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This volume implements Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*. It establishes United States Air Force (USAF) aircrew training policy for C-130H aircrews to safely and successfully accomplish their worldwide mobility missions. 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.

(Note: Aeromedical Evacuation Crewmembers see AFI 11-2AEv1, Aeromedical Evacuation Aircrew Training. Air Force Special Operations Command (AFSOC) and Air Combat Command (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 Avionics Modernization Program (AMP) guidance will be published in a separate publication.)

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; Air Force Instruction 11-401, Aviation Management; Air Force Instruction 11-402, Aviation and Parachutist Service, Aeronautical Ratings and Badges; Air Force Instruction 11-421, Aviation Resource Management; and E.O. 9397 (SSN) as amended by Executive Order 13478, Amendments to Executive Order 9397 Relating to Federal Agency Use of Social Security Numbers, November 18, 2008*. Refer recommended changes for this publication to AMC/A3V using the AF Form 847, *Recommendation for Change of Publication*, and route the AF Form 847 through the appropriate stan/eval channels.

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) maintained in the Air Force Records Information Management System (AFRIMS) located at “<https://www.my.af.mil/afirms/afirms/afirms/rims.cfm>”.

Supplements. This AFI is a basic directive. Each Major Command (MAJCOM) or operational theater may supplement this AFI. MAJCOM supplements may be more, but not less restrictive than this instruction. MAJCOMs may set training requirements lower than specified in this instruction when the statement —or as specified in MAJCOM supplement—is indicated as applicable to that item or event. MAJCOM supplements must be coordinated/approved by AMC/A3T and AF/A3O-AI, according to AFI 11-200, and AFI 11-202v1, before publication. Send one copy to AMC/A3T and one copy to AF/A3O-AI.

(AETC) This supplement implements and extends the guidance of AFI 11-2C-130, Volume 1, 21 August 2012. This supplement applies to all AETC units and will supersede the previous supplement dated 21 November 2005. It applies to Air National Guard (ANG)-gained units and associate personnel who conduct approved AETC flying syllabuses. This supplement does not apply to Air Force Reserve Command units. Units may supplement this instruction and will coordinate supplements with AETC/A3V before approval. Forward a copy to AETC/A3V after publication. Submit suggested improvements to this publication on AF Form 847, *Recommendation for Change of Publication*, through standardization and evaluation (Stan/Eval) channels, to AETC/A3V. See Attachment 1 for a glossary of references and supporting information. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 33-363, *Management of Records*, and disposed of in accordance with the *Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS)*. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the Publication

OPR for non-tiered compliance items publications. All 19th Air Force (19 AF) references in the basic instruction refer to AETC/A3V or AETC/A3Z as defined in this supplement.

SUMMARY OF CHANGES

This instruction incorporates several administrative changes, updates to office symbols, and MAJCOM inputs dealing with C-130H aircrew training. Major changes include: **Throughout:** Coordination POC MAJCOM/A3T added “or equivalent” **Chapter 1:** Paragraph 1.4.2 AETC school website URL’s updated; Paragraph 1.4.3.2 Recall procedures, AFI reference added; Paragraph 1.4.6 Squadron CC or designated representative requirements rewritten; Paragraph 1.5.4 Formal School and Training Prerequisites waiver process and requirements; Table 1.1 AETC FTU waiver request POC office symbol change; Table 1.2, Note 2 updated; Paragraph 1.9 Flight Examiner Usage update; Paragraph 1.12.1, unit commander changed to Squadron CC; Paragraph 1.12.1.2, VT01/VT03 added; Paragraph 1.16 Failure to Progress or Complete Training directive AFI provided; **Chapter 2:** Table 2.1, G002, note 9 added; Paragraph 2.5.1.1 changed; Paragraph 2.5.3 Difference Training, clarified; Paragraph 2.8 Flight Surgeons, OG/CC role; **Chapter 3:** Paragraph 3.2.1 MPD requirements added; Paragraph 3.3.1 local area survival added; Paragraph 3.4 Flying Training Requirements, revised; Paragraph 3.4.5 Assault Landing Training, AFI reference added; Paragraph 3.6 Flight Surgeon MQ Requirements, added; **Chapter 4:** Paragraph 4.3.1.3 FTL C – MR Crewmember, changed; Paragraph 4.3.2 Change of FTL removed assignment after attaining MR status; Paragraph 4.4.1.1 added additional MR status guidance; Table 4.1 Added G240, G250, G600; Frequency for Flight Physical, G150, NV03 changed; G240 and G250 note 13 added; Note 1 changed; Note 12 added; Table 4.3 Flight Surgeon CT Requirements, updated table and notes; Paragraph 4.5.3.1.1 changed to MPD Grad (FPC or FPQ), removed “other than assault events”; Paragraph 4.5.3.4, safe ops and simulator training added; Paragraph 4.5.3.5 date changes for currency above 60N; Table 4.4 notes 1, 7, 8 changed; Table 4.5 G250 removed; P145 added; Paragraph 4.8 PACAF added; Paragraph 4.9.1.4 Flight Surgeon requirements changed; Paragraph 4.9.3.1 Table 4.3 reference added; Paragraph 4.9.3.5 changed; Paragraph 4.9.4.1 and 4.9.4.2.1 NMR approval requirements changed; **Chapter 5:** Table 5.1 Note 6 changed; Paragraph 5.2 and 5.3 MPD rewritten; Table 5.2 Pilot Designation Codes updated; Paragraph 5.5.6.1 post-flight added; Paragraph 5.5.6.5 Navigator added; Paragraph 5.9 revised to AFI reference; Paragraph 5.16 MAFFS and associated tables updated; Paragraph 5.18 LC-130 and associated tables updated; **Chapter 7:** AD08 May be flown single ship; AD09 additional information added; AD11 additional information added; AD15 information moved to Q codes; G005 rewritten; G240 Loadmaster SLMS added; LL01, LL03, LL04, LL05, LL06 rewritten; M010 IP requirement; P145 added for Flight Engineer; SK17 per Table 4.4; SS35 Emergency Parachute Training (Initial) added; **Attachment 1:** AFI13-207 added; ASEV, MCT, NGB, PR, PRM added; Legacy defined; **Attachment 3:** Table A3.1 Requalification added; SPO-C single ship airdrop added.

(AETC) This document has been substantially revised and must be completely reviewed. Major changes include identifying waiver Tier levels (1.5); changes Office of Primary Responsibility (OPR) to AETC/A3VM; references to 19AF are changed to AETC/A3V or AETC/A3Z as appropriate.

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Chapter 1

GENERAL

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

1.1.1. 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. Mission readiness and effective employment are achieved through the development and mastery of core competencies for C-130H crewmembers. These core competencies include tactical ingress, tactical egress, airdrop, formation, assault landings, NVG operations during all phases of flight, instrument procedures, mission planning, landing zone (LZ) ground operations, crew management, and C4/AOC integration. 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 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.

1.1.2. Link AFTTP 3-3.C-130H, *Combat Aircraft Fundamentals—C-130H* requirements into mission and continuation training tables while retaining a combat culture, leading edge technologies, pushing capabilities while anticipating the warfighter needs.

1.1.3. The secondary objective is to standardize C-130H training requirements into a single document to meet requirements for a basic document in AFI 11-200.

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. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR), AMC/A3TA, using the AF IMT 847, Recommendation for Change of Publication; route AF IMT 847s from the field through the appropriate functional’s chain of command. The OPR address is AMC/A3T, 402 Scott Drive, Unit 3A1, Scott AFB, IL, 62225-5302.

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

1.3.3. 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.

1.3.4. All references to "days" in this instruction refer to calendar days.

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*, 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. AMC/A3 delegates to AMC/A3T the authority to manage all training course requirements and training tasks. 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.

1.4.1.1. (AETC) AETC/A3Z will provide coordination on continuation training and locally taught upgrade courses. (T-2)

1.4.1.2. Realistic Training Review Board (RTRB). 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 specified 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 IAW AFI 11-202v1.

1.4.2. (AETC) Training Command. Formal school course and syllabus management procedures are prescribed in AETCI 36-2221, *Flying Training Course and Special Publications Development*, AETCI 36-2205, Volume 1, *Formal Flying Training Administration and Management*, AETCI 36-2205, Volume 7, *Formal Flying Training Administration and Management - Airlift and Tanker*. Formal syllabuses are available at the AETC Flying Training Special Publications web site (*e-BOOKSTORE*); the URL is: <https://trss3.randolph.af.mil/bookstore/home/homePage.aspx>.

1.4.2.1. 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/>. Formal school syllabi are available at AETC bookstore: <https://trss3.randolph.af.mil/bookstore/home/homePage.aspx>.

1.4.2.1. (AETC) Units will route suggested changes to syllabus through the Mobility Training Branch (AETC/A3ZM) for AETC/A2/3/10 approval. (T-2)

1.4.2.2. The 714 TRS/TRT Contracting Officer Representative (COR) at Little Rock AFB provides government oversight of the ATS contractor through courseware audits, instructor evaluations, and courseware quality assurance. The COR provides program level quality assurance for curriculum. The COR 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.

1.4.2.3. The COR 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 COR will send CCE results to 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**.

1.4.3.2. Recall Procedures. Comply with paragraph 1.16, and the requirements of AFI 11-202V1. Formal notifications to recall students from a formal school will be sent from the student's Sq/CC to OG/CC to MAJCOM/A3T (or equivalent) (email format is acceptable). MAJCOM/A3T (or equivalent) will submit approved recall letter (email or Fax) to AETC/A3R for follow-on coordination with AETC/A3Z 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 & AETC/A3Z on the next duty day.

1.4.3.2. (AETC) Recall Procedures. AETC units will follow the recall procedures IAW the basic instruction, AFI 11-202, Volume 1, *Aircrew Training*, AETCI 36-2205, Volume 1 and AETCI 36-2205, Volumes 7. (T-2)

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. The 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. The OG/CC is responsible for establishing and maintaining the academic training program for non-ATS courses (may be delegated to squadron level). AMC/A3TA is the POC for determining ATS vs. non-ATS Courses. 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. 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 non-ATS developed 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 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.

1.4.5.5. (AETC) Selected instructors will be qualified IAW AETCI 36-2604, *Flying Training Instructor Programs.(T-2)*

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

1.4.6.1. Select DOT Chiefs from the most highly qualified and experienced instructors. Previous Evaluator or FTU experience is highly desired. ARC units with a single Sq may use the OST Chief for this purpose.

1.4.6.2. Ensure Sq/DOT is manned with a minimum of one instructor for each crew position. Instructors should be selected based on experience, availability, and time on station (to ensure continuity of operations for each crew position in DOT). ARC units with a single Sq may use the OST for this purpose.

1.4.6.3. Convene a Squadron Training Review Panel (STRP) to be chaired by the Sq/CC and/or Sq/DO. Panel members should include representatives from squadron training, squadron stan/eval, ADOs, and the chief from each crew position. Sq/CCs should utilize the STRP to focus training objectives, ensure standards are being met, select upgrade candidates, and ensure completion of required continuation training.

1.4.6.3.1. STRP Requirements. Squadrons will convene a STRP monthly (quarterly for AFRC and ANG) and maintain minutes for a period of two years. STRP minutes will be approved by the Sq/CC or DO and may be produced/distributed/stored electronically by the Sq/DOT. They will be maintained and disposed of in accordance with the Air Force Records Disposition Schedule referenced in the introduction.”

1.4.6.3.2. STRP Format. The squadron TRP should review staff and crewmember management actions necessary to complete squadron flight and ground training programs. The STRP will review the current status of aircrew training to ensure that current training objectives are being met and that those individuals selected for upgrade training are the best candidates after reviewing their experience, proficiency level, and retainability. To accomplish these goals, suggested STRP topics include but

are not limited to: crew position gains/losses, current upgrade/requalification training (i.e. crewmembers in an active training status), recently completed training (including performance during training and current certification status), future training (individuals already approved via STRP), upgrade candidates, current waivers, projected waivers, and continuation training status.

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

1.4.6.5. Before each semi-annual training period, assign Flying Training Levels (FTL) to assigned and attached crewmembers (see [Chapter 4](#)).

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

1.4.6.7. 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.

1.4.6.8. 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).

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

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

1.4.6.11. Ensure flight commanders or designated squadron representative monitor quality of training, identify training deficiencies, and advise Sq/CC of additional training needs.

1.5. Waiver Authority.

1.5. (AETC)Waiver Authority. Unless otherwise specified, AETC/A3V (MAJCOM A3T equivalent) is waiver authority for this publication and supplement. Universal waivers that would change the intent of the policy outlined in this publication are not authorized without AETC/A3V approval. AETC units and other MAJCOMs will coordinate waivers through command channels, as outlined in this publication. Waivers to this publication will be filed IAW AFI 33-360, *Publications and Forms Management*. The operations group commander (OG/CC) is the waiver authority for unit level supplements to this publication. (T-2)

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

1.5.1. (AETC) Report deviations through command channels to AETC/A3Z. (T-2)

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

1.5.2. (AETC) Unless specified in this instruction, AETC/A3Z is designated waiver authority for specific crewmember training requirements in this instruction not governed by AFI 11-202, Volume 1. (T-2)

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

1.5.3. (AETC) Wg/CC is designated waiver authority for minimum flying-hour prerequisites for entry into formal upgrade courses (see [Table 5.1](#)). (T-3).

1.5.4. Formal School Training and Prerequisites. Any planned exception to a formal course syllabus (or prerequisite) requires a syllabus waiver. Submit waiver requests through MAJCOM/A3T (or equivalent) to the waiver authority listed in the course syllabus. If required for units' designated mission, events waived or not accomplished at the formal school will be accomplished in-unit before assigning mission-ready (MR) status.

1.5.4. (AETC) Formal School Training and Prerequisites. Submit waivers IAW AETCI 36-2205, Volume 7. (T-2).

1.5.5. In-Unit Training Waiver. MAJCOM/A3T (or equivalent) is approval/waiver authority for in-unit training to include syllabus and prerequisite waivers. 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 courseware in accordance with AFI 11-202v1. MAJCOMs will coordinate with 714 TRS to arrange courseware delivery to the unit for in-unit training.

1.5.5. (AETC) In-Unit Training Waiver. AETC/A3Z is approval/waiver authority for in-unit training to include syllabus and prerequisite waivers. (T-2)

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 (or equivalent) approval.

1.5.7. (AETC) Continuation Training Waiver. Unless otherwise noted in this instruction, waivers for training or currency events missed in consecutive training periods require AETC/A3Z approval. Submit waiver requests through command channels to AETC/A3Z. (T-2)

1.5.8. Waiver Format. For AMC waivers, use the on-line waiver request service on the AMC/A3T website, AFRC website, or ANG procedures as appropriate. If necessary, submit a written request through OG/CC or equivalent IAW the format in [Figure 1.1](#) to the appropriate MAJCOM OPR. Units will submit waiver requests according to [Table 1.1](#). Place a copy of approved waivers in the individual's training folder (TMS). 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.

1.5.8. (AETC) Waiver Format. Unless otherwise specified, AETC units will utilize the Sample Waiver Request Format as depicted in [Figure 1.1](#) of the basic instruction. Formal training waivers will be routed through the 714 TRS to AETC/A3Z. The 189 OG will route ANG permanent party waivers to AETC/A3Z. AETC/A3Z approved or disapproved waivers

will be returned to the 314 OG/CC or 189 OG/CC, as applicable, and an information copy will be sent to AMC/A3T or NGB/A3T, as applicable. Note: AETC syllabi may require other waiver formats in lieu of Figure 1.1. (T-2)

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 AMC/A3T	OG Training Office	
Active Duty PACAF Airlift Wing	OG/CC to PACAF/A3T	OG/CC	
AETC FTU (including AFRC/ANG) (Note 3)	OG Training Office To AETC/A3T	OG/CC	AETC/A3ZM AFRC/A3TA NGB/A3O 22 AF/A3T
AFRC Unit (except AETC FTU)	Through 22 AF/A3T To AFRC/A3T	AFRC Unit	22 AF/A3T AMC/A3TA
ANG Unit (except AETC FTU)	NGB/A3O	ANG Unit	AMC/A3TA
29 WPS (WIC)	USAFWS/CO to 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 AETC/A3T review. ANG units will send waiver to NGB/A3O. NGB/A3O will determine if waiver needs AETC/A3T review.			

Figure 1.1. Sample Waiver Request Format.

<p>MEMORANDUM FOR (<i>Waiver Authority</i>)</p> <p>FROM: (<i>Requester</i>)</p> <p>SUBJECT: Waiver Request – (<i>Individual</i>), (<i>Type of Waiver</i>)</p> <ol style="list-style-type: none"> 1. <i>Name and grade.</i> 2. <i>Flying organization (assigned or attached).</i> 3. <i>Present qualification (include special qualifications/certifications if appropriate).</i> 4. <i>Total flying time; primary aircraft inventory (PAI) time (include instructor or evaluator time, if applicable).</i> 5. <i>Waiver request specifics e.g., cite requirement and requested deviation.</i> 6. <i>Rationale or justification for waiver request.</i> 7. <i>Crew qualification to which person is qualifying or upgrading.</i> 8. <i>Previous attendance at any formal instructor course (include course identifier and graduation date).</i> 9. <i>Training start date.</i> 10. <i>If waiver request for time limit, specify mandatory upgrade or qualification date.</i> 11. <i>Date event last accomplished and normal eligibility period.</i> 12. <i>Remarks (include formal school courseware that is required if the waiver request is approved (e.g. local training)).</i> 13. <i>Unit point-of-contact (include name, rank, telephone number, and functional address symbol, and Email address).</i> 14. <i>Unit address (if requesting formal school courseware)</i> <p style="text-align: right;"><i>(Signature of Requester)</i></p> <p style="text-align: right;"><i>(Title)</i></p>

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. In order to maximize efficient utilization of training resources, 618 TACC and tasked units will jointly identify and take maximum advantage of opportunities to conduct appropriate continuation training items which may be conveniently suited to concurrent operational mission segments. Examples include low-levels, assault landings, EROs, and circling approaches. If necessary 618th TACC and tasked-units will coordinate training mission numbers for the specific mission segment. 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-130, Volume 3.

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 requalification) 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 (or equivalent) 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 (or equivalent) 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 (All references are Calendar Days).

Training	Time Limit	Time Limit ARC
Initial Qualification	120 days	240 days
Difference Training	90 days	90 days
Requalification	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
<p>NOTES:</p> <ol style="list-style-type: none"> 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. If part of Unit/Theater Indoctrination, units may use the longest time period to complete the training. 		

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 an individual’s primary or recommending instructor, 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 requalification 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 Wg/CC, OG/CC, 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 Sq/CC.

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), and 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, VT01/VT03 VTRAT Initial/Advanced, 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 (or equivalent).

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 IAW AFI 11-202 V1. 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-AI, for inclusion into the Graduate Program Requirements Document (GPRD). AETC/A3R will determine training capacity and report shortfall in the GPRD to AF/A3O-AI.

1.14.1.1. AF/A3O-AI 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. 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) IAW AFI 11-202V1.

1.16. (AETC)Failure to Progress or Complete Training. AETC FTUs will manage formal student training IAW AETCI 36-2205, Volume 1 and AETCI 36-2205, Volume 7. (T-2)

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).

1.18. HQ AMC Orientation Tour / Global Ready Aircraft Commander Course (GRACC) Active duty units will be given priority over AFRC and ANG units due to mandatory upgrade requirements for AMC crews established in AFI 11-MDS Volume 1. Do not submit more than two candidates per wing per class without the GRACC scheduler's approval. Submit names NET 45 days and NLT 30 days prior to CSD. AMC/A3TF will release the class roster 30 days prior to CSD for units to confirm the names and make any necessary corrections. Unfilled quotas will be available 14 days prior to CSD and units will be notified. Cancellations must be received NLT four duty days prior to CSD to avoid a no-show. AMC/A3TF will not accept any additions 72 hours/3 days prior to CSD. Units can still cancel 24 hours prior to CSD to avoid a no-show being charged to the unit. No-shows will be handled IAW this paragraph. Questions regarding GRACC Scheduling can be referred to AMC/A3TF, DSN 779-7881.

1.19. Senior Officer Training Coordination. All Senior Officer training is directed by AF/DPO, AF/DPG offices (except ANG and AFRC) in coordination with MAJCOM Senior Leaders Management office and AMC/A3TF and AETC/A3R. ANG and AFRC will develop procedures to validate Senior Officer training requests. After validation, ANG and AFRC will coordinate training with AETC/A3R and inform AMC/A3TF. Questions regarding the Senior Officer training course, availability and prerequisites can be forwarded to AMC/A3TF @ DSN 779-3577. Except for ANG and AFRC, no formal actions to schedule training will be taken until directed by AF/DPO or AF/DPG in conjunction with MAJCOM Senior Leaders Management offices.

1.19. (AETC)Senior Officer Training Coordination. Senior Officer Training coordination will be routed through command channels to AETC/A3R. Coordination will include a completed Senior Officer Training Request Form and biography (Senior Officer Training Request Form may be obtained from AETC/A3R). (T-2)

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 36-2201 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
G002	Aircraft Marshalling Training and Examination	All	9
G055	ENAF	All	3, 8
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
SS20	Combat SERE Training (S-V80-A)	All	
SS31	Water Survival Training, Parachuting (S-V86-A)	All	

SS35	Emergency Parachute Training (Initial) (S-V80-B)	All	2, 3
VT01	VTRAT Initial Training	All	2, 3, 4
<p>NOTES:</p> <ol style="list-style-type: none"> 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. 8. Active Duty only. 9. G002 is required when reporting for duty following PCS (N/A if tested at a formal school with in previous 6 months) IAW AFI 11-218. 			

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 normally requires completion of a formal school initial qualification course.

2.5.1.1. Form a nucleus of instructor and flight examiner personnel (initial cadre) to begin aircrew conversion. If converting an entire unit and adequate training quotas are not available, qualified personnel from other units will normally provide the initial cadre. See AFI 11-202v2 for additional guidance on instructor evaluations. Units will publish a letter identifying initial cadre of instructors and flight examiners by crew qualification.

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.

2.5.2. 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-130H will be accomplished using MAJCOM-approved training syllabi.

2.5.2. (AETC) Transition Training. Units with unique aircraft modification or missions will submit newly developed training programs through command channels to AETC/A3Z.

2.5.3. Difference Training. Units complete difference training to certify crewmembers in a different mission-design-series (MDS) C-130 aircraft. Difference training is completed with an instructor sign-off. Use difference training when changing between aircraft and the

amount of basic qualification training needed does not warrant attendance at a formal qualification course (e.g., EC-130 to C-130H). Difference training for pilots and flight engineers focuses on basic aircraft events and systems. Difference training for pilots and flight engineers does not include mission events. When crewmembers need to complete difference training, there may be additional mission training depending on the crewmember's experience and aircraft equipment. Sq/CC or designated representative will determine mission training required. Instructor and Flight Examiner crewmembers converting from one 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 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. If units have any question on the training required, they should discuss the unit training plan with MAJCOM/A3T (or equivalent).

2.5.3. (AETC) Difference Training. In-unit difference qualification training will be requested through command channels to AETC/A3Z. (T-2)

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 any legacy C-130 to C-130H (Super E — see [Attachment 1](#)). Complete academics and flying training.

2.5.3.1.2. Difference from any legacy C-130 to C-130H1. 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 any legacy C-130 to C-130H2. 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 any legacy C-130 to C-130H3. Complete academics and flying training.

2.5.3.2. Navigator Requirements for Difference Training. The Sq/CC or designated representative 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 or satellite navigation trainer.

2.5.3.3. Loadmaster requirements for Difference Training. Training shall be determined on an individual basis by the Sq/CC or designated representative 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-130H will attend Loadmaster Refresher Training (G602) in addition to difference training.

2.5.3.4. 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-130H 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. Sq/CC or designated representative 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.

2.5.3.5. Difference training between the C-130J, C-130 AMP and C-130H is not applicable. Training between the C-130J, C-130 AMP and C-130H is transition training. (Exception: Loadmasters going from legacy to AMP is difference.)

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 (or equivalent) will approve the proposed training plan prior to execution.

2.7.1. (AETC) Senior officer training will be routed through command channels to AETC/A3R. Requests will be made via email and include a request form (provided by AETC/A3R) and senior officer biography. (T-2)

2.8. Flight Surgeons. See paragraph 3.6 for training requirements. Flight Surgeons are allowed to fly locally as defined by OG/CC and log time in their primary MDS while in training for initial (mission) 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 (see **Attachment 3** for course descriptions). Upon completion of all cross-flow training requirements and prior to the Operational Mission Certification (OMC) and Aircraft Commander Certification, a MPD or cross-flow graduate will be designated as a MR pilot (FPC/FPQ 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. After completing a MPD Pilot Check-Out Course (PCO), the maximum time period for pilots to be certified as an aircraft commander is 90 days (120 days for PXA-C cross-flow graduates). ARC units use 180 days and 240 days. If individuals are unable to complete certification within these limits, their units will notify MAJCOM/A3T (or equivalent) 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 PCO Course if accomplished locally.

3.2.2. (AETC) Aircraft Commander Certification. If individuals are unable to complete certification within these limits, their units will notify AETC/A3Z with a description of the difficulty and expected certification date. (T-2)

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, local area survival, 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 and flying 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
<p>NOTES:</p> <p>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.</p> <p>1. Accomplish upon arrival after each permanent change of station. See event description in Chapter 7.</p> <p>2. Required for theater-assigned or deployed crewmembers as determined by Sq/CC. See event description in Chapter 7 for additional details.</p>			

3.4. Flying Training Requirements.

3.4.1. BAQ crewmembers pursuing MR status will be assigned a Flight Training Level and accomplish continuation training requirements IAW Chapter 4. Continuation training requirements will be prorated based on the training time start date as defined in **paragraph 1.7.1**. Crewmembers will credit events accomplished during Mission Certification Training (MCT) IAW **paragraph 4.4.1**. Crewmembers pursuing MR status who fail to accomplish minimum aircrew requirements (currency and semi-annual) must fly in a supervised status when that event is required for a particular flight.

3.4.1.1. Crewmembers in MCT who fail to accomplish all semi-annual training requirements must complete training IAW **paragraph 4.9.2.2** prior to awarding MR status. On a case-by-case basis, the Sq/CC may review the crewmember's training accomplished and waive incomplete requirements as required. (Document the waiver in the crewmember's training folder.) Crewmembers non-current for an event may be

certified MR on a case-by-case basis, but the crewmember will remain NMR for that event and will be supervised on any flight requiring that event IAW **paragraph 4.9.2.2**. After arrival at duty station, all crewmembers will receive a local area briefing and a local orientation/mission ready (MR) flight. For pilots, the MR flight may be substituted by a simulator sortie focused on events specific to the unit's mission. If a simulator is used for the MR sortie, the local orientation flight remains a separate requirement (not applicable for in-unit, re-qualification or upgrade training). The lack of a local briefing and local flight does not preclude the crewmember from flying as MR.

3.4.1.2. After arrival at duty station all crewmembers will receive a local area briefing and supervised local orientation flight (not applicable for in-unit initial, requalification 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). See AFI 11-2C-130v3 for additional guidance on maximum effort takeoffs.

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.

3.5. 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.

3.6. Flight Surgeon Mission Qualification Requirements. Before deploying or acting as aircrew in any aircraft, flight surgeons must fly at least two sorties in their primary aircraft, complete all required ground training events listed in [Table 4.3](#) (for the primary aircraft), and accomplish flight surgeon testing on the AFDL website.

3.6. (AETC)Flight Surgeon Mission Qualification Requirements. Flight surgeons are qualified IAW AFI 11-202, Volume 1. (T-2)

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.

4.2.3.3. (AETC) AETC FTU instructors will maintain BMC status. (T-2)

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 basic proficiency aircraft commander but a FTL C airdrop pilot).

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. Initially assign inexperienced crewmembers to FTL C.

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. Prorate events upon changing training levels or training tables.

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. Crewmembers pursuing in-unit MR status will be assigned a Flying Training Level (FTL) during in-processing and accomplish continuation training and unit MR requirements. Continuation training requirements will be prorated based on the training time start date as defined in **paragraph 1.7.1**. Crewmembers will credit events accomplished during unit MR training toward the new crew position with the exception of those events not trained during initial training (i.e.; AWADS) or those events restricted on the initial AF Form 8 (i.e.; personnel airdrop). Those events may be credited on the certification/qualification flight for that event. Crewmembers pursuing MR status who fail to accomplish minimum aircrew requirements (currency and semi-annual) must fly in a supervised status when that event is required for a particular flight.

4.4.1.2. The failure to accomplish semi-annual training requirements during unit MR training must be rectified prior to awarding MR status. On a case-by-case basis, the Sq/CC may review the crewmember's semi-annual training accomplished during unit MR training and waive incomplete requirements as required. (Document the waiver in the crewmember's training folder.) The goal is to ensure the new crewmember is ready to assume MR status in all areas of the unit mission. On a case-by-case basis, Sq/CC may declare crewmembers MR if still NMR for an event, but the crewmember will remain NMR for that event and will be supervised on any flight requiring that event IAW **Paragraph 4.9.1**.

4.4.1.3. If the new crewmember is maintaining the same FTL or training table after attaining MR status, no additional proration is required or allowed.

4.4.1.4. 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 an unsatisfactory flight evaluation, do not log continuation training requirements for those events graded Q-3 (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. Documenting Aircrew Training.

4.4.6.1. All training events will be recorded in ARMS.

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

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

4.4.6.1.3. 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.

4.4.6.2. 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** or **Table 4.3** 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.

4.5.2.4. (AETC) AETC aircrew performing extended alert duty (more than 24 hours) may accomplish ground training, at their discretion; provided the training does not degrade required response time or mission accomplishment. If an alert launch interrupts a ground training event; the event will be accomplished again.

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	455d	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	B	4, 8, 10
G130	Instrument Refresher Course	P, N	See Note 2	2, 10
G150	Approach Plate Familiarization Course	E	A	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
G240	Crew Resource Management (CRM) Simulator	All	A	8, 13
G250	Refresher Simulator	P, E	A	8, 13
G600	Navigator Refresher Training	N	A	8
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	24m	8, 10, 12
SS02	Combat SERE Training	All	36m	4, 5, 8
SS05	Water Survival Training	All	36m	4, 8
SS06	Emergency Parachuting Training (Refresher)	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 physicals become due 366 days after the previous physical, and expire after the 455th day or as indicated on the AF Form 1042, whichever occurs first. The required frequency may vary to address waivers and/or individual physical limitations (as determined by the Flight Surgeon), but in no case will exceed 455

days. 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.
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.
13. Must be accomplished with at least one qualified Aircraft Commander on the crew. (ARC may substitute an FTL A FPQ for an AC, if needed).

Table 4.2. Mobility Training Requirements.

Code	Event	Position	Frequency	Notes
C040	Mobility Folder Review	All	A/R	1, 2, 4
E030	Passport	All	A/R	
E035	Secondary Passport	All	A/R	
G120	ISOPREP Review	All	180d	1, 2
G280	Small Arms Training	All	24m	1, 2, 5
LL04	Aircrew Chemical Defense Training	All	B	1, 2, 4
SS03	Conduct After Capture (CAC)	All	36m	
SS07	Contingency SERE Indoctrination	All	A/R	
VT03	VTRAT Refresher Training	All	A	1, 2, 4, 6
A-Annual, B-Biennial, T-Triennial, A/R-As required, m-due in number of months, d-due in number of days				
<p>NOTES:</p> <ol style="list-style-type: none"> 1. Not required for BAQ or BMC crewmembers. 2. Not required for Senior Officer Course graduates. 3. As required for unit mission 4. The OG/CC is the waiver authority for this event. See paragraph 4.9.3.4. 5. AFRC and ANG crewmembers will comply with AFI 36-2226 requirements. 6. VT03 is mandatory only for units co-located with a VTRAT device. 				

Table 4.3. Flight Surgeon Continuation Training Requirements.

Code	Event	Frequency	Notes
	Flight Physical	455d	1, 5, 6
	Physiological Training	60m	1, 6
C040	Mobility Folder Review	A/R	2, 4, 6
E030	Passport (Primary)	60m	2, 6
E035	Secondary Passport	A/R	2, 6
FF00	Flight Surgeon Sortie	60d	
FF11	Flight Surgeon Day Sortie	6 per S	8, 9
FF12	Flight Surgeon Night Sortie	1 per S	8, 9, 10
G090	Anti-Hijack Training	One-time	3, 6
G120	ISOPREP Review	180d	2, 6
G230	CRM Refresher	A	3, 4, 6
LL01	Aircrew Flight Equipment Familiarization Training	One-time	4
LL03	Egress Training, Non-Ejection	B	1, 6
LL04	Aircrew Chemical Defense Training	One-time	2, 3, 4, 6
LL05	Egress Training, w/ACDE	One-time	2, 4, 6
Q005	AFDL Flight Surgeon Test	17m	
SS01	Local Area Survival	A/R	2, 4, 6
SS02	Combat SERE Training (CST)	36m	2, 3, 6, 7
SS03	Conduct After Capture	36m	2, 3, 6, 7
SS05	Water Survival Training	36m	3, 6
SS06	Emergency Parachute Training (Refresher)	36m	2, 3, 6, 7
SS07	Contingency SERE Indoctrination	A/R	2, 6
A-Annual, B-Biennial, QQ- 5 Years, S-Semi-Annual, T-Triennial, A/R-As required, m-Due in number of months, d-Due in number of days			

NOTES:

1. Mandatory grounding item.
2. Flight surgeons without an aviation unit mobility requirement (e.g. non-operational staff or leadership role in Aerospace Medicine, and flight surgeons undergoing training in the USAF Residency in Aerospace Medicine) do not need to accomplish this training.
3. The OG/CC or equivalent is the waiver authority for this event. See paragraph 4.9.1.4. for flight surgeon loss of currency.
4. Accomplish upon arrival after each permanent change of station or change in MDS.
5. Flight physicals become due 366 days after the previous physical, and expire after the 455th day or as indicated on the AF Form 1042, whichever occurs first. The required frequency may vary to address waivers and/or individual physical limitations (as determined by a flight surgeon), but in no case will exceed 455 days.
6. AFI 11-2C-130v1 is not the governing directive for completion of this event.
7. S-V80-A and S-V80-B establish initial training completion dates for SS02, SS03 and SS06.
8. Flight surgeons must fly at least 50 percent of their annual requirements in primary unit aircraft unless deployed away from their primary unit for more than 90 days.
9. Flight surgeons may log more than one sortie per day; however, no more than one sortie per single calendar day will be credited towards semi-annual sortie requirements.
10. A night sortie is one on which either takeoff or landing and at least 50 percent of flight duration or one hour, whichever is less, occurs during night time, as defined in AFI 11-401.

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. MPD Graduate (FPC or FPQ). See **Paragraph 5.2**.

4.5.3.1.2. 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.

4.5.3.1.3. 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 Phase II pilots for proficiency/basic events.

4.5.3.1.4. 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. Mission profile simulators (G250, G240, G600) will be flown in the same manner as the aircraft, to include the wear and use of professional gear (headsets, helmets, etc.)

4.5.3.4.1. Simulator sorties will be scheduled as ground events in GDSS (if able) and sortie cancellation authority will reside with the OG/CC (or designated representative.)

4.5.3.4.2. Pre-requisites (if required) for simulator training must be completed prior to the sim start time or the training will be cancelled.

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

4.5.3.5.1. 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.

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

Code	Event	Aircraft Commander					MPD Pilot				Navigator					Notes
		Proficiency/B	A	B	C	E	CUR	A	B	C	CUR	A	B	C	E	
M010	Proficiency Sortie	1	1	1			1	2	2		4	6	6	3	45d	1, 9, 13, 14
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, 11
GD09	Grid															2, 7, 11
NV05	NVG Airland Event										2	4	6			7
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
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, 16
VL21	VLL Formation Lead Event	1	1	1			1	1	1		1	1	1			7, 16
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, 16
	SKE Events	A	B	C	E	CUR	A	B	C	CUR	A	B	C	E	CUR	

	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. For M010, note 1 in this table applies to navigators only.
2. One event due annually. Not required for FTL E crewmembers.
3. MPD pilots only. See paragraph 5.2 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. Unless directed by Sq/CC, Navigators may continue to drop SATB-P when non-current for AD05A.
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 currency in the simulator. Crewmembers may also regain currency in the simulator 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 currency in the simulator. Crewmembers may also regain currency in the simulator 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. 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. JPADS certified crewmembers only.
16. N/A for Single-Ship Airdrop Qualified

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

Code	Event	Flight Engineer				Loadmaster				Notes
		A	B	C	CUR	A	B	C	CUR	
	Basic/Proficiency Events									
M010	Proficiency Sortie	4	6	6	45d	4	6	6	45d	1, 6
M050	Tactical Mission	3	4	6		2	3	5		6
P145	FE Approach-TERPS Monitor									2, 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		2	3	5		6, 9
AD03	Equipment							2		4, 5
AD04	CDS						1	2		4, 5, 10
AD05A	Personnel						1	1		3, 4, 5
AD09	JPADS 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 for M010 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.
9. Loadmasters unqualified in airdrop if non-current in excess of 6 months.
10. Consecutive periods will alternate between static-line retriever and manual gate cut procedures to satisfy continuation requirements (i.e. if a manual gate cut is used to credit the requirement, a static-line retriever initiated airdrop must be accomplished for the next period).

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 continuation training requirements.

4.6.1. Any flight surgeon logging time in the C-130 as a secondary airframe, or any AMC-assigned flight surgeon logging time in any DoD or foreign military aircraft in which they are granted authorization to fly by the local unit, must be on Aeronautical Orders assigning ASC 8A status and be current in their periodic flight physical and physiological training. The AC or their designated representative must also give the flight surgeon a briefing on oxygen equipment and egress procedures prior to flight. **NOTE:** Initial Qualification requirements (in Chapters 2 and 3) only apply to the Flight Surgeon's primary aircraft.

4.6.1.1. For contingency/AOR missions, Flight Surgeons must also be current in the following events (in their primary aircraft): SS02, SS03, SS06, and G120.

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 (for PACAF: includes 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).

4.9.1.3. (AETC) Unless otherwise noted in this instruction, waivers for training or currency events missed in consecutive training periods require AETC/A3Z approval. Submit waiver requests through command channels to AETC/A3Z. (T-2)

4.9.1.4. Flight surgeon loss of flying currency. Units will notify the MAJCOM Command Surgeon of flight surgeons exceeding 60-days between sorties. Flight surgeons that exceed 60 days between sorties require a review of aircraft exits and oxygen systems conducted by a member of the flight crew designated by the aircraft commander prior to the flight to regain flying currency.

4.9.1.4.1. The egress review will be signed off by the aircraft commander on an approved form (e.g., AF 1522, locally generated form/memo, etc.) Note: documentation on AFTO 781 is not acceptable. The flight surgeon must submit this documentation to the local Squadron/Host Aviation Resource Manager (SARM/HARM) office after the flight or upon return to home station if the flight is in conjunction with a TDY. The HARM or SARM will place the documentation in the flight surgeon's training folder.

4.9.1.4.2. Failure to complete and document required training before the flight will result in the loss of ability to log primary flight surgeon time.

4.9.1.4.3. Flight surgeons that exceed 6-months between sorties require completion of LL03, Emergency Egress Training, Non-Ejection Seat, with an aircrew instructor prior to the next flight.

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).

4.9.2.2. (AETC) Failure to Complete Semi-annual Flying Training Events. Waivers for training or currency events missed in consecutive training periods require AETC/A3Z approval. Submit waiver requests through command channels to AETC/A3Z utilizing the format in Figure 1.1. (T-2)

4.9.3. Failure to Complete Ground Training Events.

4.9.3.1. Failure to complete Ground Continuation training events in **Table 4.1** and **Table 4.3** leads to NMR status. NMR status prohibits an individual from accomplishing unsupervised in-flight duties until the delinquent event is accomplished or waived.

4.9.3.2. Failure to complete mobility training requirements in **Table 4.2** does not lead to NMR 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.

4.9.3.4. (AETC) 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. (T-3).

4.9.3.5. With the exception of mandatory grounding items, crewmembers NMR for events in **Table 4.1** may fly unsupervised on CONUS and OCONUS missions as long as the crewmembers do not accomplish the specific event(s) that put them into NMR training status. OG/CC approval not required for local, routine, and non-contingency missions. The crewmember may serve as pilot-in-command. 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:	
<p>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.</p> <p>2. Includes formation departure and recovery events. Does not include airdrop.</p> <p>3. Unaided night VLL and night airdrop events are no longer required. See AFTTP 3-3.C-130 and/or AFI 11-2C-130v3.</p> <p>4. Airdrop events 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.</p>	

4.9.4. Crewmembers NMR for Flying Training Events.

4.9.4.1. NMR crewmembers may fly unsupervised with OG/CC approval on CONUS and OCONUS missions provided events in the delinquent category are not to be accomplished (OG/CC approval not required for local, routine, and non-contingency missions). E.g. A pilot crewmember may serve as a pilot in command. 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 as defined in Tables 4.4, 4.5, 5.8 or 5.9) with an instructor in all delinquent items. If using a simulator, instruction may be provided by a like-position ATS instructor. 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 in the appropriate mission event and will complete requalification 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 MPD Phase II guide, if required	1, 2, 6, 7, 9
MC	MP	Total flying hours – C-130 PAA 1300 – 300 or 900 – 700	PRA course MPD Phase I, II, & III	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 (or equivalent) 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. C-130 simulator time is creditable towards PAA Time. Simulator time is creditable towards total flying hours. Total flying hours must be in like crew position.
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.
9. For MAF crossflow with similar skill set (i.e., C-17, C-5, etc.), use TX2; MPD Phase II guide is not required. Pilots with dissimilar background (i.e., OSA/FAIP, F-16, etc.), use TX1; accomplish MPD Phase II guide in-unit.

5.2. Mobility Pilot Development (MPD). Mobility Pilot Development is the development program leading to Aircraft Commander certification. The MPD program flows from Pilot Initial Qualification (PIQ) or Aircraft Commander Initial Qualification (ACIQ) formal training courses through continuation training to upgrade selection and culminates in certification as an Aircraft Commander. MPD continuation training is divided into three phases: MPD Phase I (V280), MPD Phase II (V281), and MPD Phase III. All MPD pilots will be dual-seat qualified and maintain qualification requirements according to AFI 11-2C-130 Volume 2. MPD pilots are not Aircraft Commanders. See minimum flying hour requirements in **Table 5.1**.

5.2.1. The success of this program depends on MPD pilots being mentored and provided with development opportunities. The upgrade training timeline to Aircraft Commander is based on performance and at the discretion of the Sq/CC, should be tailored to match an individual’s capabilities and experience level.

5.3. MPD Continuation Training thru Aircraft Commander Upgrade.

5.3.1. **Documentation.** Completion of MPD Phase I and II is documented in ARMS as V280 and V281 respectively; GRACC is documented in ARMS as V282. Document the completion of the entire course via AF Form 4324 and Sq/CC certification.

5.3.2. **Training Guides.** MPD Phase I & II guides are available for download on the AMC/A3T CoP. Guides should be carried on all sorties to maximize training opportunities.

5.3.3. MPD Phase I (V280). After completion of the PIQ course, pilots enter Phase I of continuation training. This first phase consists of completing the MPD Phase I guide, which focuses on core aircraft abilities including communication, checklist discipline, systems knowledge, and basic mission planning. A Phase I MPD should not have additional squadron duties nor be expected to act as an Aircraft Commander, yet they should observe and learn from their aircrew leadership.

5.3.3.1. During this stage of pilot development, a Phase I MPD pilot is restricted to the right seat and may only occupy the aircraft left seat with an IP. Phase I MPD pilots will train in the right seat during refresher sims and may occupy the left or right seats for proficiency sims (and available proficiency time at the end of a refresher sim). Phase I MPD pilots will complete the MPD Phase I guide NLT 180 days (365 days for ARC) after becoming mission ready.

5.3.3.2. In order to advance beyond Phase I, the Phase I MPD pilot must be at least 6 months from the training start date (as defined in 1.7.1), have a minimum of 200 PAA (aircraft) hours, and have completed the MPD Phase I guide. Once these requirements are met, the Phase I MPD pilot may be approved for Phase II via the STRP. (Note: MPD pilots who were Mission Ready prior to the release of this AFI may continue under the previous GRACC workbook for up to 6 months beyond the release date of this AFI at Sq/CC discretion, but will comply with all other requirements in this paragraph). For FAIP/OSA or non-mobility weapon system pilots transitioning to MAF aircraft, completion of V280 is not required; however, V281 and V282 are required.

5.3.4. MPD Phase II (V281). This phase consists of completing the MPD Phase II guide, which focuses on the core tasks of flying skills, mission situational awareness, and crew management required for Aircraft Commander certification.

5.3.4.1. Training in this stage will ensure a balanced exposure to both left and right seats in the aircraft with an AC or above. Good judgment and Operational Risk Management (ORM) will dictate with whom they fly and what seat they occupy. As Phase II MPD pilots advance in knowledge, they are encouraged to practice actual mission management skills and decision making under the guidance of their AC or IP. MPDs will not takeoff or land from the right seat when in formation. MPDs in the appropriate phase of the Pilot Development Guide may occupy the left seat on formation departures/ recoveries and assault or substandard airfield operations with an IP in the right seat.

5.3.4.2. MPD Selection for Aircraft Commander Upgrade/Certification. Phase II MPD pilots must meet pre-requisites defined in [Table 5.1](#) as well as complete the MPD Phase II guide. Based upon performance, experience, and requisite flight hours, Phase II MPD pilots will be identified for upgrade by squadron leadership via the STRP. MPD pilots require a minimum of one AF Form 8 evaluation after FP mission ready certification and prior to entry into Aircraft Commander upgrade (N/A for MAF crossflow, FAIP/OSA, or non- mobility weapon system pilots).

5.3.4.3. AMC Orientation Tour / GRACC (V282). This event provides an in-depth look at selected AMC and 618 AOC (TACC) operations as well as an opportunity to interact with command senior staff. Ideally, this course should be completed by Aircraft Commander candidates after completing V281, but before beginning formal Aircraft Commander upgrade training (ACU or PCO). GRACC is mandatory for AMC pilots and

highly encouraged for PACAF, USAFE, AFRC, and ANG mobility forces pilots upgrading to Aircraft Commander. GRACC is transferable between all mobility weapon systems. For AMC pilots, V282 will be completed prior to Aircraft Commander certification. If unable to complete V282 prior to certification, units may schedule attendance up to 90 days after certification; beyond 90 days requires OG/CC approval. See [paragraph 1.18](#) for scheduling details. Additional information is available via ETCA: https://etca.randolph.af.mil/showcourse.asp?as_course_id=GRACC.

5.3.5. MPD Phase III. Aircraft Commander Upgrade (ACU) or Pilot Checkout (PCO). After the Sq/CC determines (via the STRP) an upgrade training start date, training time begins and the upgrade candidate will begin applicable ACU or PCO training events, as required (see [Table 1.2](#) for in-unit training time limitations). Prior to starting training, the training office will open and maintain an AF Form 4022 until the upgrade candidate is certified as an Aircraft Commander. Units using multiple folders to document a pilots training progress may combine those into a single training folder at the unit's discretion. Training guides are authorized.

5.3.5.1. Current and qualified Aircraft Commander candidates accomplishing MPD Phase III training events require IP supervision during non-critical phases of flight and direct IP supervision during critical phases of flight. Two Aircraft Commander candidates may sit in the left and right seats under IP supervision in the simulator, as required.

5.3.5.2. The Aircraft Commander candidate will accomplish the following requirements prior to the Aircraft Commander Review and Certification (R&C) Board:

5.3.5.2.1. In-Unit Upgrade. For MPD pilots, in-unit upgrade is the normal upgrade method. No waivers are required.

5.3.5.2.2. Use approved ATS courseware.

5.3.5.2.3. Aircraft Commander candidates must be current in applicable Mission Certification Training events listed in [Table 3.1](#), prior to certification.

5.3.6. Evaluation and Certification. Accomplish an Operational Mission Certification (OMC) according to AFI 11-2C-130 Volume 2, if required. ACU or PCO culminates with a Sq/CC's R&C Board recommendation.

5.3.6.1. 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.

5.3.6.2. 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.

5.3.6.3. 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.

5.3.6.4. Items accomplished on a successful OMC may be counted toward requirements for the new crew position. See **paragraph 4.4.1**.

5.4. 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. Mobility Pilot Designation Codes.

If first two are "FP"	Qualified Pilot. Then 3rd character is:	
	"N"	Qualified Non-Mission Ready (NMR). This is used for the following: <ol style="list-style-type: none"> 1. Pilot currently in ACIQ, ACQ, or PCO course and has not completed qualification checkride. 2. Pilot Initial Qualification (PIQ) course graduate currently in local mission ready training. 4. Senior Officer Course (SOC) graduate. MDS specific Vol. 1 guidance applies to level of supervision/mission capability. 5. Pilots designated "E" level for continuation training.
	"K"	Qualified Non-Mission Ready (NMR). This is used for the following: <ol style="list-style-type: none"> 1. Graduate of aircraft commander or re-qualification course (ACIQ, ACQ, PCO, PRQ, IPRQ), in local mission ready training.
	"L"	Qualified Mission Ready (MR). This is used for the following: <ol style="list-style-type: none"> 1. Graduates of aircraft commander course (FPLs) who have not acquired enough PAA hours for AC certification, but have completed all local mission ready training requirements.
	"C"	Qualified Mission Ready (MR): <ol style="list-style-type: none"> 1. Qualified Mission Ready Phase I MPD Pilot
	"Q"	Qualified Mission Ready (MR). This code is used for the following: <ol style="list-style-type: none"> 1. Qualified Mission Ready Phase II MPD Pilot
	"R"	Qualified Mission Ready Traditional First Pilot (Non-MPD). This code replaces previous First Pilot Code (MCF). NOTE: This code (FPR) will be eliminated after all the traditional first pilots have upgraded to aircraft commander.
If "MP"	Fully Certified/Qualified Aircraft Commander. Then 3rd character is:	
	"N"	Non-Mission Ready (NMR) Aircraft Commander. This code is used: <ol style="list-style-type: none"> 1. If this 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.
If “IP”	Fully Certified/Qualified IP who is performing instruction on the mission.	
If “EP”	Fully Certified/Qualified EP who is performing evaluator duties on the mission.	

5.5. 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.

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

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

5.5.3. 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-130H instructor going through in-unit requalification may accomplish lead certification in conjunction with instructor requalification. SQ/CC can direct training requirements for previous formation airdrop Flight Lead certified pilots.

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

5.5.4. (AETC) Newly assigned flying training unit (FTU) aircrew members who are qualified as instructors in the C-130 will complete the FIT training program (or equivalent upgrade program) prior to being certified as FTU instructors. (T-2)

5.5.4.1. 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 (or equivalent) if formal school course slots are not available.

5.5.4.2. 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.

5.5.5. 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. The upgrade program will culminate in an Initial Instructor evaluation (INIT INSTR) IAW AFI 11-202, Volume 2. Unit commanders may require prior instructors to attend the ATS formal course. Refer to **Table 1.2** for in-unit training time limits.

5.5.5.1. An AF instructor shall be a competent subject matter expert adept in the methodology of instruction. The instructor shall be proficient in evaluating, diagnosing, and critiquing student performance, identifying learning objectives and difficulties, and

prescribing and conducting remedial instruction. The instructor must be able to conduct platform and in-flight instruction.

5.5.6. Instructor Responsibilities:

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

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

5.5.6.3. 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.

5.5.6.4. 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.

5.5.6.5. Instructor Navigator, 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.

5.6. Flight Examiner Certification.

5.6.1. 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.

5.6.2. 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:

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

5.6.2.2. Receive a briefing on command policies and interpretations of AFI 11-202v1, AFI 11-202v2, AFI 11-2C-130v1 and 2, and MAJCOM supplements.

5.7. 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.

5.7.1. 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.

5.7.1.1. 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.

5.7.1.2. 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

5.7.1.3. 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:

5.7.1.3.1. 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.

5.7.2. Formation/Flight Lead.

5.7.2.1. 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.

5.7.2.2. 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.

5.7.2.3. 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:

5.7.2.3.1. 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.

5.8. 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.

5.8.1. 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. 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.

5.8.2. 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). 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.

5.8.3. 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. 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.

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

5.9. Phoenix Banner Certification. Units will certify aircrew members for Phoenix Banner missions IAW AFI 11-289, Phoenix Banner, Silver, and Copper Operations.

5.10. Joint Precision Airdrop System (JPADS) Certification.

5.10.1. 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 CAT PADS 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.

5.10.2. 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.

5.10.3. 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-130H are considered the same MDS. 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. 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.

5.10.4. 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.

5.10.5. 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).

5.11. Unimproved Landing Certification. Pilots will be trained and certified by an instructor on 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 using Q542.

5.12. 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.

5.13. 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.

5.13.1. Aircraft commanders 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.

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

5.13.2. NVG Touch and Go Landing Certification.

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

5.14. 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 procedures in AFTTP 3-3.C-130 and/or AFI 11-2C-130v3. There is no certification required for other crewmembers.

5.15. 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.

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

5.15.2. 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.

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

5.15.4. 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.

5.16. 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 (or equivalent) approval is required if changing policy or guidance in paragraph 5.16 or its subparagraphs.

5.16.1. Requirements.

5.16.1.1. MAFFS syllabus changes and updates will be prepared by any MAJCOM/A3T (or equivalent) designated MAFFS unit and forwarded to NGB/A3O and AFRC/A3T for coordination. NGB/A3O and AFRC/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 with informational copies sent to AMC/A3T.

5.16.1.2. 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.

5.16.2. 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.

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

5.16.4. MAFFS Training Prerequisites. For all crew positions, the crewmembers will be highly qualified C-130 Mission Ready crewmembers who are airdrop qualified. Pilots and Navigators 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.

5.16.5. 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 training session in coordination with the 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.

5.16.5.1. 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. OG/CCs should provide additional guidance and specific requirements for instructor certification.

5.16.6. Continuation Training. This section outlines ground and flying continuation training requirements for MAFFS-certified pilots and loadmasters. MAFFS continuation training will be accomplished during an annually scheduled training session conducted by the individual operational MAFFS unit or in coordination with USFS at their biennially provided training event. If a crewmember does not attend a 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 or navigators lose formation or visual low level qualification, they will also lose MAFFS certification until qualification is regained.

5.16.6.1. 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.

5.16.6.2. Continuation Training Requirements. MAFFS currency duration shall be based on the annual MAFFS training program. Due to the frequently changing available training opportunities throughout the training year, ARMS is not ideally suited to track ground or flying continuation training events. Units may develop X coded events for these purposes, but it is not required. Training accomplishment will be documented IAW **paragraph 5.15.6.1**.

5.16.6.3. Ground Training. Accomplish ground training IAW **Table 5.3**.

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

5.16.6.5. MAFFS Training is a one-time event for navigators and flight engineers. These crew positions have no MAFFS continuation training or currency requirements, but it is recommended that they attend ground training sessions to the maximum extent possible.

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

Event	Frequency	Position
Operational MAFFS Unit Provided Training		
Review MAFFS System Components & Functions	A	P, L
Command/Control & Tanker Base Operations	A	P
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
CRM/ORM/aircrew discipline/Crew Coordination	A	P, L
Hazards of Mountain Flying	A	P
Aircraft Performance	A	P
USFS Provided Training		
Communication & Dispatch Procedures	B	P
Tanker Base Operations	B	P, L
Fire Tactics & Behavior	B	P
Chemicals	B	P
A-Annual, B-Biennial		

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

Event	Pilots		Loadmasters	
	A/B/C	CUR	A/B/C	CUR
MAFFS Mission Events	A/B/C	CUR	A/B/C	CUR
MAFFS Airdrop Events (Dry/Wet)	6/3*	A	0/3	A
A-Annual.				
* 1 fully loaded system go-around and a minimum of 9 drops, of which 3 will be wet				

5.16.7. Recertification Training Requirements

5.16.7.1. Pilots and loadmasters normally regain MAFFS currency by completing the annually scheduled training session conducted by the individual operational MAFFS unit or in coordination with USFS at their biennially provided training event. If a member does not complete annual continuation 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.

5.17. Aerial Spray Certification. Aerial spray training certifies and maintains 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. 757AS/CC 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).

5.17.1. Requirements.

5.17.1.1. 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.

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

5.17.2. 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](#).

5.17.3. Time Period for Spray Certification Training. Crewmembers will start ASCT within 90 days after selection for aerial spray training. Pilots, copilots, navigators, flight engineers, and loadmasters (spray operators) will complete ASCT within 365 days.

5.17.4. Aerial Spray Certification Training Prerequisites.

5.17.4.1. Aerial spray aircraft commander students will be highly experienced in the aerial spray mission having flown at least 5 actual spray missions, or 10 spray sorties, and will have a minimum of 500 PAA flying hours. *NOTE:* -Highly experienced refers to having an appropriate mix of experience in mission planning, installation briefings, chemical loading, chart preparation, and UHV/HV/LV/ULV sorties.

5.17.4.2. For all crew positions, the crewmembers will be highly qualified C-130 Mission Ready crewmembers. Pilots, copilots, and navigators will be formation and visual low level qualified. Crewmembers must have the availability to complete the required training and respond to mission tasking during aerial spray season. Aircrew will be designated by the 757AS/CC for course entry. Copilots, 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.

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

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

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

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

5.17.5. Aerial Spray Certification Training

5.17.5.1. Prior to completion of aerial spray certification training, students must conduct a minimum of one actual spray mission.

5.17.5.1.1. Crewmembers will accomplish one training spray sortie prior to the first actual spray sortie.

5.17.5.2. Accomplish ground and flight certification training IAW HQ AFRC/A3T approved ASCT syllabus and training guides under the supervision of an aerial spray certified instructor. A flight evaluation is not required.

5.17.5.3. Pilots. Training will include mission planning and flying requirements as outlined in the ASCT syllabus. Upon completion of the approved ASCT syllabus, pilots will be aerial spray certified.

5.17.5.4. Copilots, navigators, and flight engineers. Training will include ground training and flying requirements as outlined in the approved ASCT syllabus. Upon completion of the ASCT syllabus, copilots, navigators, and flight engineers will be aerial spray certified.

5.17.5.5. Loadmaster

5.17.5.5.1. Aerial spray operator training will include ground training and flying requirements IAW approved ASCT spray operator syllabus. 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 of the ASCT spray operator syllabus, loadmasters will be aerial spray certified spray operators.

5.17.5.5.2. Aerial spray observer training will equip qualified C-130 loadmasters to perform additional duties to include loading/offloading of MASS, complete form F with spray data, observe and monitor spray operations while performing normal loadmaster duty as observer at the troop doors during contingency operations. Additional training will cover the proper use of personal protective equipment (PPE), MASS emergency procedures, and the safe handling of hazardous materials used in the aerial spray operation.

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

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

5.17.6.2. Flight Training. Accomplish in accordance with **Table 5.5 and 5.6**. OG/CC may publish in local training procedures any MAJCOM-approved changes to **Table 5.5 and 5.6**.

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

5.17.7. Currency 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 Continuation Flying Requirements (Pilots and Navigators).

Code	Event	Pilot				Navigator				Notes
		A	B	C	Cur	A	B	C	Cur	
	Spray Events									
SP30	Actual Sortie	1	1	1	A	1	1	1	A	1
SP40	Spray Sortie	1	2	2	S	1	2	2	A	1,3,4,5
SP50	LV/HV/UHV Sortie									1,2,6
SP60	ULV Sortie									1,2,6
NOTE:										
<ol style="list-style-type: none"> 1. A-Annual, S-Semiannual 2. If loadmaster FTL A block is blank, training requirement is one event due annually 3. Loadmasters may credit 50% of events for training accomplished on the ground in the hangar 4. Right seat only spray certified pilots will accomplish 2 spray sorties semiannually. 5. Spray observers must accomplish 1 spray sortie annually. 6. Does not apply to loadmasters certified as spray observers only. 										

Table 5.6. Aerial Spray Continuation Flying Requirements (Flight Engineers/Loadmasters).

Code	Event	Flight Engineer				Loadmaster				Notes
		A	B	C	Cur	A	B	C	Cur	
SP30	Spray Events									
SP30	Actual Sortie	1	1	1	A	1	1	1	A	1
SP40	Spray Sortie	1	1	1	S	1	2	2	S	1,3,4,5
SP50	LV/HV/UHV Sortie						1	1	S	1,2,6
SP60	ULV Sortie						1	1	S	1,2,6

NOTE:

7. A-Annual, S-Semiannual
8. If loadmaster FTL A block is blank, training requirement is one event due annually
9. Loadmasters may credit 50% of events for training accomplished on the ground in the hangar
10. Right seat only spray certified pilots will accomplish 2 spray sorties semiannually.
11. Spray observers must accomplish 1 spray sortie annually.
12. Does not apply to loadmasters certified as spray observers only.

5.17.8. 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 highly experience aerial spray certified copilots and MPD pilots will upgrade to aerial spray aircraft commander according to **Chapter 5** and upon completion of ASCT syllabus.

5.17.9. Aerial Spray Orientation Flying Program. Any mission ready crewmember 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 their respective 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 may approve more than one flight. Participation in the aerial spray orientation program will be terminated upon entry into initial or recertification training.

5.18. 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 5.18** or its subparagraphs).

5.18.1. General.

5.18.1.1. 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.

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

5.18.1.3. 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**.

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

5.18.1.4. 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.

5.18.1.5. 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.

5.18.2. Initial Qualification Training (Phase I)

5.18.2.1. 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**.

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

5.18.2.2.1. 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).

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

5.18.2.3.1. 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.

5.18.2.3.2. 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.

5.18.2.3.3. 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.

5.18.3. Mission Qualification Training (Phase II)

5.18.3.1. 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.

5.18.3.1.1. 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).

5.18.3.1.1.1. 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.

5.18.3.1.1.2. 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.

5.18.3.1.2. 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.

5.18.3.1.3. 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.

5.18.3.2. 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.

5.18.3.2.1. 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). Unless accomplished in the simulator IAW the LC-130 Ski Mission Copilot Syllabus, 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.

5.18.3.2.1.1. Ski Mission copilot candidates are not required to 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.

5.18.3.2.1.2. 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.

5.18.3.2.2. 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.

5.18.3.2.2.1. 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.

5.18.3.2.2.2. 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.

5.18.3.2.3. 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.

5.18.3.2.4. 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.

5.18.3.2.5. 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.

5.18.3.2.6. 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.

5.18.3.3. 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.

5.18.3.4. 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.

5.18.4. 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 5.7, 5.8, 5.9** and **5.10**.

5.18.4.1. Flying and ground training events for the 109 AW will be tracked in the ARMS database IAW **Tables 5.7, 5.8, 5.9** and **5.10**. OG/CC may publish in local training procedures any MAJCOM-approved changes to these tables.

5.18.4.2. Ski Mission qualified crewmembers of the 109 AW will maintain the requirements of **Tables 5.7, 5.8, 5.9**, and **5.10** with the exception of Tactical Events.

5.18.4.3. Tactical qualified crewmembers of the 109 AW will maintain all requirements of **Tables 5.7, 5.8, 5.9**, and **5.10** Failure to complete Tactical ground or flying training requirements does not impact MR status for the Ski Mission.

5.18.4.4. Ski Mission items cannot be credited in the simulator. For other events see **paragraph 4.5.3.2** (referencing **Tables 5.9** and **5.10**) for crediting events in a simulator.

5.18.4.5. 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.

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

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

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

5.18.4.7. Multiple Qualifications. C-130H2 and LC-130s only require initial Difference Training (no difference currency).

5.18.4.8. Failure to Complete Ground Training Events.

5.18.4.8.1. Comply with restrictions and requirements described in paragraph 4.9.3 by referencing LC-130 events listed in **Tables 5.7** (for **Table 4.1** references) and **Table 5.8** for (**Table 4.2** references).

5.18.4.8.2. OG/CC waivers for events in **Tables 5.7** and **5.8** will comply with **paragraph 4.9.3.4**.

5.18.4.9. Crewmembers NMR for Flying Training Events.

5.18.4.9.1. NMR crewmembers will comply with restrictions and requirements described in [paragraph 4.9.4](#) by referencing LC-130 events listed in [Tables 5.9](#) and [5.10](#).

5.18.4.9.2. 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 5.7. LC-130 Ground Continuation Training Requirements.

Code	Event	Position	Frequency	Notes
	Flight Physical	All	455d	1, 10
	Physiological Training	All	60m	1, 10
G060	Tactics	All	S	4, 5, 6, 8
G060S	Ski Tactics	All	A	4, 5, 8, 13
G070	Aircrew Intelligence	All	A	4, 5, 8, 10
G080	Communications Procedures	P, N	365d	4, 5, 6, 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	A	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
G250	Refresher Simulator	P, E	A	8
G600S	Navigator Refresher Training	N	A	8
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	24m	8, 10, 12
SS02	Combat SERE Training	All	36m	4, 5, 8
SS05	Water Survival Training	All	36m	4,, 8

SS06	Emergency Parachuting Training (Refresher)	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				
<p>NOTES:</p> <ol style="list-style-type: none"> 1. Mandatory grounding item on expiration date; individual will not fly until required training is accomplished. Flight physicals become due 366 days after the previous physical, and expire after the 455th day or as indicated on the AF IMT 1042, whichever occurs first. The required frequency may vary to address waivers and/or individual physical limitations (as determined by the Flight Surgeon), but in no case will exceed 455 days. 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. 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. 13. 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. 				

Table 5.8. LC-130 Mobility Training Requirements.

Code	Event	Position	Frequency	Notes
C040	Mobility Folder Review	All	A/R	1, 2, 4
E030	Passport	All	A/R	
E035	Secondary Passport	All	A/R	
G120	ISOPREP Review	All	180d	1, 2
G280	Small Arms Training	All	24m	1,2,6
LL04	Aircrew Chemical Defense Training	All	B	1, 2, 4
SS03	Conduct After Capture	All	36m	1, 2, 4, 5
SS07	Contingency SERE Indoctrination	All	A/R	1, 2, 4, 5
XC99	Remote Refuel Refresher	All	A	3
XCWB	Cold Weather Survival Refresher	All	B	1,2
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. The OG/CC is the waiver authority for this event. See paragraph 4.9.3.4.				
5. Required only for Tactical qualified crewmembers.				
6. AFRC and ANG crewmembers will comply with AFI 36-2226 requirements.				

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
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, 16

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. For M010, note 1 in this table applies to navigators only.
2. One event due annually. Not required for FTL E crewmembers.
3. MPD pilots only. See paragraph 5.2 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 currency in the simulator. Crewmembers may also regain currency in the simulator 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 currency in the simulator. Crewmembers may also regain currency in the simulator 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. Navigators may maintain and regain currency in any WST or Satellite Navigation Station. For navigators, Note 7 also applies to this event.

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

14. 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.

15. Required only for NVG qualified crewmembers.

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

Table 5.10. LC-130 Flight Engineer and Loadmaster Semi-Annual Continuation Flying Requirements.

Code	Event	Flight Engineer				Loadmaster				Notes
		A	B	C	CUR	A	B	C	CUR	
	Basic/Proficiency Events									
M010	Proficiency Sortie	4	6	6	45d	4	6	6	45d	1, 6
G250	Refresher Simulator	1	1	1						2
P145	FE Approach-TERPS Monitor									2,6
	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				180d				180d	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						
AD09	Med/High Altitude Airdrop	1	1	1		1	1	1		2,6
	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		2	3	5		6, 8,10
AD04	CDS Airdrop					1	1	2		8,11
AD09	Medium/High Altitude Airdrop	1	1	1		1	1	1		2, 6
AD10	PADS Airdrop					1	1	1		2, 8
M050	Tactical Mission	3	4	6		2	3	5		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 for M010 in excess of 6 months.
2. One event due 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.
10. Loadmasters unqualified in airdrop if non-current in excess of 6 months.
11. Consecutive periods will alternate between static-line retriever and manual gate cut procedures to satisfy continuation requirements (i.e. if a manual gate cut is used to credit the requirement, a static-line retriever initiated airdrop must be accomplished for the next period).

5.19. ILS Precision Runway Monitoring (PRM) Certification Training.

5.19.1. AFI 11-202 Volume 3 requires aircrews operating aircraft equipped with dual VHF radios and TCAS to receive one-time training for operations at airports with ILS PRM approaches. The Sq/CC or designated representative will certify pilots upon completion of one-time training. Document certification as ILS PRM-Certified, ARMS event identifier is Q017, ILS PRM. Before operations at an airport with ILS PRM approaches capabilities, pilots will complete the following training and certification. See AFI 11-2C-130v3 for more information.

5.19.2. Training Program. Review ILS PRM requirements according to the Airman's Information Manual, Part 5-4-15. Complete appropriate training including viewing of the

video. The most current information can be viewed at: http://www.faa.gov/education_research/training/prm.

5.19.3. View FAA video, "ILS PRM Approach Information for Air Carrier Pilots" available for download. The large-file video is also available on the AMC/A3T CoP at: <https://afkm.wpafb.af.mil/community/views/home.aspx?Filter=OO-OP-AM-81>.

5.20. Low Cost/Low Altitude (LCLA) Certification.

5.20.1. The LCLA training program is designed for all crew positions. This program certifies MAF combat delivery aircrews to conduct DZ operations using LCLA airdrop procedures. During training, crews will comply with CDS drop zone size requirements in AFI 13-217.

5.20.2. Training Program. AATTC at St. Joseph, MO, is the MAF LCLA training lead. Units tasked to deploy LCLA-trained crews will schedule a Mobile Training Team (MTT) through AATTC to establish an initial cadre. If an MTT cannot be scheduled prior to deployment, OG/CCs will select highly experienced instructors from each crew position to serve as the unit's initial cadre. OG/CCs will gain approval from MAJCOM/A3T (or equivalent) IAW waiver procedures outlined in paragraph 1.5 when exercising the non-MTT training option. The selected individuals will complete a thorough review of all available LCLA guidance and perform all events listed in paragraph 7. 4 (with no events waived). Once certified, unit initial cadre will train remaining unit crewmembers.

5.20.2.1. Prior Trained Crewmembers. Units with previously trained crewmembers (trained at AATTC, by a MTT, or utilizing the exception in paragraph 5.19.2) may be certified without any additional training. Crewmembers who are already instructor certified and LCLA certified may be used to train additional crewmembers.

5.20.3. Certification. LCLA is one-time training for all crew positions. Units may document training on AF Form 1522, *ARMS Additional Training Accomplishment Report*, upon completion. Units will certify crewmembers and track in ARMS using code Q517 "Low Cost/Low Altitude (LCLA) Certification". Semi-annual continuation training for LCLA airdrop is not required, but units will refresh crews on LCLA operations prior to AOR deployment. Log LCLA drops as AD04 (CDS Airdrop).

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. These objectives should be included within the statement of work for such support as well as means for evaluation and approval of course content, standards, and media.

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 (per the contract) 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. Notify ATS contractor and COR within 24 hours of a failed flight evaluation following an ATS course. 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 notify the government (per the contract) when identifying a trainee who requires remediation or additional training. 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/COR. Change proposals will be sent through wing or group training and ATS PO/COR 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, AMC/A3T will coordinate those requirements through appropriate Air Force and ATS contractor channels. In conjunction with their PO or COR office, wing or group training offices will monitor annual throughput (current or projected) according to their MOB ATS authorized throughput and notify AMC/A3T of differences either above or below what is authorized in the contract.

6.8.4.1. 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.

6.8.5.2. (AETC) Cancellation for ATS formal school courses. AETC units will forward quota cancellations through command channels to AETC/A3R. (T-2)

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 is prioritized within the contract.

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. 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. 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 qualified 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. The COR is the liaison between the Administrative Contracting Officer/Procuring Contracting Officer (ACO/PCO) and the ATS contractor. CORs 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 ACO/PCO's direction, and are accountable for these actions. Each wing or group commander will establish ATS COR positions and enforce directives, requirements, and procedures established by Department of Defense (DoD) and MAJCOM directives and publications. ATS CORs 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 as stated in the contract.

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. Air Force Flight Instructor Observations. The MATS contractor may provide opportunities for Air Force flight instructors to observe trainee progress in ATDs (if provided within the contract). Likewise, MATS instructors may observe the trainee's aircraft flights, if in the contract. Every reasonable effort should be made to ensure this type of interface continues at each training site.

6.10.2. Contractor Personnel Flight Operations. If contract specifies, MATS instructors may observe USAF flights IAW AFI 11-401 and contract requirements.

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.

7.1. (AETC)Description. AETC units will contact AETC/A3V with any questions regarding Event Identifiers and Descriptions who will in turn contact the appropriate OPR for clarification.

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.

- 7.3.1. **AA01 Qualification Evaluation**
- 7.3.2. **AA11 Instrument Evaluation**
- 7.3.3. **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. If a no-drop condition occurs after the slowdown checklist is completed, aircraft commanders will determine if enough training was accomplished to credit the airdrop for any crew position. See event descriptions for further guidance. Both pilots may credit the airdrop event.

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 2500' 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.

7.4.1.5.1. **AD01 Basic Airdrop Event**

7.4.1.5.1.1. Purpose: Continuation training for mission ready crewmembers.

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

7.4.1.5.1.3. OPR: AMC/A3T/A3D

7.4.1.5.1.4. Training Media: Aircraft or USAF-certified WST.

7.4.1.5.1.5. Instructor: Not required for continuation training.

7.4.1.5.1.6. 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. Loadmasters may log this event with any airdrop to include SATBs.

7.4.1.5.2. **AD03 Equipment/SATB-H**

7.4.1.5.2.1. Purpose: Continuation training for mission ready crewmembers.

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

7.4.1.5.2.3. OPR: AMC/A3T/A3D

7.4.1.5.2.4. Training Media: Aircraft or USAF-certified WST.

7.4.1.5.2.5. Instructor: Not required for continuation training.

7.4.1.5.2.6. 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.

7.4.1.5.3. **AD04 Containerized Delivery System / SATB-C**

7.4.1.5.3.1. Purpose: Continuation training for mission ready crewmembers.

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

7.4.1.5.3.3. OPR: AMC/A3T/A3D

7.4.1.5.3.4. Training Media: Aircraft or USAF-certified WST.

7.4.1.5.3.5. Instructor: Not required for continuation training.

7.4.1.5.3.6. 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.

7.4.1.5.4. **AD05 Personnel / SATB-P Airdrop**

7.4.1.5.4.1. Purpose: Continuation training for mission ready crewmembers.

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

7.4.1.5.4.3. OPR: AMC/A3T/A3D

7.4.1.5.4.4. Training Media: Aircraft or USAF-certified WST.

7.4.1.5.4.5. Instructor: Not required for continuation training.

7.4.1.5.4.6. 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.

7.4.1.5.5. **AD06 Visual Airdrop**

7.4.1.5.5.1. Purpose: Continuation training for mission ready crewmembers.

7.4.1.5.5.2. 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.

7.4.1.5.5.3. OPR: AMC/A3T/A3D

7.4.1.5.5.4. Training Media: Aircraft or USAF-certified WST.

7.4.1.5.5.5. Instructor: Not required for continuation training.

7.4.1.5.6. **AD07 SKE Airdrop**

7.4.1.5.6.1. 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.

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

7.4.1.5.6.3. OPR: AMC/A3T/A3D

7.4.1.5.6.4. Training Media: Aircraft or USAF-certified WST.

7.4.1.5.6.5. Instructor: Not required for continuation training.

7.4.1.5.6.6. 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.

7.4.1.5.7. AD08 AWADS Airdrop

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

7.4.1.5.7.2. 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. May be flown single-ship.

7.4.1.5.7.3. OPR: AMC/A3T/A3D

7.4.1.5.7.4. Training Media: Aircraft or USAF-certified WST.

7.4.1.5.7.5. Instructor: Not required for continuation training.

7.4.1.5.7.6. 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.

7.4.1.5.8. AD09 JPADS Medium/High Altitude Airdrop

7.4.1.5.8.1. Purpose: Continuation training for mission-ready crewmembers.

7.4.1.5.8.2. Description: JPADS (guided or unguided) 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.

7.4.1.5.8.3. OPR: AMC/A3T/A3D

7.4.1.5.8.4. Training Media: Aircraft or USAF-certified WST.

7.4.1.5.8.5. Instructor: Not required for continuation training.

7.4.1.5.8.6. Additional Information: Crewmembers will perform their airdrop duties while on oxygen in order to credit the event, regardless of airdrop altitude flown. 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 JPADS (guided or unguided) airdrop in the aircraft at or above 10,000' MSL, whenever practical.

7.4.1.5.9. AD10 JPADS (guided) Airdrop

7.4.1.5.9.1. Purpose: Continuation training for JPADS certified loadmasters.

7.4.1.5.9.2. Description: JPADS (guided) airdrop to include flight station and cargo compartment configuration JPADS checklists, and JPADS (guided) airdrop to an appropriate DZ. Certified loadmasters will drop an actual JPADS (guided)

bundle. If DZ requirements prevent actual drop, simulate a guided bundle drop through completion of the JPADS (guided) airdrop slowdown checklist.

7.4.1.5.9.3. OPR: AMC/A3T/A3D

7.4.1.5.9.4. Training Media: Aircraft

7.4.1.5.9.5. Instructor: Not required for continuation training.

7.4.1.5.9.6. Additional Information: 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. Loadmasters may credit the event if all checklists through slowdown are complete.

7.4.1.5.10. AD11 PADS Operator Unguided Airdrop.

7.4.1.5.10.1. Purpose: Continuation training for PO certified mission-ready pilots.

7.4.1.5.10.2. 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, dropsonde release/monitoring, airdrop damage estimate, and I-CDS airdrop to an appropriate DZ. Crews will comply with all requirements of AFI 13-217, *Drop Zone and Landing Zone Operations*. The I-CDS 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 release a dropsonde, though realistic AFTTP 3-3.C-130J altitudes should be used to the maximum extent possible based on airspace and DZ restrictions.

7.4.1.5.10.3. 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.

7.4.1.5.10.4. OPR: AMC/A3T/A3D

7.4.1.5.10.5. Training Media: Aircraft or USAF-certified WST.

7.4.1.5.10.6. Instructor: Not required for continuation training.

7.4.1.5.10.7. Additional Information: Must perform all PO duties to credit the event. POs may credit this event in any MDS. POs may not log this event while occupying either pilot's seat. May dual log with AD04, AD09 and AD12 (in any combination) if all requirements of each of the respective events are met. If performing PO duties in a different MDS, POs will only log AD11.

7.4.1.5.11. AD12 PADS Operator Guided Airdrop.

7.4.1.5.11.1. Purpose: Continuation training for PO certified mission-ready pilots

7.4.1.5.11.2. Description: JPADS airdrop to include mission planning, JPADS computer preflight and in-flight actions, flight station and cargo compartment configuration, JPADS checklists, airdrop damage estimate, and guided system airdrop. Crews will comply with all requirements of AFI 13-217, *Drop Zone and Landing Zone Operations*. 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. If equipment and DZs are available, 50% of AD12 events must end in actual guided airdrop. Minimum altitudes for actual guided airdrops are IAW specific requirements of each guided system and AFI 13-217.

7.4.1.5.11.3. OPR: AMC/A3T/A3D

7.4.1.5.11.4. Training Media: Aircraft or USAF-certified WST.

7.4.1.5.11.5. Instructor: Not required for continuation training.

7.4.1.5.11.6. Additional Information: PADS Operators must perform all PADS duties to credit the event. PADS operators may not log this event while occupying either pilot's seat. May dual log with AD04, AD09 and AD11 if all requirements of the events are met. If local airspace and equipment restrictions preclude actual guided airdrop, perform minimum of 50% of events in aircraft (through slowdown checklist) and up to 50% in the WST.

7.4.1.5.12. **AD15 Low-Cost / Low-Altitude Airdrop (LCLA)**

7.4.1.5.12.1. Purpose: Initial LCLA training and certification for all crew positions. Track certification via Q517. A one-time event. Does not currently require semi-annual or annual tracking.

7.4.1.5.12.2. Description: LCLA ground and flight training that certifies MAF combat delivery aircrews to conduct non-standard DZ operations using LCLA airdrop procedures. Units will complete the following requirements as a minimum for certification:

7.4.1.5.12.3. OPR: AMC/A3T/A3D

7.4.1.5.12.4. Training Media: Academic instruction and aircraft.

7.4.1.5.12.5. Instructor: LCLA-certified IP or IN for pilots, navigators, and flight engineers. LCLA-certified IL for loadmasters.

7.4.1.5.12.6. Additional Information: Actual equipment should be dropped during LCLA airdrop upgrade, but alternate training bundles may be substituted (i.e., bike bundle dropped IAW AFI 11-231). Initial training must be crew debriefed, with all crew positions making inputs. The instructors can expect to be "facilitators" for this event, with an overall summary and any future objectives clearly defined. After the crew debrief, the individual crew positions will discuss position-specific performance.

7.5. Airland (AS) Events. Pilots, MPD pilots accomplish assault training in their respective aircrew positions. MPD pilots 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.

7.5.1. AS09 Assault Takeoff

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

7.5.1.2. Description: Accomplish an assault takeoff. AS09 does not have to be accomplished on a short or unimproved airfield.

7.5.1.3. OPR: AMC/A3T/A3D

7.5.1.4. Training Media: Aircraft or Level C or better WST.

7.5.1.5. Instructor: Not required for continuation training.

7.5.1.6. 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.

7.5.2. AS11 Assault Landing

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

7.5.2.2. 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.

7.5.2.3. OPR: AMC/A3T/A3D

7.5.2.4. Training Media: Aircraft or Level C or better WST.

7.5.2.5. Instructor: Not required for continuation training.

7.5.2.6. 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.

7.5.3. AS21 Heavyweight Assault Landing

7.5.3.1. Purpose: Continuation training for aircraft commanders.

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

7.5.3.3. OPR: AMC/A3T

7.5.3.4. Training Media: Aircraft or Level C or better WST.

7.5.3.5. Instructor: Not required for continuation training.

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

7.5.4. AS31 Unimproved Airfield Assault Landing

7.5.4.1. Purpose: Training designed to support the Unimproved Landing Certification ([paragraph 5.10](#)).

7.5.4.2. 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.

7.5.4.3. OPR: AMC/A3T/A3D

7.5.4.4. Curriculum Development: Unit / IP

7.5.4.5. Training Media: Aircraft

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

7.5.4.7. 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. 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.

7.6.1. B014 Category 1 Sortie

7.6.1.1. 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.

7.6.1.2. 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.

7.6.1.3. OPR: AMC/A3T

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

7.6.1.5. Instructor: Not required for continuation training.

7.6.1.6. 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.

7.6.2. **GD09 Grid Navigation Sortie**

7.6.2.1. Purpose: Use of an alternative system of navigation.

7.6.2.2. 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.

7.6.2.3. OPR: AMC/A3T

7.6.2.4. Training Media: Aircraft, WST or SNS.

7.6.2.5. Instructor: Not required for continuation training.

7.6.3. **N120 Airborne Radar Approach (ARA)**

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

7.6.3.2. 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.

7.6.3.3. OPR: AMC/A3T

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

7.6.3.5. Instructor: Not required for continuation training.

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

7.7.1. **C040 Mobility Folder Review**

7.7.1.1. 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.

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

7.7.1.3. OPR: Unit Commander and Unit Deployment Manager.

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

7.7.2. E030 Passport

7.7.2.1. Purpose: Track passport expiration dates for crewmembers.

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

7.7.3. E035 Secondary Passport

7.7.3.1. Purpose: Track secondary passport expiration dates for crewmembers.

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

7.7.4. E112 Information Protection.

7.7.4.1. 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

7.7.5. E113 Human Relations.

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

7.7.6. E114 Force Protection

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

7.7.6.2. 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*).

7.7.6.3. OPR: AF/A1DLT

7.7.6.4. Curriculum Development: Units

7.7.6.5. Training Media: Lecture and handouts.

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

7.7.6.7. 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.

7.7.7. FE09 Optical Threat Event

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

7.7.7.2. 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.

7.7.7.3. OPR: AMC/A3T/A3D

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

7.7.7.5. Training Media: Aircraft, WST or Visual Threat Recognition and Avoidance Trainer (VTRAT).

7.7.7.6. Instructor: Not required for continuation training.

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

7.7.8. **FE19 IR Threat Event**

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

7.7.8.2. 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.

7.7.8.3. OPR: AMC/A3T/A3D

7.7.8.4. Curriculum Development: Unit (Formation Mission Commander).

7.7.8.5. Training Media: Aircraft, WST or VTRAT.

7.7.8.6. Instructor: Not required for continuation training.

7.7.8.7. 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.

7.7.9. **FE29 RWR Event**

7.7.9.1. 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.

7.7.9.2. 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.

7.7.9.3. OPR: AMC/A3D

7.7.9.4. Curriculum Development: AMC/A3T

7.7.9.5. Training Media: Aircraft, WST or VTRAT.

7.7.9.6. Instructor: Not required for continuation training.

7.7.9.7. 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.

7.8.1. FR06 Formation Visual Departure.

7.8.1.1. Purpose: Continuation training for mission ready pilots.

7.8.1.2. 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.

7.8.1.3. . OPR: AMC/A3T/A3D

7.8.1.4. Training Media: Aircraft or USAF-certified WST.

7.8.1.5. Instructor: Not required for continuation training.

7.8.1.6. Additional Information: Aircraft commanders need to perform pilot flying duties to credit this event. Both pilots may log this event.

7.8.2. FR16 Formation Visual Recovery.

7.8.2.1. Purpose: Continuation training for mission ready pilots.

7.8.2.2. Description: See AFTTP 3-3.C-130 and/or AFI 11-2C-130v3 for formation visual recovery procedures.

7.8.2.3. OPR: AMC/A3T/A3D

7.8.2.4. Training Media: Aircraft or USAF-certified WST.

7.8.2.5. Instructor: Not required for continuation training.

7.8.2.6. Additional Information: Aircraft commanders need to perform pilot flying duties to credit this event. Both pilots may log this event.

7.8.3. FR26 SKE Departure

7.8.3.1. Purpose: Continuation training for mission ready pilots.

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

7.8.3.3. OPR: AMC/A3T/A3D

7.8.3.4. Training Media: Aircraft or USAF-certified WST.

7.8.3.5. Instructor: Not required for continuation training.

7.8.3.6. Additional Information: Aircraft commanders need to perform pilot flying duties to credit this event. Both pilots may log this event.

7.8.4. FR36 SKE Recovery

- 7.8.4.1. Purpose: Continuation training for mission ready pilots.
- 7.8.4.2. Description: See AFTTP 3-3.C-130 and/or AFI 11-2C-130v3 for SKE formation procedures.
- 7.8.4.3. OPR: AMC/A3T/A3D
- 7.8.4.4. Training Media: Aircraft or USAF-certified WST.
- 7.8.4.5. Instructor: Not required for continuation training.
- 7.8.4.6. Additional Information: Aircraft commanders need to perform pilot flying duties to credit this event. Both pilots 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.

7.9.1.1. G001 Unit Indoctrination Training

7.9.1.1.1. 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.

7.9.1.1.2. 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.

7.9.1.2. G002 Aircraft Marshalling Training and Examination

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

7.9.1.2.2. 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:

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

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

7.9.1.2.5. OPR: AMC/A3T

7.9.1.3. **G005 Flight Physical**

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

7.9.1.3.2. Description: IAW AFI 44-170, *Preventive Health Assessment*, flight physicals become due 366 days after the previous physical, and expire after the 455th day or as indicated on the AF IMT 1042, whichever occurs first. The required frequency may vary to address waivers and or individual physical limitations (as determined by the Flight Surgeon) but in no case will exceed 455 days.

7.9.1.3.3. OPR: AF/SG3P.

7.9.1.4. **G006 Physiological Training**

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

7.9.1.4.2. Refer to AFI 11-403 for description and requirements.

7.9.1.4.3. OPR: AFMOA/SGPT

7.9.1.4.4. 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.

7.9.1.5. **G007 Flight Records Review.**

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

7.9.1.5.2. Description: Governed by AFI 11-401.

7.9.1.6. **G010 Chemical, Biological, Radiological, Nuclear, or High-Yield Explosive (CBRNE) Defense Training**

7.9.1.6.1. 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*.

7.9.1.6.2. 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.

7.9.1.6.3. OPR: AMC/A7O or MAJCOM/CEX

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

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

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

7.9.1.7. **G055 Emergency Nuclear Airlift Force (ENAF) Training**

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

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

7.9.1.7.3. OPR: AMC/A3T

7.9.1.7.4. Training Media: Academics for all active duty crewmembers.

7.9.1.7.5. Curriculum Development: ATS contractor

7.9.1.7.6. Instructor: ATS contractor and FTU.

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

7.9.1.8. **G060 Aircrew Tactics Continuation Training**

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

7.9.1.8.2. Description: G060 will be administered using courseware developed by 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.

7.9.1.8.3. OPR: AMC/A3D.

7.9.1.8.4. Course Development: AMC/A3D.

7.9.1.8.5. Training Media: Lecture.

7.9.1.8.6. 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.

7.9.1.8.7. 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.

7.9.1.9. **G061 Flight Engineer Mission Planning Exercise**

7.9.1.9.1. Purpose: Ensure flight engineers are familiar with tactical mission planning process.

7.9.1.9.2. Description: Training will provide the opportunity to practice/simulate all the requirements associated with planning, flying, and debriefing a combat mission. Training may be conducted in the simulator or aircraft.

7.9.1.9.3. OPR: AMC/A3T

7.9.1.9.4. or aircraft). May dual credit Combat Mission Training [G070] when all requirements for that event are satisfied.

7.9.1.10. G070 Aircrew Intelligence Training (AIT)

7.9.1.10.1. 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.

7.9.1.10.2. 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.

7.9.1.10.3. OPR: AMC/A2F

7.9.1.10.4. Course Development: AMC/A2F, with tailoring by unit intelligence personnel.

7.9.1.10.5. Instructors: Certified Unit Intelligence Trainer.

7.9.1.10.6. Training Media: Lecture.

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

7.9.1.11. G080 Communications Procedures

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

7.9.1.11.2. 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:

7.9.1.11.3. Authentication procedures

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

7.9.1.11.5. AFKAI-1

7.9.1.11.6. HAVE QUICK

7.9.1.11.7. Flight Information Handbook review

- 7.9.1.11.8. KY-58, Secure Voice radio
 - 7.9.1.11.9. Combat Track II
 - 7.9.1.11.10. COMSEC user requirements
 - 7.9.1.11.11. L-BAND Satellite Communications (SATCOM)
 - 7.9.1.11.12. OPR: AMC/A3T/A3A and AMC/A6X
 - 7.9.1.11.13. Curriculum Development: Units
 - 7.9.1.11.14. Training Media: Lecture.
 - 7.9.1.11.15. Instructor: Qualified instructor, WIC graduate, or ATS instructor (if included in ATS contract)
- 7.9.1.12. **G090 Anti-Hijacking**
- 7.9.1.12.1. Purpose: Provides aircrews with training on US Air Force policy and guidance on preventing and resisting aircraft piracy (hijacking).
 - 7.9.1.12.2. Description: This training will consist of a review of AFI 13-207, *Preventing and Resisting Aircraft Piracy [Hijacking] (FOUO)* and a criterion test.
 - 7.9.1.12.3. OPR: AMC/A3T and AMC/A7S
 - 7.9.1.12.4. Curriculum Development: ATS Contractor
 - 7.9.1.12.5. Training Media: CBT
 - 7.9.1.12.6. Instructor: Unit designated instructor
- 7.9.1.13. **G100 Law of Armed Conflict (LOAC)**
- 7.9.1.13.1. Purpose: Ensure crewmembers understand LOAC.
 - 7.9.1.13.2. 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.
 - 7.9.1.13.3. OPR: USAF/JAO
 - 7.9.1.13.4. Curriculum Development: Unit
 - 7.9.1.13.5. 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>.
 - 7.9.1.13.6. Instructor: Wing assigned legal officer or unit intelligence officer
 - 7.9.1.13.7. 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*.

7.9.1.14. **G120 ISOPREP Review**

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

7.9.1.14.2. 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.

7.9.1.14.3. OPR: AMC/A2

7.9.1.14.4. Instructor: Unit Intelligence officer

7.9.1.14.5. 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.

7.9.1.15. **G130 Instrument Refresher Course (IRC)**

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

7.9.1.15.2. 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>.

7.9.1.15.3. OPR: HQ AFFSA and AMC/A3T

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

7.9.1.15.5. Training Media: IAW AFMAN 11-210.

7.9.1.15.6. Instructor: IRC-qualified instructor

7.9.1.16. **G150 Approach Plate Familiarization Course**

7.9.1.16.1. 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.

7.9.1.16.2. 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.

7.9.1.16.3. OPR: AMC/A3T

7.9.1.16.4. Curriculum Development: ATS contractor, squadron

7.9.1.16.5. Training Media: Academic instruction.

7.9.1.16.6. Instructor: ATS FE Instructor or unit-designated instructor.

7.9.1.16.7. 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.

7.9.1.17. **G182/G182A Hazardous Cargo**

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

7.9.1.17.2. 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:

7.9.1.17.3. Hazardous classification

7.9.1.17.4. Aircraft loading and passenger movement

7.9.1.17.5. Certification/Packaging

7.9.1.17.6. Tactical and contingency airlift

7.9.1.17.7. Marking and labeling

7.9.1.17.8. Aircrew responsibility

7.9.1.17.9. OPR: AMC/A3T

7.9.1.17.10. Curricular Development: ATS contractor or squadron instructor

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

7.9.1.17.12. Instructor: Qualified Instructor Loadmaster.

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

7.9.1.18. **G220 Flight Engineer Systems Refresher**

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

7.9.1.18.2. 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.

7.9.1.18.3. OPR: AMC/A3T

7.9.1.18.4. Curriculum Development: ATS Contractor

7.9.1.18.5. Training Media: Academic instruction and aircraft. May be accomplished in a simulator, but actual aircraft is preferred training media.

7.9.1.18.6. Instructor: ATS Contractor or Instructor flight engineer

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

7.9.1.19. G230 Crew Resource Management (CRM) Refresher Academics

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

7.9.1.19.2. 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.

7.9.1.19.3. OPR: AMC/A3T

7.9.1.19.4. Curriculum Development: ATS contractor

7.9.1.19.5. Training Media: Lecture.

7.9.1.19.6. Instructor: ATS or CRM Instructor qualified crewmember.

7.9.1.19.7. Additional Information. See AFI 11-290 and MAJCOM supplements.

7.9.1.20. G231 Initial Crew Resource Management (CRM) Training

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

7.9.1.20.2. 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.

7.9.1.20.3. OPR: AMC/A3T

7.9.1.20.4. Curriculum Development: ATS contractor

7.9.1.20.5. Training Media: WST and lectures.

7.9.1.20.6. Instructor: ATS contractor

7.9.1.20.7. 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.

7.9.1.21. G233 C130 Crew Resource Management Facilitator Course

7.9.1.21.1. 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.

7.9.1.21.2. 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.

7.9.1.21.3. OPR: AMC/A3T

7.9.1.21.4. Curriculum Development: ATS Contractor.

7.9.1.21.5. Training Media: Lecture and WST.

7.9.1.21.6. Instructor: ATS Contractor.

7.9.1.22. **G240 Crew Resource Management (CRM) Simulator**

7.9.1.22.1. 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 during G250 or G600. The principles of CRM are utilized for each simulator mission.

7.9.1.22.2. OPR: AMC/A3T

7.9.1.22.3. Additional Information: Desired method of accomplishment is for the Loadmaster to accomplish G240 in the Satellite Loadmaster Station (SLMS) linked to WST, if available. If not available, then Loadmaster shall accomplish in WST.

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

7.9.1.23.1. Purpose: Pilots and engineers will complete annual simulator refresher.

7.9.1.23.2. 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.

7.9.1.23.3. OPR: AMC/A3T

7.9.1.23.4. Curriculum Development: ATS Contractor

7.9.1.23.5. Training Media: WST

7.9.1.23.6. Instructor: ATS contractor

7.9.1.23.7. Additional Information. 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, MPD pilot, and flight engineer. A navigator should be included for a CRM simulator. 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 or credit the training.

7.9.1.24. **G280 Small Arms Training**

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

- 7.9.1.24.2. 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.
- 7.9.1.24.3. OPR: AMC/A7F.
- 7.9.1.24.4. Curriculum Development: Wing Combined Arms Training Maintenance (CATM).
- 7.9.1.24.5. Instructor: Qualified SFS combat arms instructor.
- 7.9.1.25. G281 Self-Aid and Buddy Care Training (SABC)**
- 7.9.1.25.1. Purpose: Provide basic life and limb-saving techniques to help wounded or injured personnel survive in medical emergencies until medical help is available.
- 7.9.1.25.2. 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*.
- 7.9.1.25.3. OPR: HQ USAF/SGWN.
- 7.9.1.25.4. Curriculum Development: HQ AETC/SGN.
- 7.9.1.25.5. Additional Information: Training remains current for 24 months. Members who have completed initial combat survival training are exempt for 24 months.
- 7.9.1.26. G310 Weather Avoidance Radar**
- 7.9.1.26.1. Purpose: Teach pilots and flight engineers how to use the installed radar without a navigator.
- 7.9.1.26.2. 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.
- 7.9.1.26.3. OPR: AMC/A3T
- 7.9.1.26.4. Curriculum Development: ATS Contractor
- 7.9.1.26.5. Training Media: Lecture or CBT
- 7.9.1.26.6. Instructor: ATS Contractor
- 7.9.1.26.7. Additional Information: AFI 11-2C-130v3 provides guidance for aircrews on thunderstorms or other severe weather avoidance.
- 7.9.1.27. G600 Navigator Refresher Training (NRT)**
- 7.9.1.27.1. Purpose: Periodic training for navigators.

7.9.1.27.2. 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.

7.9.1.27.3. OPR: AMC/A3T

7.9.1.27.4. Curriculum Development: ATS contractor

7.9.1.27.5. Training Media: Lecture, WST, and SNS

7.9.1.27.6. Instructor: ATS contractor

7.9.1.28. **G602 Loadmaster Refresher Training**

7.9.1.28.1. Purpose: Continuation training for Loadmasters.

7.9.1.28.2. 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.

7.9.1.28.3. OPR: AMC/A3T

7.9.1.28.4. Curriculum Development: ATS and unit

7.9.1.28.5. Training Media: Lecture and Fuselage Trainer or Aircraft

7.9.1.28.6. Instructor: Qualified Instructor Loadmasters or ATS instructors.

7.10. Aircrew Flight Equipment Training (LL) Events. MAJCOMs may combine and/or supplement courses to fulfill their needs. Refer to AFI 11-301V1, *Aircrew Flight Equipment (AFE) Program*, for course descriptions.

7.10.1. **LL01 Aircrew Flight Equipment Familiarization**

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

7.10.1.2. Description: One time event, per base assignment, conducted prior to the first flight at home station to familiarize aircrew members with local AFE availability, issue, use, pre-flight, and post-flight procedures. This training will be provided for subsequent re-assignments to the same base. Units may combine with Local Area Survival (SS01).

7.10.1.3. OPR: AMC/A3T.

7.10.1.4. Unit: Squadron Aircrew Flight Equipment.

7.10.1.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.10.1.6. Instructor: Qualified Aircrew Flight Equipment Instructor.

7.10.1.7. Training Aids: IBT with AFE training aids.

7.10.1.8. Additional Information: See AFI 11-301 Volume 1 and applicable MAJCOM guidance.

7.10.2. LL03 Emergency Egress Training, Non-Ejection Seat

7.10.2.1. Purpose: Understand aircraft egress procedures.

7.10.2.2. 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 aircrews are aware of their responsibilities for conducting safety and passenger briefings IAW AFI 11-202, Vol 3.

7.10.2.3. OPR: AMC/A3T.

7.10.2.4. Unit: Squadron Aircrew Flight Equipment.

7.10.2.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.10.2.6. Instructor: Instructor aircrew and or Aircrew Flight Equipment instructor.

7.10.2.7. Training Aids: Aircraft and IBT with AFE training aids.

7.10.2.8. Additional Information: See AFI 11-301 Volume 1 and applicable MAJCOM guidance.

7.10.3. LL04 Aircrew Chemical Defense Training (ACDT).

7.10.3.1. Purpose: Understand Aircrew Chemical Defense procedures.

7.10.3.2. 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 ACCA decontamination processing procedures.

7.10.3.3. 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. Units will not combine this training with G010, CBRN training.

7.10.3.4. OPR: AMC/A3T.

7.10.3.5. Unit: Squadron Aircrew Flight Equipment.

7.10.3.6. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.10.3.7. Instructor: Aircrew Flight Equipment instructor.

7.10.3.8. Training Aids: IBT with AFE training aids.

7.10.3.9. Additional Information: See AFI 11-301 Volume 1 and applicable MAJCOM guidance.

7.10.4. LL05 Egress Training with ACDE.

7.10.4.1. Purpose: Understand Egress Training with ACDE.

7.10.4.2. 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. Accomplishing this training also satisfies the requirements in LL03 if all LL03 objectives are met.

7.10.4.3. OPR: AMC/A3T.

7.10.4.4. Unit: Squadron Aircrew Flight Equipment.

7.10.4.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.10.4.6. Instructor: Instructor aircrew and or Aircrew Flight Equipment instructor.

7.10.4.7. Training Aids: Aircraft and IBT with AFE training aids.

7.10.4.8. Additional Information: See AFI 11-301 Volume 1 and applicable MAJCOM guidance.

7.10.5. LL06 Aircrew Flight Equipment Training (AFET)

7.10.5.1. Purpose: To familiarize aircrew with aircrew flight equipment.

7.10.5.2. Description: An academic and equipment training event, in which aircrew members demonstrate their ability to locate, preflight, and use all aircrew and passenger AFE carried aboard unit aircraft or issued to aircrew members. This training includes the limitations and safety issues related to AFE. Additionally, include aircrew clothing items and information on

7.10.5.3. hazards associated with improper wear and failure to use only authorized clothing and equipment items.

7.10.5.4. OPR: AMC/A3T.

7.10.5.5. Unit: Squadron Aircrew Flight Equipment.

7.10.5.6. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.10.5.7. Instructor: Aircrew Flight Equipment instructor.

7.10.5.8. Training Aids: IBT with AFE training aids.

7.10.5.9. Additional Information: See AFI 11-301 Volume 1 and applicable MAJCOM guidance.

7.11. Mission-Specific (M) Training Events.

7.11.1. M010 Proficiency Sortie

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

7.11.1.2. 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.

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

7.11.1.4. 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).

7.11.1.5. 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.

7.11.1.6. 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.

7.11.1.7. OPR: AMC/A3T.

7.11.1.8. Training Media: Aircraft or Level-C or better WST (See [Table 4.4](#) and [Table 4.5](#) for simulator restrictions).

7.11.1.9. Instructor: IP required for pilots if flown in the aircraft. IP not required if flown in the simulator under simulator instructor pilot supervision. Instructor Pilots may log proficiency sortie without supervision of an additional IP.

7.11.1.10. 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.

7.11.2. M050 Tactical Mission

7.11.2.1. Purpose: Continuation training for flight engineers and loadmasters.

7.11.2.2. 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.

7.11.2.3. OPR: AMC/A3T

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

7.11.2.5. Instructor: Not required for continuation training.

7.11.3. **M060 Theater Indoctrination (TI) Training**

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

7.11.3.2. 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.

7.11.3.3. For PACAF, this training includes theater orientation and unit indoctrination. It can be used by PACAF 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.

7.11.3.4. 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.

7.11.3.5. OPR: MAJCOM/A3T (or equivalent)

7.11.3.6. 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

7.11.4. **M130 C-130E Sortie**

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

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

7.11.4.3. OPR: AMC/A3T

7.11.4.4. Training Media: Aircraft or C-130E WST.

7.11.4.5. Instructor: Not required for continuation training.

7.11.5. **M131 C-130H/H1 Sortie**

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

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

7.11.5.3. OPR: AMC/A3T

7.11.5.4. Training Media: Aircraft or C-130H1 WST.

7.11.5.5. Instructor: Not required for continuation training.

7.11.6. M132 C-130H2 Sortie

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

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

7.11.6.3. OPR: AMC/A3T

7.11.6.4. Training Media: Aircraft or C-130H2 WST.

7.11.6.5. Instructor: Not required for continuation training.

7.11.7. M133 C-130H3 Sortie

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

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

7.11.7.3. OPR: AMC/A3T

7.11.7.4. Training Media: Aircraft or C-130H3 WST.

7.11.7.5. Instructor: Not required for continuation training.

7.11.8. M134 WC-130H Sortie

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

7.11.8.2. Description: Accomplish a WC-130H sortie. This event is optional if maintaining a single certification.

7.11.8.3. OPR: AMC/A3T

7.11.8.4. Training Media: Aircraft or C-130E WST.

7.11.8.5. Instructor: Not required for continuation training.

7.12. NVG (NV) Events.

7.12.1. NV00 Visual Low Level (VLL) NVG Event

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

7.12.1.2. 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.

7.12.1.3. OPR: AMC/A3T/A3D

7.12.1.4. Training Media: Aircraft or USAF-certified WST

7.12.1.5. Instructor: Not required for continuation training.

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

7.12.2. NV01 NVG Initial Ground Training

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

7.12.2.2. 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.

7.12.2.3. OPR: AMC/A3T

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

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

7.12.2.6. Instructor: Any Armstrong Laboratory certified NVG instructor.

7.12.2.7. Additional Information: Directed by AFI 11-202v1.

7.12.3. NV02 NVG Event

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

7.12.3.2. 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. Loadmasters will only log one NV02 event per sortie.

7.12.3.3. OPR: AMC/A3T/A3D

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

7.12.3.5. 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

performed, only one instructor loadmaster is required. This does not apply to initial NVG qualification.

7.12.3.6. Additional information: See AFTTP 3-3.C-130 and/or AFI 11-2C-130v3.

7.12.4. NV03 NVG Ground Refresher Training

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

7.12.4.2. 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.

7.12.4.3. OPR: AMC/A3T

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

7.12.4.5. Training Media: Academic Instruction.

7.12.4.6. Instructor: Any Armstrong Laboratory certified NVG instructor, WIC Graduate, USAF NVG Academic Instructor Course Graduate, or NVG certified instructor pilot or instructor navigator.

7.12.4.7. Additional Information: Directed by AFI 11-202v1.

7.12.5. NV05 NVG Airland Event

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

7.12.5.2. Description: Log a NVG Airland Event any time a NVG Airland or NVG Assault event is flown.

7.12.5.3. OPR: AMC/A3T/A3D

7.12.5.4. Training Media: Aircraft or USAF-certified WST.

7.12.5.5. Instructor: Not required for continuation training.

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

7.12.6. NV08 VLL NVG Formation Event

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

7.12.6.2. 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.

7.12.6.3. OPR: AMC/A3T/A3D

7.12.6.4. Training Media: Aircraft or USAF-certified WST.

7.12.6.5. Instructor: Not required for continuation training.

7.12.6.6. 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.

7.12.7. NV18 NVG Airdrop

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

7.12.7.2. 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.

7.12.7.3. OPR: AMC/A3T/A3D

7.12.7.4. Training Media: Aircraft or USAF-certified WST.

7.12.7.5. Instructor: Not required for continuation training.

7.12.7.6. 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.

7.12.8. NV47 NVG Takeoff

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

7.12.8.2. OPR: MAJCOM/A3

7.12.8.3. Training Media: Aircraft or Level C or better WST

7.12.8.4. Instructor: Not required for continuation training.

7.12.8.5. 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. 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.

7.12.9. NV48 NVG Landing

7.12.9.1. 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.

7.12.9.2. Description: A NVG-aided landing.

7.12.9.3. OPR: MAJCOM/A3

7.12.9.4. Curriculum Development: AMC/A3T

7.12.9.5. Training Media: Aircraft or Level C or better WST.

7.12.9.6. Instructor: Not required for continuation training.

7.12.9.7. 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. 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.

7.12.10. NV49 NVG Assault Landing

7.12.10.1. 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 were not trained in pilot-flying assault landing duties at the FTU.

7.12.10.2. Description: A NVG-aided assault landing.

7.12.10.3. OPR: MAJCOM/A3

7.12.10.4. Curriculum Development: AMC/A3T

7.12.10.5. Training Media: Aircraft or Level C or better WST.

7.12.10.6. Instructor: Not required for continuation training.

7.12.10.7. Additional Information: MP (aircraft commanders) and above need to perform pilot flying duties to credit this event. Pilot flying and MPD pilot may credit this event and dual log AS11. 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.

7.12.11. NV50 NVG Assault Takeoff

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

7.12.11.2. Description: A NVG-aided assault takeoff.

7.12.11.3. OPR: MAJCOM/A3

7.12.11.4. Curriculum Development: AMC/A3T

7.12.11.5. Training Media: Aircraft or Level C or better WST.

7.12.11.6. Instructor: Not required for continuation training.

7.12.11.7. Additional Information: MP (Aircraft commanders) and above need to perform pilot flying duties to credit this event. Pilot flying and MPD pilot may credit this event and dual log AS09. 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.

7.12.12. NV80 NVG Instrument Approaches

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

7.12.12.2. 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.

7.12.12.3. OPR: AMC/A3T/A3D

7.12.12.4. Training Media: Aircraft or USAF-certified WST

7.12.12.5. Instructor: Not required for continuation training.

7.12.12.6. 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.

7.13.1. P020 Takeoff

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

7.13.1.2. Training Media: Aircraft or Level C or better WST

7.13.2. P028 Right-Seat Takeoff

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

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

7.13.2.3. OPR: AMC/A3T

7.13.2.4. Training Media: Aircraft or Level C or better WST

7.13.2.5. Instructor: Not required

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

7.13.3. P029 Left-Seat Takeoff

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

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

7.13.3.3. OPR: AMC/A3T

7.13.3.4. Training Media: Aircraft or Level C or better WST

7.13.3.5. Instructor: Not required

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

7.13.4. P070 Instrument Approach

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

7.13.4.2. 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 a missed approach procedure or instructions will be accomplished.

7.13.4.3. OPR: AMC/A3T

7.13.4.4. Training Media: Aircraft or Level C or better WST

7.13.4.5. Instructor: Not required for continuation training.

7.13.5. P100 Precision Approach

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

7.13.5.2. 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 a missed approach procedure or instructions will be accomplished.

7.13.5.3. OPR: AMC/A3T

7.13.5.4. Training Media: Aircraft or Level C or better WST

7.13.5.5. Instructor: Not required for continuation training.

7.13.6. P110 Non-precision Approach

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

7.13.6.2. 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 a missed approach procedure or instructions will be accomplished.

7.13.6.3. OPR: AMC/A3T

7.13.6.4. Training Media: Aircraft or Level C or better WST

7.13.6.5. Instructor: Not required for continuation training.

7.13.7. P116 NDB / VOR Approach

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

7.13.7.2. 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 a missed approach procedure or instructions will be accomplished.

7.13.7.3. OPR: AMC/A3T

7.13.7.4. Training Media: Aircraft or Level C or better WST

7.13.7.5. Instructor: Not required

7.13.7.6. 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.

7.13.8. **P130 Circling Approach**

7.13.8.1. 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.

7.13.8.2. 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 a missed approach procedure or instructions will be accomplished.

7.13.8.3. OPR: AMC/A3T

7.13.8.4. Training Media: Aircraft or Level C or better WST.

7.13.8.5. Instructor: Not required

7.13.9. **P145 FE Approach-TERPS Monitor.**

7.13.9.1. Purpose: Application of TERPS (G-150) objectives during an approach or departure.

7.13.9.2. Description: Flight engineers will assist the pilots monitoring an instrument approach or departure procedure. As duties permit, pilots will emphasize to the flight engineer the critical indications to monitor during the instrument procedure.

7.13.9.3. OPR: AMC/A3T

7.13.9.4. Training Media: WST is highly recommended for this training.

7.13.10. **P190 Landing**

7.13.10.1. Purpose: On-going training for pilots to maintain proficiency landing the aircraft.

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

7.13.10.3. OPR: AMC/A3T

7.13.10.4. Training Media: Aircraft or Level C or better WST.

7.13.10.5. Instructor: Not required for continuation training.

7.13.10.6. Additional Information: See applicable aircraft technical orders and AFI 11-2C-130v3.

7.13.11. P192 Unaided Night Landing

7.13.11.1. Purpose: On-going training for pilots to maintain proficiency landing the aircraft at night without NVGs.

7.13.11.2. 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*.

7.13.11.3. OPR: AMC/A3T

7.13.11.4. Training Media: Aircraft or Level C or better WST.

7.13.11.5. Instructor: Not required for continuation training.

7.13.11.6. Additional Information: May dual log with P190. Does not dual log with NV48.

7.13.12. P198 Right-Seat Landing

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

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

7.13.12.3. OPR: AMC/A3T

7.13.12.4. Training Media: Aircraft or Level C or better WST

7.13.12.5. Instructor: Not required

7.13.12.6. 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.

7.13.13. P199 Left-Seat Landing

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

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

7.13.13.3. OPR: AMC/A3T

7.13.13.4. Training Media: Aircraft or Level C or better WST

7.13.13.5. Instructor: Not required

7.13.13.6. 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.

7.13.14. P260 HAVE QUICK Event

7.13.14.1. Purpose: Ensures crewmembers possess a thorough knowledge of HAVE QUICK requirements.

7.13.14.2. 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.

7.13.14.3. OPR: AMC/A3T

7.13.14.4. Training Media: Aircraft or USAF-certified WST.

7.13.14.5. Instructor: Not required for continuation training

7.13.15. **P270 Secure Voice Event**

7.13.15.1. Purpose: Ensures crewmembers possess a thorough knowledge of secure voice requirements.

7.13.15.2. 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.

7.13.15.3. OPR: AMC/A3T

7.13.15.4. Training Media: Aircraft or USAF-certified WST.

7.13.15.5. Instructor: Not required for continuation training

7.13.16. **P280 Aircrew Chemical Defense Task Qualification Training (ACDTQT)**

7.13.16.1. Purpose: Aircrew chemical defense continuation training for crewmembers.

7.13.16.2. 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.

7.13.16.3. OPR: AMC/A3TL

7.13.16.4. Curriculum Development: AMC/A3TL

7.13.16.5. 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.

7.13.16.6. 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.

7.13.16.7. 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:

7.13.16.7.1. Only one pilot or flight engineer will be dressed out at any time.

7.13.16.7.2. An instructor pilot occupying the copilot seat will supervise the aircraft commander. An instructor pilot will supervise MPD Phase I pilots for left seat training.

7.13.16.7.3. Pilots will review emergency procedures and accomplish at least one take-off, approach, and landing, and complete all associated checklists.

7.13.16.7.4. 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.

7.13.16.7.5. 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.

7.13.16.7.6. 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/A3T (or equivalent) may authorize additions and modifications to the purpose and description of the codes to meet specific unit and mission requirements.

7.14.1. **Q001 Open-Book Qualification Examination**

7.14.2. **Q002 Closed-Book Qualification Examination**

7.14.3. **Q003 Mission Evaluation**

7.14.4. **Q004 Emergency Procedures Examination**

7.14.5. **Q005 AFDL Flight Surgeon Test**

7.14.6. **Q008 Instructor Evaluation**

7.14.7. **Q009 Tactics Open Book Exam**

7.14.8. **Q011 Flight Lead (Four-Ship Flight) Certification**

7.14.9. **Q012 Airdrop Mission Evaluation**

7.14.10. **Q013 Element Lead (Two-Ship) Certification**

7.14.11. **Q014 WC-130H Difference Certification**

7.14.12. **Q017 Precision Runway Monitoring (PRM) ILS**

- 7.14.13. **Q018 Mission Examinations (open and/or closed book)**
- 7.14.14. **Q019 Airland Mission Evaluation**
- 7.14.15. **Q035 Non-Assault Certification**
- 7.14.16. **Q036 Non-Airdrop Certification**
- 7.14.17. **Q050 Touch and Go Certification (Copilot & MPD Pilot; Also see Q550 for NVG)**
- 7.14.18. **Q051 Supervision of Pilot Touch and Go Landings Certification**
- 7.14.19. **Q052 Aircraft Commander Touch and Go Landing Certification**
- 7.14.20. **Q090 Flight Publications Check**
- 7.14.21. **Q100 Operational Mission Certification (OMC)**
- 7.14.22. **Q110 Personal Reliability Program**
- 7.14.23. **Q160 Instrument Refresher Course (IRC) Examination**
- 7.14.24. **Q170 Flight Evaluation Folder (FEF) Review**
- 7.14.25. **Q290 Penetration Descent Certification**
- 7.14.26. **Q292 MPD Left-Seat NVG Takeoff and Landing Certification**
- 7.14.27. **Q294 High-Altitude Arrival Certification**
- 7.14.28. **Q296 High-Altitude Departure Certification**
- 7.14.29. **Q298 Low-Altitude Arrival Certification**
- 7.14.30. **Q300 Low-Altitude Departure Certification**
- 7.14.31. **Q502 JPADS / I-CDS Certification**
- 7.14.32. **Q510 Aircraft Commander Certification**
- 7.14.33. **Q511 Flight Instructor Certification**
- 7.14.34. **Q512 Flight Evaluator Certification**
- 7.14.35. **Q513 AFRL Instructor**
- 7.14.36. **Q514 FTU Instructor Certification**
- 7.14.37. **Q517 Low Cost/Low Altitude (LCLA) Certification**
- 7.14.38. **Q520 Loadmaster Power-On Certification**
- 7.14.39. **Q521 JPADS Phase 1 Certification**
- 7.14.40. **Q522 JPADS Phase 2 Certification**
- 7.14.41. **Q523 LC-130 Ski Mission Loadmaster**
- 7.14.42. **Q524 LC-130 Ski Mission Flight Engineer**
- 7.14.43. **Q525 LC-130 Ski Mission Navigator**
- 7.14.44. **Q526 LC-130 Ski Mission Copilot**

- 7.14.45. **Q527 LC-130 Ski Mission Aircraft Commander**
- 7.14.46. **Q528 LC-130 Ski Mission Instructor**
- 7.14.47. **Q529 AWADS**
- 7.14.48. **Q530 Single-Ship IMC Airdrop Certification**
- 7.14.49. **Q531 Single-Ship VMC Airdrop Certification**
- 7.14.50. **Q532 Aerial Spray Certification 1 (TBD)**
- 7.14.51. **Q533 Aerial Spray Certification 2 (TBD)**
- 7.14.52. **Q534 Aerial Spray Certification 3 (TBD)**
- 7.14.53. **Q535 Aerial Spray Certification 4 (TBD)**
- 7.14.54. **Q536 MAFFS Certified Navigator or Flight Engineer**
- 7.14.55. **Q537 MAFFS Certified Loadmaster**
- 7.14.56. **Q538 MAFFS Certified Pilot**
- 7.14.57. **Q539 MAFFS Certified Aircraft Commander**
- 7.14.58. **Q540 MAFFS Certified Instructor**
- 7.14.59. **Q541 GRID Navigation Certification**
- 7.14.60. **Q542 Unimproved Landing Certification**
- 7.14.61. **Q543 Functional Check Flight (FCF) Certification**
- 7.14.62. **Q544 Phoenix Banner Certification**
- 7.14.63. **Q545 Central America Certification (Deleted). See Airfield Suitability and Restrictions Report (ASRR).**
- 7.14.64. **Q546 South America Certification (Deleted). See ASRR.**
- 7.14.65. **Q547 NVG Airdrop Certification**
- 7.14.66. **Q548 NVG Airland Certification**
- 7.14.67. **Q549 NVG Assault Airland Certification**
- 7.14.68. **Q550 NVG Touch & Go Certification**
- 7.14.69. **Q551 C-130E Difference Certification**
- 7.14.70. **Q552 C-130H/H1 Difference Certification**
- 7.14.71. **Q553 C-130H2 Difference Certification**
- 7.14.72. **Q554 C-130H3 Difference Certification**
- 7.14.73. **Q555 HALO Airdrop Certification**
- 7.14.74. **Q565 Aerial Demo – Pilot Flying**
- 7.14.75. **Q566 Aerial Demo – Pilot Not Flying**
- 7.14.76. **Q572 Drop Zone Safety Officer (DZSO) Certification**

- 7.14.77. **Q573 Landing Zone Safety Officer (LZSO) Certification**
- 7.14.78. **Q578 C-130 AMP Qualification**
- 7.14.79. **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>)**
- 7.14.80. **Q587 Certification Airfield – PADK, Adak NAS, AK**
- 7.14.81. **Q588 Certification Airfield – PALU, Cape Lisburne AFS, AK**
- 7.14.82. **Q589 Certification Airfield – PAEH, Cape Newenham, AK**
- 7.14.83. **Q590 Certification Airfield – PACZ, Cape Romanzof AFS, AK**
- 7.14.84. **Q591 Certification Airfield – SLLP, El Alto International, Bolivia**
- 7.14.85. **Q592 Certification Airfield – PAIM, Indian Mtn Long Range Radar Station (LRRS), AK**
- 7.14.86. **Q593 Certification Airfield – BGSF, Sondre Stromfjord, Greenland**
- 7.14.87. **Q594 Certification Airfield – PASV, Sparrevohn LRRS, AK**
- 7.14.88. **Q595 Certification Airfield – PATL, Tatlina LRRS, AK**
- 7.14.89. **Q596 Certification Airfield – PATC, Tin City LRRS, AK**
- 7.14.90. **Q597 Certification Airfield – PADU, Unalaska, AK**
- 7.14.91. **Q598 Certification Airfield – NZIR, McMurdo Station Ice Runway, Antarctica**
- 7.14.92. **Q599 Certification Airfield – NZPG, McMurdo Station Pegasus Field, Antarctica**
- 7.14.93. **Q600 Certification Airfield – NZWD, McMurdo Station Williams Field, Antarctica**
- 7.14.94. **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.

7.15.1. RS06 High-Altitude Arrival Event

7.15.1.1. 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.

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

7.15.1.3. OPR: AMC/A3T/A3D

7.15.1.4. Training Media: Aircraft or USAF-certified WST.

7.15.1.5. 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. 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, MPD pilots may perform right-seat pilot-flying duties.

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

7.15.2. RS16 Low-Altitude Arrival Event

7.15.2.1. Purpose: These approaches are used primarily when low altitude ingress is necessary.

7.15.2.2. 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.

7.15.2.3. OPR: AMC/A3T/A3D

7.15.2.4. Training Media: Aircraft or USAF-certified WST.

7.15.2.5. 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. 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, MPD pilots may perform right-seat pilot-flying duties.

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

7.15.3. RS26 High-Altitude Departure Event

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

7.15.3.2. Description: The maneuver requires a departure to medium or high altitude. See AFTTP 3-3.C-130 and/or AFI 11-2C-130v3.

7.15.3.3. OPR: AMC/A3T/A3D

7.15.3.4. Training Media: Aircraft or USAF-certified WST.

7.15.3.5. 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. 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, MPD pilots may perform right-seat pilot-flying duties.

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

7.15.4. **RS36 Low-Altitude Departure Event**

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

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

7.15.4.3. OPR: AMC/A3T/A3D

7.15.4.4. Training Media: Aircraft or USAF-certified WST.

7.15.4.5. 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. 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, MPD pilots may perform right-seat pilot-flying duties.

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

7.15.5. **RS46 Penetration/Rapid Descent**

7.15.5.1. 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.

7.15.5.2. 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.

7.15.5.3. OPR: AMC/A3T/A3D

7.15.5.4. Training Media: Aircraft or USAF-certified WST.

7.15.5.5. 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. 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, MPD pilots may perform pilot-flying duties.

7.15.5.6. 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.

7.16.1. SK00 SKE / IMC Event

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

7.16.1.2. 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.

7.16.1.3. OPR: AMC/A3T/A3D

7.16.1.4. Training Media: Aircraft or USAF-certified WST.

7.16.1.5. Instructor: Not required for continuation training.

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

7.16.2. SK07 SKE Formation Event

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

7.16.2.2. 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.

7.16.2.3. OPR: AMC/A3T/A3D

7.16.2.4. Training Media: Aircraft or USAF-certified WST.

7.16.2.5. Instructor: Not required for continuation training.

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

7.16.3. SK17 SKE Lead Event

7.16.3.1. Purpose: Continuation training for SKE lead and element-lead certified mission-ready aircraft commanders and navigators. Although not lead qualified, MPD pilots will log this event per **Table 4.4**.

7.16.3.2. 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.

7.16.3.3. OPR: AMC/A3T/A3D

7.16.3.4. Training Media: Aircraft or USAF-certified WST.

7.16.3.5. Instructor: Not required for continuation training.

7.16.3.6. 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](#).

7.17.1. SP30 Actual Spray (1 annual for all crew positions)

7.17.1.1. Purpose: Mission planning and flight continuation training for Spray-certified pilots, copilots, navigators, flight engineers, and loadmasters.

7.17.1.2. Description: When any pesticide, herbicide, decontaminant, or dispersant is applied during a mission for testing or to control a pest, vegetation, oil spill, or contaminant respectively. A modular aerial spray system (MASS) is required. Log a pesticide spray concurrently with spray sortie and ULV, LV, HV, or UHV sortie as applicable. Mission commander may log pesticide spray during an actual application mission for annual currency. The flight engineer or CPMP 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.

7.17.1.3. OPR: HQ AFRC/A3TA

7.17.1.4. Curriculum Development: Unit

7.17.1.5. Training Media: Aircraft

7.17.1.6. Instructor: Not required for certified crewmembers

7.17.1.7. Additional Information: Use of the MASS is required.

7.17.2. SP40 Spray Sortie (semi-annual for all crew positions according to [Table 5 5](#))

7.17.2.1. Purpose: Flight continuation training for Spray-certified pilots, copilots, navigators, flight engineers, and loadmasters.

7.17.2.2. Description: A DGPS or visual aerial spray flight using all aerial spray checklists and procedures for swath positioning and boundary control. Pilots, copilots, navigators, engineers, and loadmasters will plan, brief and fly an aerial spray configuration sortie with a briefed swath width at a minimum of 100' AGL altitude over an area with defined boundaries factoring the wind component and completing a minimum of 5 swaths or 5 minutes spray time on target. Prepare topographic maps where needed.

7.17.2.3. OPR: HQ AFRC/A3TA

7.17.2.4. Curriculum Development: Unit

7.17.2.5. Training Media: Aircraft

7.17.2.6. Instructor: Not required for certified crewmembers

7.17.2.7. Additional Information: Use of MASS is required for loadmasters. May be dual logged with SP30 if SP30 requirements are complied with.

7.17.3. SP50 Low Volume-(LV)/High Volume-(HV)/ Ultra High Volume-(UHV) Sortie (semi- annual according to [Table 5 5](#))

7.17.3.1. Purpose: Flight continuation training for Spray-certified loadmasters.

7.17.3.2. Description: 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 during a minimum of 5 swaths or 5 minutes of spray on time. Purge the system. May be accomplish in flight or on ground.

7.17.3.3. OPR: HQ AFRC/A3TA

7.17.3.4. Curriculum Development: Unit

7.17.3.5. Training Media: Aircraft

7.17.3.6. Instructor: Not required for certified crewmembers

7.17.3.7. Additional Information: Use of modular aerial spray system (MASS) is required for loadmasters. May be dual logged with SP30 if SP30 requirements are complied with.

7.17.4. SP60 Ultra Low-Volume (ULV) Sortie (semi-annual according to Table 5 5)

7.17.4.1. Purpose: Flight continuation training for Spray-certified loadmasters.

7.17.4.2. Description: Loadmasters will supervise the upload of the MASS for ULV and then operate the system from the panel, spraying either pesticide, dispersant, or water during a minimum of 5 swaths or 5 minutes of spray on time. Purge the system. Accomplish in flight or on ground.

7.17.4.3. OPR: HQ AFRC/A3TA

7.17.4.4. Curriculum Development: Unit

7.17.4.5. Training Media: Aircraft

7.17.4.6. Instructor: Not required for certified crewmembers

7.17.4.7. Additional Information: Use of modular aerial spray system (MASS) is required for loadmasters. May be dual logged with SP30 if SP30 requirements are complied with.

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 AMC/A3DT (POC: MAJCOM SERE Functional Manager).

7.18.1. SS01 Local Area Survival.

7.18.1.1. 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.

7.18.1.2. 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).

7.18.1.3. OPR: AMC/A3T

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

7.18.2. SS02 Combat Survival Training (CST).

7.18.2.1. 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.

7.18.2.2. Description: See AFI 16-1301 and AMC Supplement.

7.18.2.3. 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).

7.18.3. SS03 Conduct After Capture (CAC).

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

7.18.3.2. 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).

7.18.4. SS05 Water Survival Training (WST).

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

7.18.4.2. Description: Refer to AFI 16-1301 and AMC supplement for further information.

7.18.4.3. OPR: AMC/A3T

7.18.5. SS06 Emergency Parachuting Training (Refresher).

7.18.5.1. Purpose: Aircrew training geared towards the critical post ejection/egress and parachute malfunction procedures while suspended under the parachute canopy.

7.18.5.2. 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.

7.18.5.3. OPR: AMC/A3DT

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

7.18.6.1. 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.

7.18.7. SS35 Emergency Parachuting Training (Initial) (S-V80-B).

7.18.7.1. Purpose: One-time aircrew training geared towards the critical post ejection/egress and parachute malfunction procedures while suspended under the parachute canopy. Taught in conjunction with Initial Combat Survival (SS20, S-V80-A). Previously, Emergency Parachute Training was part of S-V80-A. The courses were recently separated with SS35 being a one-day course normally completed immediately before formal Combat Survival training. For crewmembers that previously completed Emergency Parachute Training as part of Initial Combat Survival training, use the completion date for SS20 as the date for SS35.

7.18.7.2. 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.

7.18.7.3. OPR: AMC/A3DT

7.19. Mobility Pilot Development (See [Chapter 5](#) for additional information.).

7.19.1. **V280 MPD Phase I.**

7.19.2. **V281 MPD Phase II.**

7.19.3. **V282 AMC Orientation Tour / GRACC.**

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.

7.20.1. VL01 Visual Low Level Day Event

7.20.1.1. Purpose: Continuation training for mission ready pilots and navigators operating in the low altitude environment using visual single-ship or formation procedures during daylight.

7.20.1.2. 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.

7.20.1.3. OPR: AMC/A3T/A3D

7.20.1.4. Training Media: Aircraft or USAF-certified WST.

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

7.20.2. VL11 Visual Low Level Formation Day Event

7.20.2.1. Purpose: Continuation training for mission ready pilots and navigators operating in the low altitude environment using visual formation procedures during daylight.

7.20.2.2. 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.

7.20.2.3. OPR: AMC/A3T/A3D

7.20.2.4. Training Media: Aircraft or USAF-certified WST.

7.20.2.5. Additional Information: See AFTTP 3-3.C-130 and/or AFI 11-2C-130v3 for visual formation procedures. Dual log with VL01.

7.20.3. VL21 Visual Low Level Formation Lead Event

7.20.3.1. Purpose: Continuation training for lead and element lead qualified mission-ready pilots and navigators. Although not lead qualified, MPD pilots will log this event per **Table 4.4**. May be flown during the day or on NVGs.

7.20.3.2. 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.

7.20.3.3. OPR: AMC/A3T/A3D

7.20.3.4. Training Media: Aircraft or USAF-certified WST.

7.20.3.5. 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).

7.20.4. VL30 Medium/High to Low Altitude Transition

7.20.4.1. Purpose: Continuation training for mission-ready pilots and navigators.

7.20.4.2. 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.

7.20.4.3. OPR: AMC/A3T/A3D

7.20.4.4. Training Media: Aircraft or USAF-certified WST.

7.20.4.5. 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.

7.21. (AETC)Visual Threat Recognition and Avoidance Trainer (VTRAT) Training (VT) Events. Wg/CC is waiver authority for VTRAT training. (T-3)

7.21.1. VT01 VTRAT Initial Training

7.21.1.1. Purpose: Initial training for crewmembers.

7.21.1.2. Description: Trains crewmembers in the basics of AAA and MANPAD recognition and avoidance.

7.21.1.3. OPR: AMC/A3T/A3D

7.21.1.4. Training Media: VTRAT device. Additional Information: See AFTTP 3-1.Threat Guide and AFTTP 3-3.C-130.

7.21.2. VT03 VTRAT Refresher Training

7.21.2.1. Purpose: Continuation training for mission ready crewmembers.

7.21.2.2. Description: Refreshes crewmembers on basics of AAA and MANPAD recognition and avoidance.

7.21.2.3. OPR: AMC/A3T/A3D

7.21.2.4. Training Media: VTRAT device.

7.21.2.5. 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.

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DCS, Operations, Plans and Requirements

(AETC)

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Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

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AF Form 4025, *Aircrew Summary/Close-out Report*

AF Form 4324, *Aviation Resource Management System (ARMS) Upgrade Worksheet.*

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
AFSA—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
ASEV—Aircrew Standardization/Evaluation Visit
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
COR—Contracting Officer Representative
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
JPADS—Joint Precision Airdrop System
LAD—Loadmaster Aerial Delivery
LCLA—Low Cost/Low Altitude
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
MCT—Mission Certification Training
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
NGB—National Guard Bureau
NMR—Non-Mission Ready
NVD—Night Vision Devices
NVG—Night Vision Goggles
OCONUS—Outside the Continental United States
OFT—Operational Flight Trainer
OG—Operations Group
OG/CC—Operations Group Commander
OMAR—Objective Media Analysis Report
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
PR—Progress Review
PRD—Program Requirements Document
PRM—Precision Runway Monitoring
PTT—Part Task Trainer
QA—Quality Assurance
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 11 to 31 Dec 12). If training is accomplished anytime in 2011, the next training is due by 31 Dec 12. 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 11 to 31 Dec 13). If training is accomplished anytime in 2011, the next training is due by 31 Dec 13.

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.

Contracting Officer Representative (COR)—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).

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)—Training needed to qualify a crewmember for basic crew duties in an assigned position for a specific aircraft, without regard for the unit's operational mission.

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

Legacy— C-130 aircraft variants E/H/H1/H2/H2.5/H3

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 2499' AGL

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

Medium Altitude—2500' 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.

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-130H, 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 11 to 31 Dec 14). If training is accomplished anytime in 2011, the next training is due by 31 Dec 14.

Unqualified—A crewmember is unqualified under the following circumstances:

- 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—Administratively downgraded 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 (or equivalent), 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 instructor 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/CC or designated

representative 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. 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/afrims/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/afrims/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 33-360, *Publications and Forms Management*.

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. Self-explanatory.

A2.2.2.2. Training period. Enter sequentially numbered training period designators, e.g. "CPT-1," "WST-2," "GT-3," etc., or specific course identifier.

A2.2.2.3. Status. Enter incomplete (INC) and the reason, e.g. "INC-MX" (maintenance) or "INC-WX" (weather); otherwise, leave blank.

A2.2.2.4. Instructor or trainer (qualification). Enter the name of the instructor or trainer and aircrew qualification, e.g. aircraft commander (AC), instructor pilot (IP), instructor navigator (IN), etc.

A2.2.2.5. Training time. Self-explanatory. Do not include time normally associated with prebriefing and debriefing.

A2.2.3. Training Period Designators. Codes to describe training periods. Formal training schools may use more descriptive designators if required.

A2.2.4. Written Evaluations. Record data for the in-flight evaluation required to complete the training program.

A2.2.4.1. Date. Enter the date the written evaluation was satisfactorily completed.

A2.2.4.2. Type. Enter the AFI 11-2C-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. Self-explanatory.

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. Self-explanatory. On operational missions, enter inclusive dates, e.g., 28 Jul - 7 Aug 04.

A2.2.6.2. Training period. Enter sequentially numbered training period designators, e.g., "S-1," "AD-1," "O-2," etc. Formal schools may use syllabus-directed training event identifier.

A2.2.6.3. Status. Enter "INC" and reasons, "WX," "MX," or "PRO" when an additional training flight, over those remaining, will be required to accomplish lost training events originally scheduled for that period (INC-WX); otherwise, leave blank.

A2.2.6.4. Instructor (qualification). Enter the name and aircrew qualification of the instructor.

A2.2.6.5. Mission time. Enter the total flight-time of the training or operational mission in the top half of the block. If documentation of seat-time is required, enter the flight-time the trainee was actually in the seat in the lower half of the block.

A2.2.6.6. Cumulative time. Use this block to enter the individual's total cumulative flight-time in the specific training course. Enter total cumulative flight-time in the top half of the block and, if required, the total cumulative seat-time in the lower half of the block. If seat time is not applicable, leave lower half of the block blank.

A2.2.7. Performance and Knowledge Standards. (For use with AF 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/afrims/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. Units may use TGs developed by support contractors or produce their own as appropriate. 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 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. 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/>.

A3.1.1. Pilot Courses.

Table A3.1. Pilot Courses.

Source	Course	Qualification	MR and Certified ARMS Designation
UPT	PIQ	Pilot	FPQ (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
Requalification/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.

A3.1.1.1.1. PIQ Pilot Initial Qualification (Left Seat) - Qualifies undergraduate Pilot Training graduates in the C-130. Associated with MPD.

A3.1.1.1.2. PXA Non-Mobility Cross-Flow (FAIP/OSA) - Qualifies new pilots in the C-130.

A3.1.1.1.3. PXB Experienced Mobility Pilot Cross-Flow (no tactical experience) - Qualifies new pilots in the C-130.

A3.1.1.1.4. PXC Experienced Mobility Pilot Cross-Flow (tactical experience) - Qualifies new pilots in the C-130.

A3.1.1.1.5. 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.

A3.1.1.1.6. 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.

A3.1.1.1.7. 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).

A3.1.1.1.8. PIN Pilot Instructor Qualification. Qualifies pilots as instructors.

A3.1.1.1.9. 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.

A3.1.1.1.10. 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.

A3.1.1.1.11. 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 and single-ship airdrop missions without an instructor pilot. Provides options for limited mission training depending on course.

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

A3.1.1.2.1. 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.

A3.1.1.2.2. ALU Aircraft Commander Lead Upgrade. Upgrades ACs to tactical formation lead certification.

A3.1.1.2.3. MLS Microwave Landing System. MLS instruction.

A3.1.1.2.4. PAV Pilot Weather Avoidance. Familiarizes pilots on radar operations.

A3.1.1.2.5. PCH Pilot H-1 Conversion (Difference Training). Teaches pilots on how to operate the C-130H1 aircraft.

A3.1.1.2.6. PCX Pilot H-2 Conversion (Difference Training). Teaches pilots on how to operate the C-130H2 aircraft.

A3.1.1.2.7. PCY Pilot H-3 Conversion (Difference Training). Teaches pilots on how to operate the C-130H3 aircraft.

A3.1.1.2.8. PIP Pilot Instructor Preparatory Course. Prerequisite for the Pilot Instructor Course (PIN); contains the aircraft systems information required to complete PIN.

A3.1.1.2.9. PIX Pilot Instructor Preparatory Course (H-2). Prerequisite for the Pilot Instructor Course (PIN); contains the aircraft systems information required to complete PIN.

A3.1.1.2.10. PIY Pilot Instructor Preparatory Course (H-3). Prerequisite for the Pilot Instructor Course (PIN); contains the aircraft systems information required to complete PIN.

A3.1.1.2.11. PIR Pilot Instrument Refresher Course. Course completion fulfills AFI 11-202V1 requirements.

A3.1.1.2.12. PSH Pilot Simulator Refresher Course - H Model. Course completion fulfills AFI 11-202 requirements.

A3.1.1.2.13. PRT Pilot Simulator Refresher Course - E Model. Course completion fulfills AFI 11-202 requirements.

A3.1.1.2.14. PSX Pilot Simulator Refresher Course - H-2 Model. Course completion fulfills AFI 11-202 requirements.

A3.1.1.2.15. PSY Pilot Simulator Refresher Course - H-3 Model. Course completion fulfills AFI 11-202 requirements.

A3.1.1.2.16. PAW Pilot AWADS Course - E Model. Teaches pilots about associated procedures for the Adverse Weather Aerial Delivery System using the C-130E.

A3.1.1.2.17. 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.

A3.1.2.1.1. NIN Navigator Instructor Qualification. Qualifies navigators as instructors.

A3.1.2.1.2. NIQ Navigator Initial Qualification. Qualifies or requalifies navigators in the C-130.

A3.1.2.1.3. NRQ Navigator Basic Requalification - Level 1 (Basic). Requalifies navigators on the C-130.

A3.1.2.1.4. 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.

A3.1.2.1.5. 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.

A3.1.2.1.6. 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

- A3.1.2.2.1. NCX Navigator H-2 Conversion (Difference Training). Trains navigators to operate the C-130H2.
 - A3.1.2.2.2. NCY Navigator H-3 Conversion (Difference Training). Trains navigators to operate the C-130H3.
 - A3.1.2.2.3. NIP Navigator Instructor Preparatory. An in-unit, prerequisite for the Navigator Instructor (NIN) Course.
 - A3.1.2.2.4. NIY Navigator Instructor Preparatory (C-130H3). An in-unit, prerequisite for the Navigator Instructor (NIN) Course.
 - A3.1.2.2.5. NRT Navigator Refresher Training. Annual refresher training for navigators.
 - A3.1.2.2.6. NRX Navigator Refresher Training (C-130H2). Annual refresher training for C-130H2 navigators.
 - A3.1.2.2.7. NRY Navigator Refresher Training (C-130H3). Annual refresher training for C-130H3 navigators.
 - A3.1.2.2.8. 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.
 - A3.1.2.2.9. NGD Navigator GRID Course. Upgrades navigators to grid qualification.
 - A3.1.2.2.10. NHO Navigator HALO/HAHO. Used to train navigators in HALO airdrop procedures. Academics and flying training are taught in-unit only.
 - A3.1.2.2.11. NLU Navigator Lead Upgrade. Upgrades navigators to tactical formation lead qualification.
 - A3.1.2.2.12. 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.
 - A3.1.3.1.1. FEQ1LP Flight Engineer Initial Qualification. Qualifies flight engineers in C-130 aircraft.
 - A3.1.3.1.2. FEQ3LP Flight Engineer Initial and Mission Qualification. Qualifies flight engineers in C-130 aircraft and airdrop mission.
 - A3.1.3.1.3. FIN Flight Engineer Instructor Qualification. Qualifies flight engineers as instructors.
 - A3.1.3.2. Continuation / In-Unit Flight Engineer Courses
 - A3.1.3.2.1. 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.

- A3.1.3.2.2. FCH Flight Engineer H-1 Conversion (Difference Training). Trains flight engineers to operate the C-130H1.
- A3.1.3.2.3. FCX Flight Engineer H-2 Conversion (Difference Training). Trains flight engineers to operate the C-130H2.
- A3.1.3.2.4. FCY Flight Engineer H-3 Conversion (Difference Training). Trains flight engineers to operate the C-130H3.
- A3.1.3.2.5. 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.
- A3.1.3.2.6. 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.
- A3.1.3.2.7. 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.
- A3.1.3.2.8. 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.
- A3.1.3.2.9. 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.
- A3.1.3.2.10. 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.
- A3.1.3.2.11. FSH Flight Engineer Simulator Refresher Course - H Model.
- A3.1.3.2.12. FRT Flight Engineer Simulator Refresher Course - E Model.
- A3.1.3.2.13. FSX Flight Engineer Simulator Refresher Course - H-2 Model.
- A3.1.3.2.14. FSY Flight Engineer Simulator Refresher Course - H-3 Model.
- A3.1.3.2.15. HER Flight Engineer Hostile Environment Repair - E and H Model. Taught in conjunction with flight engineer aircraft systems refresher (FAR & FHR).
- A3.1.3.2.16. HEX Flight Engineer Hostile Environment Repair - H-2 Model. Taught in conjunction with flight engineer aircraft systems refresher (FHX).
- A3.1.3.2.17. HEY Flight Engineer Hostile Environment Repair - H-3 Model. Taught in conjunction with flight engineer aircraft systems refresher (FHY).
- A3.1.3.2.18. IRE Flight Engineer Instrument Refresher – E and H Model. Taught in conjunction with flight engineer aircraft systems refresher (FAR & FHR).
- A3.1.3.2.19. IRX Flight Engineer Instrument Refresher – H-2 Model. Taught in conjunction with flight engineer aircraft systems refresher (FHX).

A3.1.3.2.20. 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

A3.1.4.1.1. LIN Loadmaster Instructor Qualification. Qualifies LMs as instructors.

A3.1.4.1.2. LMQ1LP Loadmaster Initial Qualification. Qualifies loadmasters in C-130 aircraft.

A3.1.4.1.3. LMQ3LP Loadmaster Mission Qualification. Qualifies loadmasters in C-130 aircraft and airdrop mission.

A3.1.4.2. Continuation / In-Unit Loadmaster Courses

A3.1.4.2.1. LAD Loadmaster Aerial Delivery Refresher Training. Airdrop training.

A3.1.4.2.2. LRT Loadmaster Refresher Training. Includes Airland and Aerial Delivery Training.

A3.1.4.2.3. LIP LM Instructor Preparatory. An in-unit, prerequisite for LM Instructors (LIN).

A3.2. C-130 Course Numbering System.

A3.2.1. Training Management System (TMS) Identifier Codes

A3.2.1.1. Aircraft Type (Characters 1-5)

C130E E/H-1
 C130H H-2/H-3
 C130J J
 C130M AMP

A3.2.2. TYPE TRAINING (Characters 6-8)

Pilot Initial Qualification (SUPT Grad)	PIQ (MPD)
Aircraft Commander Qualification	PRA (Also require 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

A3.2.3. 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

A3.2.4. LOCATION OF TRAINING (Characters 10-11) (taken from AF PAS code identifiers)

Little Rock, AR	LP
Dobbins, GA	R9
Nashville, TN	UT

Example: C130HPXA3LP = C-130H, Pilot Transition, Initial and Mission Qualification, @ Little Rock AFB, AR.

OPR is 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