Form 4025 in the crewmember's Permanent Training Record. Refer to the *Air Force Records Disposition Schedule (RDS)* located at **https://www.my.af.mil/gcss-af61a/afrims/afrims/rims.cfm** 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 Forms 4022 contents until one year after training close out and then return them to the crewmember. No unit will insert AF Forms 4022, 4023, 4024, 4025 or training guides into FEFs. Refer to the *Air Force Records Disposition Schedule (RDS*) located at **https://www.my.af.mil/gcss-af61a/afrims/afrims/rims.cfm** for further guidance.

A2.1.6. If training guides are not used, AF Forms 4022, 4023, or 4024 will be used for ATS and formal school courses.

A2.1.7. Units may overprint versions of AF Forms 4022, 4023, 4024, or 4025 in accordance with AFI 33-360v2, *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 Form 4022 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 Form 4022, Aircrew Training Folder. . This folder is constructed of hard stock paper. The inside cover has tables for documenting training. AF Forms 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 Form 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 Form 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. 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., "C130PIQ123" 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 Form 4022 for inunit academic instruction conducted according to formal school courseware. Identify classroom academic training as AT.

A2.2.2.1. Date. Selfexplanatory.

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-130v2 description or other appropriate identifier.

A2.2.4.3. Grade. Enter according to AFI 11-2C-130v2.

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-130v2 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. Selfexplanatory.

A2.2.5.7. Grade. Enter according to AFI 11-2C-130v2.

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. Selfexplanatory. 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 Form 4024, see paragraph **A2.4.11**.)

A2.2.8. Grading Codes. (For use with AF Form 4024, see paragraph **A2.4.8**)

A2.3. Instructions for the AF Form 4023, Aircrew Training Progress Report. This form provides a narrative description of training missions and is also used for documenting operations review of training progress. File AF Forms 4023 on the left side of the AF Form 4022 in order with the most recent flight on top. *NOTE:* AF Form 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 Form 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 Form 4023 entries.

A2.3.7.1. Monthly and Quarterly Reviews. In addition to reviewing all AF Form 4023 entries, the flight commander or squadron training representative will conduct a monthly review of active status AF Forms 4022. The Sq/CC or operations officer will review active status AF Forms 4022 at least once each calendar quarter. Document reviews on an AF Form 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 Form 4023 will be completed and reviewed by the student prior to his or her next training period.

A2.4. Instructions for the AF Form 4024, *Aircrew Training Accomplishment Report***.** 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 Form 4024 provided they are separated and labeled in the Training Event/Task Listing column. Maintain AF Forms 4024 on the right side of AF Form 4022. *NOTE*: The AF Form 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., C130PIQ. 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 OG/CC 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 flight evaluation (when applicable) or certification (when applicable).

A2.4.11.2. Proficiency Advance. In order to recommend a crewmember for a flight evaluation (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 Form 4025, Aircrew Summary and Close-out Report.

A2.5.1. For each formal school training program leading to qualification, 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 training folder. For in-unit training and training programs leading to certification, this form is optional.

A2.5.2. Comments on this form should not reflect personal opinions or biases. All comments will be supported by information contained in the AF Form 4023s, 4024s, or training guides as applicable. At formal schools, the instructor will accomplish the AF Form 4025 and the Sq/CC's signature is optional. Refer to the *Air Force Records Disposition Schedule (RDS)* located at **https://www.my.af.mil/gcss-af61a/afrims/afrims/rims.cfm** for further guidance. USAFE: After one year, training offices will retain the AF Form 4025 in the crewmember's training folder (AF Form 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 36-2201v1, *Training Development, Delivery, and Evaluation.* 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 Form 4022.

A2.6.3. Use of TGs. Specific instructions for annotating training are included in each TG. TGs will be placed in an AF Form 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:* MPD 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 Form 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 Form 4025 in accordance with paragraph A2.5. Maintain the TG and associated AF Form 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 Form 4022 and maintain according to paragraph A2.1.5.

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	PIQ	Pilot	FPH (left-seat qual; right-seat mission)
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
MPD AC Upgrade	PCO	Aircraft Commander	MP
Requalification	PRB	Aircraft Commander	MP
Instructor	PIN	Instructor Pilot	IP

A3.1.1.1. FTU Pilot Courses.

PIQ   Pilot Initial Qualification (Left Seat) - Qualifies undergraduate Pilot Training graduates in the C-130. Associated with MPD.

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.

PRA   Pilot Requalification (4 - 8 years) - Qualifies pilots in the C-130 who have been unqualified 39 months at the end of a non-flying assignment or 48 months at the end of any active flying assignment to 8 years (see AFI 11-202v1). Over 8 years, students will use PXA, PXB, or PXC. Also used as Aircraft Commander Upgrade course for traditional copilots.

PCO   Pilot Check-out Course - Qualifies MPD pilots in pilot-flying assault landings plus other items as defined by the student's requirements. Associated with MPD upgrade to Aircraft Commander.

PRB   Pilot Requalification - Qualifies pilots in the C-130 who have been unqualified up to 39 months at the end of a non-flying assignment or 48 months at the end of any active flying assignment (see AFI 11-202v1).

PIN   Pilot Instructor Qualification. Qualifies pilots as instructors.

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 basic airland missions without an instructor pilot. Provides options for limited mission training depending on course.

  A3.1.1.2. Continuation / In-Unit Pilot Courses.

ACP   Aircraft Commander Upgrade Preparation. Prerequisite for the aircraft commander qualification (PRA) 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   Microwave Landing System. MLS instruction.

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.

PRT   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 AF 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-130v2 Flight Evaluation. Graduates can fly basic airland missions without an instructor navigator. Provides options for limited mission training depending on course.

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.

FEQ1LP Flight Engineer Initial Qualification. Qualifies flight engineers in C-130 aircraft.

FEQ3LP Flight Engineer Initial and Mission Qualification. Qualifies flight engineers in C-130 aircraft and 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.

FRT   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.

LMQ1LP Loadmaster Initial Qualification. Qualifies loadmasters in C-130 aircraft.

LMQ3LP Loadmaster Mission Qualification. Qualifies loadmasters in C-130 aircraft and airdrop mission.

A3.1.4.2. Continuation / In-Unit Loadmaster Courses

LAD   Loadmaster Aerial Delivery Refresher Training. Airdrop training.

LRT   Loadmaster Refresher Training. Includes Airland and 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 <u>no</u> TAC) PXB
    TX 3 (Experienced Mobility Pilot with TAC)   PXC
    Instructor Pilot   PIN
    Senior Officer Pilot   SOP
    Pilot Conversion Training   PCT
    Pilot Check-Out   PCO
    Navigator Qualification   NIQ
    Navigator Requalification   NRQ
    Instructor Navigator Qualification   NIN
    Senior Officer –Navigator   SON
    Flight Engineer Qualification   FEQ
    Instructor Flight Engineer   FIN
    Loadmaster Qualification   LMQ
    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 AF Form 8)
    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
    Nashville, TN   UT

Example: C130EPXA3LP = C-130E, Pilot Transition, Initial and Mission Qualification, @ Little Rock AFB, AR.
OPR is HQ AETC/A3ZM, 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. See specific event description in **Chapter 7** for additional guidance.

A4.1.1. In order to be considered successful, the adjusted drop score must fall within the basic allowable circular error. For personnel and equipment airdrops use 300 meters. For Containerized Delivery System (CDS) use 200 meters. To determine the adjusted drop score, first make distance adjustments then, if applicable, adjust for wingman position. *NOTE:* HALO / HAHO airdrops are graded satisfactory if personnel land on the drop zone, or unsatisfactory if they do 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 personnel and equipment airdrops above 800' AGL, add 15 meters for each 100' above 800' to a maximum total CE of 600 meters. For CDS airdrops above 600' AGL, add 20 meters for each 100' above 600' to a maximum total CE of 400 meters. *NOTE:* Do not interpolate, just add 15 or 20 meters for every 100-foot increment above the minimum drop altitude.

A4.1.2.2. Night VFR corrections. For night visual airdrops, add 50 meters to allowable CE not to exceed the above maximums. *NOTE:* This correction applies to night visual drops (including visual wingmen) and SKE lead 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 15 meters (altitude correction) plus 50 meters (night VFR correction) results in an adjusted CE of 365 meters. The adjusted drop score would then be the product of 50 meters multiplied by 300 meters divided by 365 meters, or 41.1 meters.

A4.1.3. Wingman Adjustments.

A4.1.3.1. VFR Wingmen Adjustments. This drop score will be in relation to an adjusted point of impact (PI), referred to as the reference PI. The reference PI is an adjustment to element lead's drop score along the 12/6 o'clock axis such that it intersects the 3/9 o'clock axis (if required). 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. The Wingman's PI is the reference PI when the drift is three degrees or greater, in-trail wingmen should follow the same ground track as

formation/element lead.   Three degrees or greater requires no right/left adjustment. Distance adjustments as described in A4.1.2 apply to adjust circular error.

A4.1.3.2. SKE Wingman Adjustments. This drop score will be in relation to the 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. Drift more than 3 degrees is not adjusted from Lead's PI. Distance adjustments as described in A4.1.2 apply to adjust circular error. Note: Night VFR Wingman Adjustments do not apply to SKE drops. Exception: Non-AWADS units using visual procedures.

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