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SECRETARY OF THE AIR FORCE**

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Flying Operations

EC-130H AIRCREW TRAINING

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This instruction implements AFD 11-2, *Aircraft Rules and Procedures* and AFD 11-4, *Aviation Service*. It establishes United States Air Force (USAF) aircrew training policy for all EC130H COMPASS CALL aircraft and aircrew. This instruction applies to all active duty COMPASS CALL units. This publication does not apply to the Air National Guard (ANG). It is used in conjunction with AFI 11-202, Vol 3, *General Flight Rules*, and Major Command (MAJCOM) supplements thereto.

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SUMMARY OF CHANGES

This document is substantially changed and must be completely reviewed. The following is synopsis of major changes set forth in this instruction: All references to copilot have been deleted; added Mobility Pilot Development (MPD) Graduate terminology for initial pilot; changed “Prior Qualified Pilot” to “Cross-flow Pilot”; all references to “navigator celestial navigation” have been deleted; all references to Weapon System Officer (WSO) have been deleted; changed 755 Operations Support Squadron (OSS) to 42 Electronic Combat Squadron (ECS) when referring to Initial Qualification Training (IQT)/Mission Qualification Training (MQT), while all Continuation Training (CT) remains 755 OSS responsibility; all references to “20 month AEF training cycle” have been replaced with “annual training cycle” to line up with the new 12 month RAP cycle; all tables referencing “20 month training cycles” have been prorated to a 12 month training cycle; para. 1.2.3.5. updated to reflect RAP Tasking Memo guidance; para. 1.4.4.1.2. added training requirements for API6/8 attached flyers; Table 1.1. includes experienced Senior Mission Crew Commander (SRMCC) requirements; para. 1.5.1. and para. 1.5.3. added Contested Electromagnetic Spectrum training information; para. 1.8.3. adds permanent flying training folder guidance; para. 4.3.4. updated with source for tables referenced; Table 4.1. changed Small Arms Training Frequency to 12 months, updated references, and removed note 2 to reflect new guidance; Table 4.1. replaced Alternate Mission Equipment (AME) Event with AME System Refresher, required every 12 months; Table 4.1. changed Authentication Training to Communications Training to be consistent with other ACC platforms; Table 4.1. deleted Anti-Hijack training since it is required only for aircrew who frequently carry passengers; Table 4.1. added Use of Force (UoF)/Rules of Engagement (ROE) Training; Table 4.1. changed Chemical Warfare Task Qualification Training (CWTQT) to Aircrew Chemical Defense (ACD) TQT; Table 4.3. deleted night Air Refueling and general Air Refueling for aircraft commanders and pilots; Table 4.3. added note pertaining to Level D simulator non-RAP event logging; Table 4.4. added a night air-to-air refueling for pilots; Table 4.4. deleted AME Event currency for Airborne Maintenance Technicians (AMT); Table 4.4. defined AMT Mission Preflight in Attachment 2; Table 4.4. deleted Engine-out Missed Approach and replaced with Local Proficiency Sortie (LPS) currency; Table 4.4. changed Navigation Sortie currency from 120 days to 180 days; Table 4.4. added note pertaining to Level D simulator currencies; Tables 4.6. and 4.7. deleted all months over 12 months to reflect new 12-month training cycle; para. 4.9.1.3. added documentation process for probation and regression; para. 5.5.1. removed references to WSO and added SRMCC upgrade criteria, requirements and prerequisites; Table 5.2. added SRMCC Upgrade hours requirement; para. 5.5.2.. added Mission Crew Supervisor (MCS) upgrade criteria, requirements and prerequisites; Table 5.3. added, MCS upgrade hours requirements; Table 5.4. renamed Instructor Upgrade Hours Requirements; para. 5.6.6. renamed Mission Instructor Certification and includes both the flight deck and mission crew mission instructor upgrade policy; para. 5.9.2. incorporated touch-and-go training policy; chapter 5 deleted specific crew requirements for block certification plans; Attachment 1 added terms API 6, API 8, and RAP. Attachment 2 changes include: added mission planning cell event description; Simulator Refresher: deleted reference to Mission-Oriented Simulator Training (MOST) and deleted ability to log simulator refresher for IP upgrade courses; LPS: deleted

requirement for 1 hour of flying time, allowing pilots to log LPS if mission requirements prevent completion of full list of items; Basic Sortie: pilot and copilot basic sortie requires flying a takeoff and landing, navigator basic sortie requires monitoring an approach and landing; moved Malfunction Analysis and Threat Reaction under “Mission sortie;” moved SATCOM, Secure Voice, and HAVE QUICK under “Mission Communications;” Navigator Air-to-Air Refueling no longer requires a tanker to be present; Navigation Sortie no longer differentiates between Categories 1 and 2 and now requires only 1 hour of time; Mission Sortie no longer requires a training scenario in combat. Attachment 7 adds Sample probation and regression memorandums for record.

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Chapter 1

GENERAL GUIDANCE

1.1. References, Abbreviations, Acronyms, Terms, and Addresses. See Attachment 1.

1.2. Responsibilities:

1.2.1. ACC/A3 is designated as the responsible agency for this volume in accordance with (IAW) AFD 11-2. ACC/A3 will:

1.2.1.1. Chair semiannual ACC Realistic Training Review Boards (RTRB) to review ground and flying training requirements/programs for Combat Air Forces (CAF) units. RTRB participants will include applicable ACC/A3 representatives and ACC/A3I representatives as appropriate.

1.2.1.2. Process all change requests.

1.2.1.3. Determine training requirements to meet expected wartime tasking, contingency operations, and other unit missions.

1.2.1.4. When submitted per para. 1.2.3.4., review subordinate unit supplemental instructions and supplemental training programs.

1.2.1.5. Approve EC-130H, COMPASS CALL courseware.

1.2.2. Direct Reporting Units (DRU) will:

1.2.2.1. Provide standard instructional texts to support operational weapons/tactics training. Forward two copies of each to ACC and Numbered Air Force (NAF)/A3/A3TV, and five copies to each CAF wing/group.

1.2.2.2. Review, update, and distribute changes to instructional texts annually.

1.2.2.3. Review subordinate unit training programs annually.

1.2.3. Wings/groups will:

1.2.3.1. Develop programs to ensure training objectives are met. Assist subordinate units in management of training programs, ensure programs meet unit needs, and provide necessary staff support.

1.2.3.2. Attach each wing/group/OSS Aircrew Position Indicator (API)-6/B flyer to a flying squadron.

1.2.3.3. Designate the training level to which each API-6/B flyer will train. Upon request, provide ACC/A3I with a list of Basic Mission Capable (BMC) and Combat Mission Ready (CMR) designated manning positions NLT the beginning of each training cycle. Review programs and manning position designations annually.

1.2.3.4. If applicable, forward supplements to this instruction and other supporting documents to ACC/A3I for review. Review supplements annually.

1.2.3.5. Identify training shortfalls/limiting factors (LIMFACS) that adversely impact combat capability through appropriate channels. Units are required to submit

shortfall/LIMFAC reports (see Attachment 5, Training Shortfall/LIMFAC Report) every four months during the annual Ready Aircrew Program (RAP) training cycle to ACC/A3I and a summary shortfall report at the end of the annual cycle. Prior to submitting the End of Cycle Report, units are reminded to prorate incomplete training as detailed in chapters 4 and 5 of this instruction and the RAP Tasking Memorandum. Negative reports are required. All Reports may be submitted via email, provided it is signed/approved by the Electronic Combat Group Commander (ECG/CC).

1.2.3.6. Publish guidance detailing procedures for student management at the EC-130H Formal Training Unit (FTU), 42 ECS, Davis-Monthan AFB AZ, and maintenance of records for both students and qualified crewmembers.

1.2.4. Squadron supervisors will:

1.2.4.1. Ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned/attached crewmembers.

1.2.4.1.1. Authorize specific, individual crewmembers to carry BMC qualification and will be notified by the squadron training office (DOT) if a CMR designated crewmember fails to maintain CMR status.

1.2.4.2. Review training/evaluation records to determine the training required for newly assigned crewmembers and formal training graduates to achieve BMC/CMR status.

1.2.4.3. Ensure ready aircrew program (RAP) missions further develop basic combat skills/tactical employment, simulating conditions anticipated in the unit mission. Only effective RAP missions will be logged as RAP sorties. See Attachment 2 for RAP mission definitions.

1.2.4.4. Review qualifications and training requirements of Flight Surgeons (FS) and determine appropriate flight restrictions.

1.2.4.5. Determine missions/events in which individual BMC crewmembers will maintain qualification versus familiarization.

1.2.4.6. Determine utilization of BMC crewmembers.

1.2.4.7. Determine how many and which BMC and CMR crewmembers will carry special capabilities/qualifications.

1.2.4.8. Where necessary, identify the supervisory level required for accomplishment of training.

1.2.4.9. Assist the wing/group in developing the unit training programs.

1.2.4.10. Monitor individual assigned/attached aircrew currencies and requirements.

1.2.4.11. Ensure crewmembers are qualified/current for sorties, events, and tasks they are scheduled against.

1.2.4.12. Identify shortfalls for all RAP and non-RAP events. Report shortfalls to the group commander every four months and at the end of the training cycle for incorporation into the Training Shortfall Report. Reports should be based upon a proportion of the full annual RAP requirements. Negative reports are required. All reports may be submitted via e-mail.

1.2.5. Individual crewmembers will:

1.2.5.1. Hand carry all available training records to the gaining unit for qualification and training assessment.

1.2.5.2. Complete training requirements and currencies within the guidelines of this instruction.

1.2.5.3. Participate only in activities for which they are qualified and current.

1.3. Processing Changes:

1.3.1. Forward recommendations for change to this instruction to the ACC/A3 through ACC/A3I on an AF Form 847, *Recommendation for Change of Publication*.

1.3.2. ACC/A3 will:

1.3.2.1. Process recommendations for change.

1.3.2.2. Forward recommended changes to AF/A3O-AT for AF/A3 approval.

1.3.2.3. Address time-sensitive changes by immediate action message.

1.4. Training. Training programs for all COMPASS CALL crewmembers are designed to progress them from basic flying qualification training (Initial Qualification Training (IQT)), or Requalification Training (RQ), to Mission Qualification Training (MQT) and finally to Continuation Training (CT).

1.4.1. For the EC-130H, IQT/RQ and MQT is divided into three Phases, as defined below.

1.4.1.1. Phase 1 is Initial Qualification Training or Requalification.

1.4.1.1.1. All flight crew other than AMTs receive initial training in basic flying duties at the basic C-130 IQT or RQT (Phase 1). Upon completion of this training, pilots, navigators, and flight engineers attain Basic Aircraft Qualification (BAQ). However, pilots, navigators, and flight engineers must complete difference training (i.e., the academic portion of the applicable 42 ECS syllabus and a minimum of two sorties on an EC-130H) before being designated qualified to fly unsupervised in the EC-130H.

1.4.1.1.2. All Mission Crew and AMTs receive combined Phase 1 and Phase 2 training at the 42 ECS.

1.4.1.2. MQT is divided into Phase 2 and Phase 3.

1.4.1.2.1. Phase 2 provides the training necessary to qualify a crewmember in a specific crew position for flying duties needed to perform the COMPASS CALL mission.

1.4.1.2.2. Phase 3 includes additional ground and mission qualification training required to be designated as CMR. Upon completion of Phase 3, the crewmember will have received training in all the basic missions of their specified unit. Crewmembers are then assigned to either a BMC or CMR position.

1.4.2. Continuation Training (CT). The two aspects of CT are non-RAP and RAP requirements. Non-RAP requirements consist of aircrew training in basic flying skills that

ensure safe operation of the aircraft. RAP requirements consist of specific mission-related training and focuses on capabilities needed to accomplish a unit's core tasked missions.

1.4.3. Specialized Training. Specialized training consists of training in special skills necessary to carry out the unit's assigned mission. Specialized training includes crew position upgrades, specialized mission equipment training, quick reaction capabilities (QRC) training, alternate mission equipment (AME) training, etc. and CT to maintain proficiency in special capabilities. Specialized training is accomplished upon assignment to CMR/BMC status. Unless otherwise specified, crewmembers in CMR/BMC positions may hold special certifications/qualifications provided additional training requirements are accomplished.

1.4.3.1. QRCs are capabilities requiring one-time training and certification. Documentation of specialized training will be made in personnel training records. AMEs are capabilities which have formal training and certification requirements and may have RAP requirements as well.

1.4.3.2. The RAP Tasking Memorandum will designate RAP events for specialized mission equipment, number of crews required to meet capability levels and may include any special instructions for QRCs (events, currencies, crews, etc.).

1.4.4. Aircrew Status. As defined in AFI 11-202, Vol 1, *Aircrew Training*, all aircrew will be assigned to CMR, BMC or BAQ status.

1.4.4.1. CMR crewmembers maintain proficiency and qualification in all core missions of the flying unit to which they are assigned or attached. CMR crewmembers maintain currencies that affect CMR status, accomplish all core designated flight training (sorties and events), and all mission ground training. Failure to complete this training or maintain these currencies results in regression to non-CMR (N-CMR) status unless waived by the ECG/CC. While N-CMR, crewmembers may perform missions, including exercises, in which they are current and qualified, similar to BMC crewmembers. CMR positions are filled by crewmembers completing minimum training for the individual to be qualified in all primary missions of the assigned unit and weapon system.

1.4.4.1.1. All combat-coded unit API 1/2/A, flying SQ/CC, and SQ/DO positions are designated CMR positions. The ECG/CC may designate other API-6/B positions not assigned to the flying squadron as CMR. If a unit is overmanned, the SQ/CC may elect to train the front line of the Unit Manning Document (UMD) API-1/2/As to CMR and designate the overage BMC. In this case, priority should be given to designating at least 50% of available inexperienced crewmembers as CMR.

1.4.4.1.2. All NAF or higher API 6/8 evaluator positions, and USAF Weapon School Instructors, will maintain NCMR. All other API 6/8 positions will maintain BMC. ECG/EGV will maintain a list of current API 6/8 flyers along with their assigned N-CMR/BMC training level.

1.4.4.2. BMC crewmembers maintain familiarization with all unit core missions. For those missions in which they maintain familiarization only, BMC crewmembers must be able to attain proficiency and qualification in 30 days or less. BMC crewmembers accomplish all mission-related ground training designated by their attached SQ/CC. Failure to complete BMC required training results in regression to non-BMC (N-BMC) status. While N-BMC, crewmembers may not perform RAP training sorties without

supervision (IAW paragraph 1.5.4.) until a SQ/CC-approved recertification program is completed. BMC positions are filled by crewmembers who complete the minimum training required for the individual to be familiar with all and qualified in some of the primary missions tasked to their assigned unit and weapon system.

1.4.4.2.1. BMC crewmembers may be upgraded to CMR and deploy/participate in any mission for which they are qualified. Minimum upgrade training will be outlined in the supplement to this volume. Additional training will be determined by the SQ/CC.

1.4.4.3. N-CMR/N-BMC. Crewmembers regressing to N-CMR/N-BMC status will accomplish the requirements identified in paragraph 4.7.

1.4.4.4. Unqualified (UQ). Unqualified crewmembers require additional training and a flight evaluation for progression to higher qualification levels. All crewmembers unqualified in the aircraft must perform their duties under the direct supervision of an instructor/evaluator. UQ crewmembers include personnel: enrolled in Initial Qualification Training (IQT); downgraded for lost currency; downgraded for demonstrated lack of ability, or downgraded for failure to meet standards during flight evaluation.

1.4.4.5. Basic Aircraft Qualified (BAQ) (pilots, navigators and flight engineers only). BAQ personnel must undergo Phase 2 and Phase 3 training prior to designation as BMC or CMR. Additional requirements may be defined in the supplement to this volume.

1.5. Training Concepts and Policies:

1.5.1. Units will design training programs to achieve the highest degree of combat readiness consistent with flight safety and resource availability. The need for realistic training must be balanced against the expected threat, aircrew capabilities, and safety. This instruction provides training policies for use with procedures specified in applicable flying/operations publications.

1.5.1.1. Contested Electromagnetic Spectrum (EMS) Operations. All mission training sorties will include at least one contested EMS training event as defined in the latest RAP Tasking Memorandum.

1.5.2. ACC Training Support Squadron (TRSS) will develop and validate training programs when/where tasked.

1.5.3. SQ/CCs must ensure training missions enhance combat capability in squadron-tasked roles and maintain crewmember proficiency. RAP training missions should emphasize basic combat skills using scenarios based on employment plans, location, current intelligence, and opposition capabilities. Use of procedures applicable to combat scenarios is desired, e.g. appropriate use of code words, authentication procedures, combat tactics, safe recovery procedures, tactical deception, in-flight reporting, threat reactions, contested EMS operations, and intelligence briefing/debriefing.

1.5.4. In-flight Supervision. The following personnel must be under direct supervision of an instructor when performing aircrew duties:

1.5.4.1. All unqualified and non-current crewmembers.

1.5.4.1.1. Non-current crewmembers will be supervised when performing those events in which they are non-current.

1.5.4.1.2. Pilots who are unqualified or non-current in the aircraft per Table 4.4. require direct supervision during critical phases of flight.

1.5.4.2. All crewmembers undergoing IQT/MQT. Exception: Pilots undergoing Phase 2 or Phase 3 training must be supervised by an instructor; however, direct supervision is not required.

1.5.4.3. Senior officers as defined in AFI 11-202, Vol 1, and paragraph 2.7.

1.5.4.4. Staff personnel whom the wing/group commander have determined require instructor supervision.

1.5.4.5. Pilots, navigators, and flight engineers receiving air refueling training when within ¼ NM of tanker.

1.5.4.6. Personnel undergoing Upgrade or Specialized training as defined in Chapter 5 or approved training plan. Exception: pilots in upgrade or specialized training only require direct supervision if the training is for skills required during critical phases of flight.

1.6. RAP Policy and Management:

1.6.1. Each RAP qualification level is defined by a total number of RAP sorties, broken down into mission types, plus specific qualifications and currencies as determined by ACC and unit commanders.

1.6.2. The total number of RAP sorties is the primary factor for maintaining an individual's qualification level. The breakout of sortie/mission types is provided as a guideline, variations in sortie/mission types may be used as a basis for determining qualification level. Qualification is determined by the SQ/CC in consideration of ACC guidance and crewmember capabilities.

1.6.3. An effective RAP sortie requires accomplishment of a mission sortie. The RAP tasking memorandum takes precedence over Attachment 2 to determine crediting of a RAP sortie.

1.6.4. The SQ/CC's first priority should be to train all designated crewmembers to CMR.

1.6.5. Progression from BMC to CMR requires:

1.6.5.1. A 1-month lookback at the higher sortie rate.

1.6.5.2. Qualification in all core missions required at CMR.

1.6.5.3. Confirmation that the progressed crewmember can complete the prorated number of sortie/event requirements remaining at CMR by the end of the training cycle.

1.6.5.4. Completion of mission-related ground training, to include a current verification or certification (see Table 4.1.).

1.6.5.5. SQ/CC certification.

1.6.6. CMR/BMC crewmembers will fly the required monthly sortie rate. If unable, refer to regression in paragraph 4.10.

1.6.7. Aircrew Experience Level. Experience levels identify the number of events needed by aircrews to maintain BAQ, BMC, or CMR. "Inexperienced" identifies crewmembers with less experience. They require additional training events to enhance their proficiency and remain CMR. "Experienced" aircrews have a higher level of expertise and require fewer repeat training events to maintain BMC/CMR status. The flying hour requirements for a crewmember to be considered experienced are listed in Table 1.1.

1.6.8. Crewmembers are classified as "inexperienced" when initially certified BMC/CMR by the squadron commander. Squadron commanders may reclassify crewmembers as "experienced" when they meet minimum hours in Table 1.1. and demonstrate sufficient proficiency to handle the reduced continuation training requirements. Squadron training will document reclassification to "experienced" in the crewmember's training record.

1.6.9. End-of cycle training requirements are based upon the crewmember's experience level on the last day of the current cycle. See Table 1.1. for definitions of crewmember experience.

1.6.10. Units converting to another Mission Design System (MDS) or undergoing aircraft block modification may fly crewmembers in CMR positions at the BMC rate until one month prior to reaching initial operating capability (IOC) if the UTE rate will not support CMR sortie rates.

1.6.11. The aircrew training cycle is based on the annual RAP cycle. Units will complete training requirements during the appropriate training cycle unless otherwise excepted.

Table 1.1. EC-130H Experienced Crewmember Requirements.

Crew Position	Total Hours ¹	C-130 Hours ¹	EC-130H Hours
Aircraft Commander	1200	300	200 ²
Pilot ³	1000	300	100
	700	500	100
Navigator	800	300	100
Flight Engineer	1500	200	100
	400	300	100
Senior Mission Crew Commander	600	-	500
Mission Crew Commander	500	-	300
Mission Crew	300	-	150
AMT	750	-	300
	450	-	450

Notes:

1. Includes COMPASS CALL Mission Crew Simulator (CCMCS)/Operational Flight Trainer (OFT)/Weapons System Trainer (WST) for all crewmembers except AMTs.
2. EC-130H hours after certification as pilot-in-command.
3. Applicable for this volume unless otherwise noted in the current RAP tasking message.

1.7. Training Sortie Program Development:

1.7.1. RAP sortie and event requirements (see Attachment 2 for definitions) apply to CMR/BMC aircrew as well as those carrying special capabilities or qualifications. The standard sortie requirements in the annual RAP tasking memorandum establishes the minimum number of sorties per training cycle for CMR/BMC levels of training. The annual RAP tasking memorandum takes precedence over this instruction, and may contain an updated sortie requirement or missions/events not yet incorporated into Attachment 2.

1.7.2. Non-RAP requirements must be considered in addition to RAP requirements.

1.7.3. Collateral or Cost-of-Business sortie requirements must be considered when developing unit flying hour programs. These sorties are not directly related to combat employment training but are necessary in day-to-day unit operations. These include, but are not limited to, ferry flights, incentive/orientation flights, deployments, and air shows. For each annual RAP training cycle, HQ ACC should allocate a block of sorties to each unit for these purposes.

1.7.4. Unit flying hour programs are allocated a number of attrition sorties that compensate for non-effective training. Attrition sorties are logged when a training sortie, RAP or non-RAP, is planned but a major portion of training valid for that mission is not accomplished. Attrition can be caused by poor weather, air aborts, etc. In order to accurately allocate the number of attrition sorties, it is essential that attrition sorties are logged appropriately.

1.8. Training Records and Reports:

1.8.1. Units will maintain aircrew records for individual training and evaluations IAW the following instructions, as supplemented:

1.8.1.1. AFI 11-202, Vol 1, *Aircrew Training*.

1.8.1.2. AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program*.

1.8.1.3. AFI 11-401, *Aviation Management*.

1.8.1.4. AFI 11-421, *Aviation Resource Management*.

1.8.1.5. ACCI 11-464, *Training Records and Performance Evaluation in Formal Flying Training Programs*.

1.8.1.6. AFI 36-2201 Vol. 1-6, *Air Force Training*.

1.8.2. Track the following information for all aircrew:

1.8.2.1. Ground training.

1.8.2.2. Accomplished individual sorties, RAP sorties, sortie types, and events cumulatively for the AEF training cycle.

1.8.2.3. RAP sortie accomplishments using 1-month and 3-month running totals for lookback.

1.8.2.4. Currencies.

1.8.3. Permanent Flying Training Folders will be maintained IAW the above listed regulations and will reside in the respective operational flying squadron training office. To preclude unauthorized access, folders will be under positive control at all times. The AF

Form 614, *Charge Out Record*, will be used any time the training folder is removed from the 42 ECS. Upon PCA/PCS to another flying unit an AFORMS printout will be placed in the permanent flying training record and the record will be hand-carried to the gaining unit.

1.8.3.1. The DMAFB Form 92, *Grade Book Cover*, will be placed on the outside of the training folder with all required data completed. The folder will be divided into four sections. Six-part folders will be used. The folder will be arranged as follows:

1.8.3.1.1. Section 1. Training Record Review

1.8.3.1.2. Section 2. Mission Qualification Training (MQT)/Continuation Training (CT)

1.8.3.1.2.1. Combat Mission Ready (CMR) Certification

1.8.3.1.2.2. Other Certification Letters, (e.g. Difference Training, Touch and Go).

1.8.3.1.2.3. Memos for Record

1.8.3.1.3. Section 3. Activity Record

1.8.3.1.3.1. ACC Form 166, *Student Activity Record*

1.8.3.1.3.2. ACC Form 206, *Individual Mission Grade Sheets*

1.8.3.1.4. Section 4. Aircrew Specialty Training

1.8.3.1.4.1. Enlisted:

1.8.3.1.4.1.1. Career Field Education and Training Plan (CFETP)

1.8.3.1.4.1.2. AF Form 2096/PC III *Source Document for Classification/OJT Training Action*

1.8.3.1.4.1.3. Career Development Course (CDC) correspondence

1.8.3.1.4.2. Officers:

1.8.3.1.4.2.1. Miscellaneous Correspondence

1.8.3.1.5. Section 5. Language Records (if applicable)

1.8.3.1.5.1. Defense Language Proficiency Training (DLPT) scores

1.8.3.1.5.2. Cryptologic Skills Proficiency Test (CSPT) Documentation

1.8.3.1.5.3. Significant Language Training Event (SLTE) documentation/certificates

1.8.3.1.6. Section 6. Language Remedial Training Records (if applicable)

1.8.3.1.6.1. Individual Language Training Plan (ILTP)

1.8.3.1.6.2. Phase I/II Entry Letters

1.8.3.1.6.3. Letter Removing Individual from Remedial Training

1.8.3.1.6.4. Skill Level/AFSC Waivers

1.9. Aircrew Utilization Policy:

1.9.1. Commanders should ensure wing/group tactical crewmembers (API-1/2/6/A/Bs) fill authorized positions IAW UMD and that aircrew status is properly designated. The overall objective is that crewmembers perform combat-related duties. Supervisors may assign crewmembers to valid, short-term tasks (escort officer, mishap board member, etc.) but must continually weigh the factors involved, such as level of aircrew tasking, flying proficiency, and experience. Inexperienced crewmembers in the first year of initial operational assignment will be limited to duties directly related to combat/combat training activities.

1.9.2. Commanders will ensure wing/group staff crewmembers (API-6/Bs) perform duties justified in HQ ACC manpower standards documents and authorized in UMDs.

1.9.3. Crewmembers will not perform long-term duties that detract from the primary duties of training for, or performing, the unit flying mission.

1.10. Sortie Allocation Guidance:

1.10.1. Inexperienced API-1/2/A crewmembers should receive sortie allocation priority over experienced crewmembers. Priorities for sortie allocation are as follows:

1.10.1.1. Operational Units. CMR/API-1/2/A, MQT API-1/2/A, CMR API-6/B, MQT API-6/B, BMC (to include API-5 aircrew physicians).

1.10.2. Wing API-6/B flying authorizations are IAW UMDs.

1.10.3. API-8/D (above wing level) flying authorizations will be IAW AFI 11-401 and HQ ACC guidance. These individuals will fly the BMC rate, but are not required to complete BMC specific missions/events or meet monthly lookback requirements. Non-RAP requirements will be accomplished within the BMC number of sorties. Wings are allocated flying hours for attached API-8/Ds.

1.11. Waiver Authority:

1.11.1. With MAJCOM/A3 approval, waiver authority for all requirements of the RAP tasking memo is the OG/CC. Additional guidance may be provided in the memo. Unless specifically noted otherwise in the appropriate section, and also with MAJCOM/A3 approval, the OG/CC may adjust individual requirements in Chapter 4, Chapter 5, and Chapter 6, on a case-by-case basis, to accommodate variations in aircrew member experience and performance. For all other provisions of this volume, and IAW AFI 11-202 Vol 1, the waiver authority is MAJCOM/A3. Waiver authority for supplemental guidance will be as specified in the supplement and approved through higher level coordination authority.

1.11.2. Units subordinate to a NAF will forward requests directly to ACC/A3I and provide their NAF/A3 with an informational copy. Follow the format as listed in Attachment 6.

1.11.3. Unless otherwise indicated, waivers to this instruction will be valid until the end of the annual RAP training cycle.

1.11.4. Test Units. MAJCOMs possessing EC-130H models as a result of modification or test programs may supplement or change requirements of this volume as dictated by test requirements.

1.11.5. Formal Course Waivers.

1.11.5.1. Waiver for In-Unit IQT/RQ/Upgrade (Phase 1).

- 1.11.5.1.1. In-Unit IQT/RQ/Upgrade is defined in this Instruction as that C-130 IQT/RQ/Upgrade training normally performed at the Basic C-130 FTU, Little Rock AFB AR. In-Unit IQT/RQ/Upgrade will be conducted using the appropriate C-130 Aircrew Training System (ATS) IQT, RQ, or instructor upgrade syllabus. In-Unit IQT/RQ/Upgrade waivers will be requested as detailed in this paragraph. When In-Unit IQT/RQ/Upgrade training is authorized, ACC assumes responsibility for the burden of providing this training.
- 1.11.5.1.2. ACC/A3 is the approval authority to conduct In-Unit IQT/RQ/Upgrade and is the waiver authority to change the formal requirements of In-Unit IQT/RQ/Upgrade training.
- 1.11.5.2. Waiver for Phase 1/Phase 2 training. ACC/A3I is the waiver authority for all ACC/A3-approved training syllabi taught at the 42 ECS.
- 1.11.5.3. Waiver requests for Phase 1 and Phase 2 training will be submitted IAW Attachment 6.

Chapter 2

INITIAL QUALIFICATION TRAINING (PHASE 1) AND MISSION QUALIFICATION TRAINING (PHASE 2)

2.1. General. This chapter outlines Phase 1 and Phase 2 training of crewmembers into the EC130H aircraft and includes IQT/RQT and portions of MQT. Mission crew and AMTs will complete Phase 1 training at the 42 ECS IAW this chapter. All crewmembers will complete Phase 2 training at the 42 ECS IAW this chapter. All crewmembers will complete Phase 3 training at their assigned operational squadron as described in Chapter 3.

2.1.1. Formal EC-130H Phase 1 and Phase 2 training is administered by the 42 ECS in accordance with HQ ACC/A3-approved course syllabi.

2.1.1.1. All IQT/MQT students will be assigned to the 42 ECS while enrolled in ACC-approved syllabi until the completion of Phase 2 training. Any IQT/MQT student assigned to an operational squadron prior to completing phase 2 training must be approved by ECG/CC. Students may be assigned to operational units while awaiting class start dates.

2.1.2. The 42 ECS will normally perform all student academics, course management and registrar duties. Formal syllabus training in the aircraft and CCMCS will normally be conducted under the supervision of the 42 ECS when conducted during any other squadron's sorties.

2.1.2.1. During Phase 1 and 2 training, students will be managed by the Student Training Flight Commander. Academic training is scheduled by the 42 ECS Registrar in coordination with course managers and civilian contractors. Part-task training, CCMCS training and flying training for Phase 2 is coordinated and monitored via course managers/civilian contractors through the training offices of the 42 ECS.

2.1.3. Pilots, navigators, and flight engineers must complete Basic C-130 Phase 1 training (IQT/RQ) prior to beginning Phase 2 training. They must have a current C-130 INSTM/QUAL AF Form 8, *Certificate of Aircrew Qualification* (Flight Engineer and Navigator QUAL only), and be less than 6 months non-current in any flight event designated in Table 4.4.

2.1.4. Requalify crewmembers IAW paragraph 4.7.

2.1.5. Mobility Pilot Development (MPD) Graduates with a current BAQ Pilot Qualification evaluation will be trained and evaluated in the right seat IAW the ACC EC130H Pilot Syllabus.

2.1.6. Approval authority for proficiency advancement and additional training event requests is delegated to the 42 ECS/CC IAW Chapter 2 of the ACC EC-130H, COMPASS CALL, aircrew formal training syllabi.

2.2. In-Unit IQT/RQT (Phase 1) (Pilot/Navigator/Flight Engineer only):

2.2.1. When Phase 1 C-130 FTU training is not available, Phase 1 may be administered by the 42 ECS IAW the provisions of this paragraph. IAW 11-202, Vol 1, training must be

initiated within 45 days of reporting for duty and completed as specified in the applicable syllabus.

2.2.2. Waivers must be approved IAW paragraph 1.11. ACC/A3 is the approval authority to conduct In-Unit IQT/RQT and the waiver authority for changes to requirements.

2.2.3. Successful completion of In-Unit IQT/RQ requires the crewmember to complete an aircraft qualification and instrument evaluation (as applicable) IAW AFI 11-202, Vol 2, and AFI 11-2EC-130H, Vol 2.

2.2.4. IQ/RQ flight evaluations not conducted at the Basic C-130 FTU may be accepted from other MAJCOMs provided they meet ACC and unit standards.

2.3. Prerequisites. Course prerequisites are IAW the appropriate formal course syllabus and the Education & Training Course Announcements (ETCA). Submit waivers IAW para. 1.11.

2.4. Ground Training.

2.4.1. Ground training events meeting time requirements listed in Table 4.1., accomplished during Phase 1 and 2 training, will be credited toward CT requirements. Items from Table 2.1. and grounding items from Table 4.1. must be completed prior to the first flight.

2.4.2. Examinations must satisfy the requirements of AFI 11-202, Vol 2, AFI 11-2EC-130H, Vol 2 and HQ ACC guidance.

2.5. Flying Training:

2.5.1. Mission sequence and prerequisites will follow the appropriate formal course syllabus.

2.5.2. Formal course syllabus mission objectives and tasks are the minimum requirements for Phase 1 and Phase 2 training. Additional training due to lack of student progression is available within the constraints of the formal course syllabus.

2.5.3. Training may be conducted on operational missions.

2.5.4. BAQ flight crew will log non-RAP events listed in Table 4.4.

2.5.5. Aircraft Commanders.

2.5.5.1. Pilots undergoing Phase 2 training will not be designated as pilot-in-command. For pilots awaiting Phase 2 training, certification as Aircraft Commander and designation as pilot-in-command is at the discretion of the SQ/CC.

2.5.5.2. Cross-flow Pilots. Cross-flow pilots are previous aircraft commanders from other aircraft, with no prior C-130 pilot qualification. Manage training IAW paragraph 5.4.3. of this volume. Table 5.1. does not apply to cross-flow pilots trained as pilots in the left seat at the Basic C-130 FTU.

2.5.5.3. Pilots transitioning from rotary-wing aircraft will be trained as MPD Graduates unless they have a minimum of 500 hours of fixed-wing time (including undergraduate pilot training (UPT) flying time).

2.6. Time Period for Phase 1 and Phase 2 Training:

2.6.1. Training will be completed within the time specified by the syllabus. Failure to meet the specified time limit requires notification to ACC/A3 through ACC/A3I with the

crewmember's name and rank, reason for delay, planned actions, and estimated completion date.

2.6.2. Aircrew requiring training, including requalification or recurrency training, prior to entering a formal syllabus must start flying within 45 days of reporting for duty IAW AFI 11-202, Vol 1. This training will be completed within 60 days of starting training.

2.7. Phase 1 and 2 training for Senior Officers (Colonel Selects and Above): AFI 11202, Vol 1, identifies senior officer qualification requirements. Officers selected to command a flying wing or group (and their vices/deputies) will complete initial qualification and/or initial mission qualification prior to assuming command. Waivers to this policy require COMACC approval.

2.7.1. Electronic Combat Group Commanders (ECG/CC) should at minimum be BMC in the EC-130H and may be a fully certified flight examiner. These individuals are not required to maintain instructor certification or CMR status.

2.7.1.1. Pilot or navigator group commanders may attain BAQ status through attending either initial or requalification courses (as required) or the Senior Officer "C" Course. Flight crew will normally attend training at the Basic C-130 FTU.

2.7.1.2. Pilot and navigator group commanders who attend the Senior A or B Course may have restrictions removed from their AF Form 8 in conjunction with a Mission Evaluation as part of Phase 3 training. Evaluation will be a combined Mission/Qualification evaluation.

2.7.1.3. SRMCC/MCCs will attend formal Phase 1 and Phase 2 training at the 42 ECS. SRMCC/MCCs will attend a SOC developed and administered by the 42 ECS.

2.7.2. All other senior officers will attend a Senior Officer Course (SOC). Flight Crew SOC is conducted at the Basic C-130 FTU. Senior officers who were previously qualified C-130 pilots or navigators do not need to attend the Basic C-130 FTU SOC unless unqualified for more than 5 years.

2.7.3. Senior officers must meet course entry prerequisites and will complete all syllabus requirements unless waived IAW this chapter and paragraph 1.11.

2.7.4. Senior officers enrolled in any SOC are in formal training status.

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

2.8.1. Flight Surgeons will complete a qualification examination (pertaining to their primary assigned aircraft) administered by Standardization-Evaluation (Stan/Eval) and all training required by Table 4.2.

Table 2.1. Ground Training Required for Phase 1 and Phase 2 Training.

Subject ¹	Reference Directive	Grounding	Affect CMR/ BMC	Notes
NOTE: Waiver authority for the ground training specified is IAW the reference directive. This list is intended as a single source reference. Where discrepancies exist, reference directive takes precedence. Credit ground training accomplished during Phase 1, 2, and 3 toward CT requirements for the training cycle in which it was accomplished.				
AIRCREW TRAINING				
Initial Crew Resource Management (CRM)	AFI 11-290	Yes	No	
Initial Physiological Training	AFI 11-403	Yes	No	
Marshalling Exam	AFI 11-218	Yes	No	2
AIRCREW LIFE SUPPORT INITIAL TRAINING				
LL01, LSFT	AFI 11-301, Vol 1	Yes	No	3
LL03, Egress Training	AFI 11-301, Vol 1	Yes	Yes	
INITIAL SURVIVAL TRAINING				
SS01, LAS	AFI 16-1301	Yes	No	3
SS20, Basic Survival, SV-80A	AFI 16-1301	Yes	No	
SS31, Basic Water Survival, Parachute, S-V86-A	AFI 16-1301	Yes	No	
Notes:				
1. See Attachment 2 for Event definitions. All initial training events meet the requirements for their corresponding recurring event listed in Table 4.1.				
2. Test is required for pilots, flight engineers, navigators, and AMTs within 30 days of Permanent Change of Station (PCS). Not required if tested at a formal school within the previous 6 months.				
3. Once per assignment, prior to first flight.				

Chapter 3

MISSION QUALIFICATION TRAINING (PHASE 3)

3.1. General. Phase 3 training is required to upgrade EC-130H aircrew to CMR/BMC and includes portions of MQT. Phase 3 training will be completed within 90 days of graduation from Phase 2 training.

3.2. Ground Training:

3.2.1. Ground training accomplished during Phase 3 will be credited toward CT requirements, provided it meets the time requirements listed in Table 4.1.

3.2.2. Complete all training listed in Tables 3.1. and 4.1. which affect CMR/BMC status. Aircrew members who have completed initial training events do not need to reaccomplish them. If the training is not current, the appropriate refresher training listed in Table 4.1. must be accomplished.

3.3. Senior Officer Qualification:

3.3.1. Only those senior officers (colonel selects and above) assigned to positions designated as requiring operational flying will undergo Phase 3 training.

3.3.2. Wing/Vice Wing Commanders and Group/Deputy Group Commanders who qualify in an EC130H as their primary aircraft will complete all Phase 3 training necessary to be designated as BMC.

3.3.3. Senior officers occupying a primary position and performing flight evaluations for unqualified pilots/navigation/SRMCCs/MCCs will be fully qualified instructors. These crewmembers will complete all Phase 3 training necessary to be designated as BMC and may fly unsupervised.

3.3.4. Senior officers occupying a primary position requiring instructor supervision will complete Phase 3 training as determined by the ECG/CC.

Table 3.1. Ground Training Required for Phase 3 Training.

Subject ¹	Reference Directive	Grounding	Affect CMR/ BMC	Notes
NOTE: Waiver authority for the ground training specified is IAW the reference directive. This list is intended as a single source reference. Where discrepancies exist, the reference directive takes precedence. Ground training accomplished during Phase 1, 2, and 3 training may be credited toward CT requirements for the training cycle in which it was accomplished.				
MOBILITY TRAINING				
CBRN Defense Awareness and Survival Skills - Initial (Ground Ensemble)	AFI 10-2501 AFI 36-2201, Vol 1	No	Yes	
Small Arms Training - Initial	AFI 36-2226 AFI 31-207	No	Yes	
Self-Aid/Buddy Care - Initial	AFI 36-2238	No	Yes	
AIRCREW TRAINING				
Aircrew Chemical Defense Task Qualification Training (ACDTQT) - Initial	AFI 11-2EC-130H, Vol 1	No	Yes	
Verification Training - Initial	AFI 11-2EC-130H, Vol 1	No	Yes	
VTRAT - Initial	AFI 11-2EC-130H, Vol 1	No	CMR	2
AIRCREW LIFE SUPPORT TRAINING				
LL 05, Egress Training with ACDE	AFI 11-301, Vol 1	No	Yes	3
Notes:				
1. See Attachment 2 for Event definitions. All initial training events meet the requirements for their corresponding recurring event listed in Table 4.1.				
2. Applies to all aircrew members.				
3. Required before first flight with ACDE.				

Chapter 4

CONTINUATION TRAINING

4.1. General. This chapter specifies training requirements for BAQ, BMC, and CMR crewmembers. Crewmembers must be qualified IAW AFI 11-202, Vol 2, and AFI 11-2EC-130H, Vol 2, and complete Phase 1 and 2 training to maintain BAQ status and Phase 3 training to maintain BMC/CMR status.

4.2. Ground Training:

4.2.1. Table 4.1. designates ground training requirements for all crewmembers. For grounding items, crewmembers will not perform flight duties until training for the item has been accomplished. For mission-ready items, crewmembers will be regressed to NCMR/N-BMC until training for the item has been accomplished.

4.2.2. Ground training accomplished during Phase 1, 2, and 3 training will be credited toward CT requirements, provided the currency requirements listed in Table 4.1. are met.

4.2.3. Most ground training events do not follow the AEF training cycle. Currency expires on the last day of the calendar month indicated for expiration in Table 4.1.

4.2.4. Waivers for Aircrew Flight Equipment Continuation Training (AFECT) events will be routed through the ECG Aircrew Flight Equipment Officer and reviewed and forwarded IAW guidance in AFI 11-301, Vol 1, *Aircrew Flight Equipment (AFE) Program*, with ACC/A3I as an informational addressee.

4.2.5. Waivers for Code of Conduct Training (CoCCT) events will be routed through the wing Survival, Evasion, Resistance, and Escape (SERE) Program Manager and reviewed and forwarded IAW AFI 16-1301, Vol 1, *Survival, Evasion, Resistance, and Escape (SERE) Program*, with ACC/A3I as an informational addressee.

4.2.6. Situational Emergency Procedures Training (SEPT). SEPTs are designed to review abnormal/emergency procedures and aircraft systems operations during realistic scenarios. SEPTs should be accomplished in crew-sized groups so all members may fully participate. An abnormal or emergency situation should be presented and the crew should discuss actions necessary to cope with the malfunction and carry it to a logical conclusion. Discussion of affected system indications, effects on other systems, aircraft performance, mission degradation, and crew coordination should be included. Emergency procedures and special interest items should be emphasized.

4.2.6.1. SEPT discussions are normally conducted on the ground, but continuation of the training may be conducted in flight on a limited basis IAW the restrictions of paragraph A4.13. These airborne SEPTs will be tailored to the particular SEPT discussed during preflight planning.

4.2.6.2. Document SEPT accomplishment on the Go/No-go portion of FCIF review. Crewmembers will not fly unsupervised unless a SEPT was accomplished during the current or previous month.

4.2.6.3. Confidence maneuvers accomplished in conjunction with a SEPT will be conducted in accordance with local guidance.

4.2.7. Ground training event definitions are contained in Attachment 2.

4.3. Flying Training:

4.3.1. Flight Crew non-RAP requirements are listed in Table 4.3. Annual RAP requirements are published in the RAP Tasking Memorandum. Currencies are listed in Table 4.4.

4.3.2. Failure to accomplish requirements of Table 4.3. during the annual training cycle will not affect BMC/CMR status, but will require additional training IAW paragraph 4.10.

4.3.3. Do not credit landings or air refueling events in the simulator toward events in Tables 4.3. or 4.4. unless the events are accomplished in a Level D simulator.

4.3.4. BAQ Requirements. BAQ crewmembers will complete a qualification evaluation (IAW AFI 11-202, Vol 2, and AFI 11-2EC-130H, Vol 2); all ground training items in Table 4.1. which do not affect BMC/CMR status; non-RAP requirements in Table 4.3.; and non-RAP currencies in Table 4.4. **EXCEPTION:** Air-to-Air Refueling (AAR) qualified BAQ crewmembers are required to complete AAR requirements in the RAP Tasking Memorandum and AAR currencies in Table 4.4.

4.3.5. BMC Requirements. BMC crewmembers will:

4.3.5.1. Complete all requirements for BAQ status.

4.3.5.2. Complete a mission evaluation IAW AFI 11-202, Vol 2, as supplemented, and AFI 11-2EC-130H, Vol 2.

4.3.5.3. Maintain all currencies in Table 4.4.

4.3.5.4. Accomplish RAP requirements in the annual RAP tasking memorandum.

4.3.5.5. Accomplish all ground training items in Table 4.1. which affect BMC status.

4.3.5.6. Maintain the RAP sortie rate (lookback) detailed in Table 4.5.

4.3.5.7. Maintain non-RAP BMC annual requirements in Table 4.3.

4.3.6. CMR Requirements. CMR crewmembers will:

4.3.6.1. Complete all requirements for BMC status.

4.3.6.2. Accomplish all ground training in Table 4.1.

4.3.6.3. Maintain non-RAP CMR annual requirements in Table 4.3.

4.3.7. Instructor/Evaluator Training Requirements. Instructors/Evaluators will be current and qualified/certified in all events which they instruct/evaluate. Instructors/Evaluators will maintain BMC status at a minimum to instruct/evaluate RAP events.

4.3.7.1. Instructors/Evaluators may log 50% of their RAP requirements while instructing/evaluating with the exception of takeoffs, landings or pilot air refueling if the Instructor/Evaluator is not manipulating a set of controls. Instructors/Evaluators may log greater than 50% of their RAP requirements if they are physically performing the maneuver as a demonstration while instructing/evaluating.

Table 4.1. Continuation Ground Training.

Subject ¹	Frequency	Reference Directive	Grounding	Affect CMR/ BMC	Notes
NOTE: Waiver authority for the ground training specified is IAW the reference directive. This list is intended as a single source reference. Where discrepancies exist, the reference directive takes precedence. Ground training accomplished during Phase 1, 2, and 3 training may be credited toward CT requirements. Unless noted, training applies to all aircrew members.					
MOBILITY TRAINING					
CBRN Defense Awareness (CBT) and CBRN Defense Survival Skills (Hands on Training)	24 Mos.	AFI 10-2501 AFI 36-2201, Vol 1	No	Yes	14
Small Arms Training	A/R	AFI 36-2226 ACC SUP AFI 31-207 ACC SUP	No	Yes	13
Use of Force Training	A/R	AFI 31-207 ACC SUP	No	Yes	13
Intelligence Training	12 Mos.	AFI 11-2EC-130H, Vol 1	No	CMR	
Tactics Training	12 Mos.	AFI 11-2EC-130H, Vol 1	No	CMR	
ISOPREP Review	6 Mos.	JP 3-50	No	CMR	
Self-Aid/Buddy Care	24 Mos.	AFI 36-2238	No	CMR	11
Law of Armed Conflict	24 Mos.	AFI 36-2201, Vol1	No	CMR	
AIRCREW TRAINING					
ACDTQT	20 Mos.	AFI 11-2EC-130H, Vol 1 And AFI 10-2501	No	CMR	
Flight Engineer Systems Refresher	12 Mos.	AFI 11-2EC-130H, Vol 1	Yes	No	4
Simulator Refresher	12 Mos.	AFI 11-2EC-130H, Vol 1	Yes	No	2
AME System Refresher	12 Mos.	AFI 11-2EC-130H, Vol 1	No	Yes	10
VTRAT Refresher	12 Mos.	AFI 11-2EC-130H, Vol 1	No	CMR	
TERPS	18 Mos.	AFI 11-2EC-130H, Vol 1	No	Yes	4
Instrument Refresher Course (IRC)	Every 4 th Quarter	AFMAN 11-210	No	No	9
CRM Refresher	24 Mos.	AFI 11-290	Yes	No	
Flight Physical	12 Mos.	AFI 48-123 AFI 44-170	Yes	No	5
Physiological Refresher	5 Years	AFI 11-403	Yes	No	
Communications Training	12 Mos.	AFI 11-2EC-130H, Vol 1	No	CMR	6
Verification Training -Refresher	18 Mos.	AFI 11-2EC-130H, Vol 1	No	Yes	3
AIRCREW FLIGHT EQUIPMENT CONTINUATION TRAINING (AFECT)					
LL 03, EET	12 Mos.	AFI 11-301, Vol 1	Yes	No	7
LL 04, ACDT	12 Mos.	AFI 11-301, Vol 1	No	CMR	
LL 06, ALSE	12 Mos.	AFI 11-301, Vol 1	No	CMR	
Code of Conduct Continuation Training (CoCCT)					
SS02, CST	36 Mos.	AFI 16-1301	No	CMR	7, 8
SS03, CAC	36 Mos.	AFI 16-1301	No	CMR	7, 8
SS05, WST	36 Mos.	AFI 16-1301	No	CMR	8
SS06, EPT	36 Mos.	AFI 16-1301	Yes	No	
SS07, CSI	Within 60d of deploy	AFI 16-1301	No	CMR	12
AIR FORCE AWARENESS PROGRAM TRAINING					

Subject ¹	Frequency	Reference Directive	Grounding	Affect CMR/ BMC	Notes
Fire Extinguisher	Upon PCS or 4 yrs	AFI 11-2EC-130H, Vol 1	No	No	
Notes: 1. See Attachment 2 for Event definitions. 2. Applies to pilots, navigators, and flight engineers. May be extended to 17-month frequency at discretion of SQ/DO. 3. N/A for flight engineers and AMT. 4. Applies to flight engineers. May be extended to 17-month frequency at discretion of SQ/DO. 5. Physicals become due 12 months (366 days) from the last PHA completion date. 6. Applies to all pilots, navigators, flight engineers, MCCs, and MCSs. Unit CRO manages training. 7. If a crewmember becomes delinquent while in temporary duty (TDY) 45 or more days, where training capability does not exist, training will be accomplished prior to first flight after return to home station. 8. Accomplished once per assignment not to exceed 36 months. 9. Applies to pilots and navigators. For example, if taken in Aug 10, will need to complete by Sep 11; if taken Jan 11, will need to complete by Mar 12. 10. Applies to all crewmembers certified in AME. 11. Required every 24 months for infrequent deployers. Required 3 months prior to deployment. 12. Required for HRC personnel as directed by combatant commands. 13. ACC aircrew are assigned to Arming Group B and will receive training prior to deployment. 14. CBRN Defense Awareness Hands on Training is required prior to deployment.					

Table 4.2. Flight Surgeon and Flight Test Engineer Training.

Subject ¹	Frequency	Reference Directive	Grounding	Affect Mobility Status	Notes
NOTE: Waiver authority for the ground training specified is IAW the reference directive. This list is intended as a single source reference. Where discrepancies exist, the reference directive takes precedence. Ground training accomplished during Phase 2 training may be credited toward CT requirements for the training cycle in which it was accomplished.					
MOBILITY TRAINING					
CBRN Defense Awareness and Survival Skills (Ground Ensemble) Refresher	24 Months	AFI 10-2501 AFI 36-2201, Vol 1	No	Yes	2, 5
ISOPREP Review	6 Months	AFI 14-105	No	Yes	2, 5
AIRCREW TRAINING					
Initial CRM	One-time requirement	AFI 11-290	No	Yes	
Flight Physical	12 Months	AFI 48-123	Yes	No	7
Physiological Refresher	3-5 Years	AFI 11-403	Yes	No	

AIRCREW FLIGHT EQUIPMENT CONTINUATION TRAINING (AFECT)					
LL01, LSFT	Initial	AFI 11-301, Vol 1	Yes	No	
LL03, EET	60 days	AFI 11-301, Vol 1	Yes	No	4
LL04, ACDT	12 Months	AFI 11-301, Vol 1	No	Yes	2, 5
LL06, ALSE	60 days	AFI 11-301, Vol 1	No	Yes	4
Code of Conduct Continuation Training (CoCCT)					
SS02, CST	36 Months	AFI 16-1301	No	Yes	2, 3, 5
SS03, CAC	36 Months	AFI 16-1301	No	Yes	2, 3, 5
SS05, WST	36 Months	AFI 16-1301	No	Yes	2, 3, 5
SS06, EPT	36 Months	AFI 16-1301	Yes	No	6
SS07, CSI	Within 60 days of deployment	AFI 16-1301	No	Yes	6
Notes:					
1. See Attachment 2 for event definitions.					
2. Flight Surgeons without a mobility requirement do not need to accomplish.					
3. Accomplished once per assignment not to exceed 36 months.					
4. WG LSO may waive up to 180 days, depending on frequency of and familiarity with flying.					
5. Not applicable to flight test engineers.					
6. Required for HRC personnel as determined by combatant commands.					
7. Physicals become due 12 months (366 days) from the last PHA completion date.					

Table 4.3. Flight Crew Non-RAP 12-Month Requirements.

Crew Position	Requirement¹	BAQ/BMC INEXP/EXP	CMR INEXP/EXP
Aircraft Commander	Basic Sortie	18/6	24/12
	Local Proficiency Sortie ²	3/2	4/2
	Landings ³		
	Day	18/6	24/12
	Night	4/2	6/3
	Touch-and-Go	2/2	3/2
	Instrument Approach ³		
	Precision Approach	12/4	18/8
	Nonprecision Approach	12/4	18/8
	Expendables Event ⁴	2/2	3/3
Reverse Taxi	2/0	2/0	
Pilot ⁵	Basic Sortie	18/12	24/18
	Local Proficiency Sortie ²	3/2	4/3
	Landings ³		
	Day	36/24	48/36
	Night	8/4	12/9
	Instrument Approach ³		
	Precision Approach	12/8	18/12
	Nonprecision Approach	12/8	18/12
	Expendables Event ⁴	2/2	3/3
	Reverse Taxi	3/2	3/2
Navigator	Basic Sortie	18/6	24/12
	Navigation Route ²	3/2	5/3
	Expendables Event ⁴	2/2	3/3
Flight Engineer	Basic Sortie	18/6	24/12
	Expendables Event ⁴	2/2	3/3
AMT	Basic Sortie	18/6	24/12
	Expendables Event ⁴	2/2	3/3
	Reverse Taxi	2/0	2/0
Mission Crew	Expendables Event	2/2	3/3
Notes:			
1. Instructors and Flight Evaluators may log requirements while instructing/evaluating in accordance with para 4.3.7.1.			
2. Dual log as a Basic Sortie.			
3. May log 100% in a Level D or better WST.			
4. Does not apply to BAQ aircrew.			
5. Includes MPD Graduates and cross-flow pilots.			

Table 4.4. Event Currencies (Days).

Event	Pilot¹	Navigator	Flight	AMT	Mission	Notes
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			Engineer		Crew ²	
Takeoff	45	--	--	--	--	3, 6
Landing	45	--	--	--	--	3, 6
Night Landing	120	--	--	--	--	
Left Seat Landing	60					4, 6
Instrument Approach	45	--	--	--	--	3, 6
Navigation Route	--	180	--	--	--	6
Air-to-Air Refueling	75 ⁵	90	120	--	--	
Night Air-to-Air Refueling	120 ⁵	--	--	--	--	
Basic Sortie	--	60	60	60	60	3
Mission Sortie	--	60	--	60	60	
Local Proficiency Sortie	180	--	--	--	--	3, 6
AMT Mission Pre-Flight	--	--	--	90	--	

Notes:

1. To carry passengers, pilots must be current for takeoff, approach and landing, or be under direct Instructor Pilot (IP) supervision, to be at the controls.
2. Flight Test Engineers use mission crew currencies.
3. Loss of currency makes the crewmember non-current in the aircraft.
4. Applies only to MPD Graduates.
5. MPD Graduates use 180-day currency.
6. May log 100% in a Level D or better WST or Satellite Navigation Station. Crewmembers can maintain and regain currency in the simulator.

Table 4.5. Standard EC-130H RAP Sortie Requirements.

	Cycle	BMC (INEXP/EXP)	CMR (INEXP/EXP)
PILOT ENGINEER	3-Month Lookback	2/1	2/2
	1-Month Lookback	1/1	1/1
NAVIGATOR	3-Month Lookback	3/2	3/2
	1-Month Lookback	2/1	2/1
AMT	3-Month Lookback	3/2	3/3
	1-Month Lookback	2/1	2/2
MISSION CREW	3-Month Lookback	3/2	5/4
	1-Month Lookback	2/1	3/2

4.3.8. Special Qualifications/Training:

4.3.8.1. Specialized training will be conducted IAW Chapter 5, guiding syllabi, and the annual RAP tasking memorandum. Sortie requirements are dictated by the annual RAP tasking memorandum.

4.3.8.2. Failure to accomplish special qualification requirements specified in the annual RAP tasking memorandum results in loss of currency only for the special qualification. Recurrency/recertification requirements for special capabilities/certifications will follow Paragraph 4.7.

4.3.9. Designated Training (TF-coded) or Test (CB-Coded) Aircraft Unit Requirements:

4.3.9.1. Crewmembers assigned/attached to TF- or CB-coded units will be designated as experienced and accomplish the requirements as shown in Table 4.3. for BMC/BAQ as

applicable. In addition, they will comply with currencies in Table 4.4. for events in which they are qualified. For instructors, failure to accomplish these requirements will not affect instructor qualification, but will require additional training as required by the SQ/CC prior to resuming instructor duties in the delinquent event(s). **EXCEPTION:** Crewmembers not AAR-qualified are not required to complete AAR currencies shown in Table 4.4.

4.3.9.2. Mission and instructor evaluations will be conducted IAW AFI 11-202, Vol 2, and AFI 11-2 EC-130H, Vol 2.

4.3.10. Supervisory Aircrew Personnel Requirements. Senior Officer training will be IAW AFI 11-202, Vol 1. This paragraph applies to colonel selects and above occupying positions designated as requiring operational flying. This paragraph does not apply to colonel selects and above assigned to a standardization and evaluation function.

4.3.10.1. Supervisory personnel who accomplish a senior officer's course will fly under the direct supervision of an instructor if required by their AF Form 8.

4.3.10.2. Senior officers assigned or attached for flying to EC-130H units will maintain BAQ status, but may be designated BMC. These officers will be designated as experienced and maintain 50 percent of BAQ/BMC RAP/non-RAP requirements and all currencies.

4.3.10.2.1. Senior Officers who maintain standard BMC/CMR requirements may fly in unrestricted status.

4.3.10.3. Commanders and their deputies who supervise EC-130H units, and are qualified in another aircraft they supervise, may fly under the direct supervision of an instructor. Direct supervision is not required for individuals who have obtained multiple MDS qualification in the EC-130H IAW with AFI 11-202, Vol 1.

4.4. Special Categories:

4.4.1. Flight Surgeon flying rates and requirements and currencies are IAW AFI 11-202, Vol 1.

4.4.2. ACC and NAF API-8/D crewmembers performing aircrew duties:

4.4.2.1. Higher Headquarter (HHQ) personnel will pre-coordinate with the supporting unit and be in appropriately coded API billets in order to fly, unless supporting a formal inspection. ACC division chiefs or the NAF/A3 are reviewing authorities for assigned personnel. ACC/NAF will:

4.4.2.1.1. Coordinate with the supporting agency to ensure appropriate ARMS data is maintained and provided IAW AFI 11-401.

4.4.2.1.2. Review attached crewmember accomplishments and currencies prior to authorizing participation in training.

4.4.2.1.3. Provide each crewmember with written documentation specifying the sortie types and events the individual is authorized to fly.

4.4.2.2. HHQ flying personnel maintaining EC-130H BMC status are exempt from continuation ground training affecting BMC. These individuals will be designated as

experienced and fly all annual RAP/non-RAP requirements at 50% of the BMC rate. All event currencies apply.

4.4.3. ACC-assigned Flight Test Engineers (FTE). FTEs are engineers or scientists occupying duty positions requiring them to conduct or participate in flight test missions on a regular basis. These personnel are on aeronautical orders, hold an AFSC of X61S or X62E, and have an aviation service code of 9D. FTEs are authorized to log time as primary crewmembers when performing duties IAW AFI 65-503, *US Air Force Cost and Planning Factors*. FTEs may fly to maintain proficiency and improve knowledge in employment of the weapon system, when not performing test duties. FTEs will be attached to one of the operational COMPASS CALL squadrons for flying if primary aircraft is the EC-130H.

4.4.3.1. FTE Initial Ground Training. FTEs are exempt from academic ground training, periodic exams, all mobility training, and special training programs within authorized mission areas. In lieu of the flight evaluation, FTEs will complete the flight surgeon closed book exam. FTEs will complete grounding items in Table 4.2. and LL01 prior to first flight. FTEs assigned/attached to units, who have not flown unit-assigned aircraft in the past, will be given an Aircraft/Mission System overview by an instructor MCC prior to flight. Training completed during previous flying assignments may count towards AFE and SERE requirements when training is similar in nature. FTEs are encouraged, not required, to attend COMPASS CALL mission crew academic courses.

4.4.3.2. FTE Initial Flying Training. The first flight in the unit-assigned aircraft will be with an Instructor MCC and may be flown in conjunction with other training sorties. The briefing and sortie will emphasize crew coordination, aircraft egress, communications, emergency equipment, normal mission timing/checklist items, and mission equipment use. Upon completion of the flight, the FTE will be considered mission qualified for test and training missions.

4.4.3.3. FTE Recurring Training. Consider FTEs with more than 6 months of flying as experienced. Maintain the training requirements in Table 4.2. and basic sortie currency in Table 4.4. Upon loss of currency, the next flight must be with a mission crew instructor.

4.5. Difference Qualification:

4.5.1. Difference qualification is normally conducted when training in a different series aircraft in the same MDS. Difference qualification will be conducted IAW AFI 11-202, Vol 1.

4.5.2. All C-130 variants except C-130Js are considered the same MDS. Completion of difference training, as defined in paragraph 1.4.1.1.1., certifies pilots, navigators, and flight engineers in the EC-130H as "basic" (FP, FN, FF). Training and certification will be documented in individual training records. Difference training is normally accomplished concurrently with the Phase 2 syllabus.

4.5.2.1. Certification to fly non-mission, training aircraft is documented in individual training records and tracked on the unit letter of certification. Minimum requirements for certification will include the following:

4.5.2.1.1. Pilots, navigators, and flight Engineers will receive a ground training session with a qualified instructor crewmember in the same specialty. Scanners will perform a preflight and a ground review of checklists with an instructor AMT.

4.5.2.1.2. Navigators who are not certified to fly on aircraft without the Computer Aided Navigation System (CANS) require one flight with an instructor navigator.

4.6. Baseline Certification. This section applies to future baseline versions of COMPASS CALL. The OSS in conjunction with 42 ECS will develop Baseline Certification Training Plans to outline required training for all crewmembers.

4.6.1. Crewmembers may be certified in multiple baselines of EC-130H aircraft with squadron commander approval, after completion of required certification training. Baseline certification accomplished in IQT/MQT will be documented in individual training records.

4.6.2. Once baseline-certified in another baseline of the EC130H, all RAP, non-RAP, and currency requirements may be logged in any baseline.

4.7. Currency/Recurrency:

4.7.1.

Table 4.4. defines flying currency requirements for all EC-130H crewmembers.

4.7.2. Crewmembers are non-current the day currency expires (i.e. an event with a 45 day currency completed on 4 January becomes non-current on 19 February).

4.7.3. Recurrency. When the crewmember is non-current in an event for up to 6 months, currency may be regained by demonstrating proficiency under the direct supervision of a current instructor of same crew position. The non-current event must be completed as defined in Attachment 2.

4.7.3.1. A mission crewmember may regain Basic Sortie currency under the supervision of any crew position instructor, if current in all other areas.

4.7.4. Loss of qualification. Loss of currency for more than 6 months will affect qualification as described below. For those events which result in a loss of qualification, requalification must be accomplished as directed in AFI 11-202, Vol 1.

4.7.4.1. Loss of currency for more than 6 months in any event making the crewmember non-current in the aircraft results in loss of basic qualification. A QUAL evaluation must be accomplished to regain basic qualification. These items are identified in Table 4.4. with Note 3.

4.7.4.2. Loss of mission sortie or AMT preflight currency for more than 6 months results in loss of mission qualification. A MSN evaluation must be accomplished.

4.7.4.3. Loss of pilot AAR currency for more than 6 months makes the pilot unqualified for AAR. Qualification will be regained on an in-flight evaluation (SPOT or MSN).

4.7.4.4. Loss of currency in any other event does not affect qualification. Retraining and recurrency will be at the discretion of the SQ/CC.

4.7.5. Ground Training. Overdue ground training requirements must be satisfied before a crewmember is considered qualified and current to perform tasks applicable to that type of

training. Ground training annotated as affecting CMR status requires regression to NCMR until completion of training required by this instruction or SQ/CC, as applicable. Ground training not affecting CMR status does not require regression from CMR, although it may result in grounding until training is completed (e.g. aircrew flight equipment currency training). Duration of grounding and status of sortie lookback will determine the effect on CMR status.

4.8. Event Credit:

4.8.1. Credit events accomplished on satisfactory qualification, requalification, instrument, mission, and special mission evaluations towards individual training and currency requirements.

4.8.2. BAQ Flight Crew undergoing Phase 2 training will log non-RAP events listed in Tables 4.3. and 4.4. if accomplished during Phase 2 flights.

4.9. Regression:

4.9.1. CMR/BMC Regression for Failure to Meet Lookback. Lookback requirements are listed in Table 4.5. These rates are fixed and independent of the RAP tasking memorandum which sets an annual 12-month cycle rate for sortie accomplishment.

4.9.1.1. RAP lookback requirements will be treated as an ongoing process independent of annual RAP training cycle. Crewmembers who meet 1-month and 3-month lookback requirements without completing annual RAP training cycle requirements will be handled IAW paragraph 4.10.

4.9.1.2. Non-RAP events may not be used for lookback.

4.9.1.3. Failure to meet 1-month sortie lookback requires a review of the crewmember's 3month sortie history. If the 3-month sortie lookback has been met, the SQ/CC may allow the individual to remain CMR/BMC. Failure to meet this 3-month lookback requires the SQ/CC to either regress the individual to N-CMR/N-BMC (as applicable), place the individual on probation for 1 month, remove the crewmember from a CMR manning position, or initiate action to remove the crewmember from active flying status. If probation is chosen, the only way to remove the individual from probation and preserve current status is to reestablish a 1-month lookback at the end of the probation period (see Figure 4.1). Probation and regression will be documented in the individual's training record by Memorandum for Record following the sample formats in Attachment 7.

4.9.1.4. CMR/BMC crewmembers regressed to N-CMR/N-BMC for lookback must complete a SQ/CC-approved recertification program that ensures the individual returns to CMR/BMC standards. As a minimum, this will consist of one RAP sortie. Upon completion of the recertification program, CMR/BMC crewmembers must also meet the subsequent 1-month lookback requirement prior to reclaiming CMR/BMC status. The sorties and events accomplished during the recertification program will be credited towards their total sortie and event requirements for the training cycle, as well as their monthly sortie requirement.

4.9.1.5. Lookback computations begin after designation as CMR/BMC. Crewmembers must maintain 1-month lookback requirements until a 3-month lookback is established.

4.9.2. Crewmembers who fail a qualification, instrument, or mission evaluation will be handled IAW AFI 11-202, Vol 2, and AFI 11-2EC-130H, Vol 2. These individuals will regress to NCMR/N-BMC, as applicable, and will remain in N-CMR/N-BMC status until successfully completing required corrective action, reevaluation, and recertification by the SQ/CC.

4.9.3. See figure 4.1 for regression flow chart.

4.10. End-of-Cycle Requirements:

4.10.1. Crewmembers failing to complete sortie and/or event requirements by the end of the training cycle may require additional training. Paragraph 4.11 directs proration criteria. Mass training shortfalls must be reported IAW paragraph 1.2.3.5.

4.10.2. Crewmembers failing to meet total annual non-RAP sortie/event requirements are considered noncurrent for the sorties/events not completed and may not perform those sorties/events except under instructor supervision to regain currency. Recurrency requirements are listed in paragraph 4.7.

4.10.3. Crewmembers failing to meet annual RAP training cycle requirements will be regressed to N-CMR/N-BMC unless lookback is maintained or the SQ/CC determines the deficiency is not significant. To regain CMR/BMC regressed crewmembers will complete all deficient events. Events may be counted against requirements for the new training cycle.

4.10.4. Crewmembers failing to accomplish sorties/events required for special mission capabilities or qualifications will be considered non-current for those capabilities or qualifications and must perform those sorties/events under instructor supervision to regain currency.

4.11. Proration of End-of-Cycle Requirements: At the end of the annual RAP training cycle, the SQ/CC may prorate all training requirements when on Duty Not Including Flying (DNIF), on emergency leave, in a non-flying TDY/exercise, or when combat/contingency operations preclude training for portions of the training period. Normal annual leave is not considered for proration. Aircraft unavailability and extended bad weather precluding units from flying for more than 15 consecutive days can be considered for proration.

4.11.1. Proration is only used to adjust for genuine circumstances of non-availability, not to mask training or planning deficiencies. The following guidelines apply to proration of training:

4.11.1.1. Determine number of months to prorate based on cumulative calendar days of non-availability for flying using Table 4.6.

4.11.1.2. If Phase 1 or Phase 2 training must be re-accomplished, a crewmember's training cycle will start over at the prorated share of training remaining following completion of Phase 3.

4.11.1.3. Round prorated fractions less than 0.5 to next lower whole number, not lower than one.

4.11.1.4. Crewmembers achieving CMR/BMC after the 15th of the month will be considered to be in CT the first day of the following month for proration purposes. Use Table 4.7. to determine the prorated share of training.

4.11.1.5. A crewmember's last month on station prior to departing PCS may be prorated. Individuals departing PCS may be considered CMR for reporting purposes for up to 60 days after last flight, until loss of CMR currency, port call, or sign-in at new duty station.

Table 4.6. Proration Allowance.

Cumulative Days of Non-Flying	Months of Proration Allowed
0 - 15	0
16 - 45	1
46 - 75	2
76 - 105	3
106 - 135	4
136 - 165	5
166 - 195	6
196 - 225	7
226 - 255	8
256 - 285	9
286 - 315	10
316 - 345	11
346 - 365	12

Table 4.7. Event Proration Calculation Table.

		Months Remaining After Proration											
		12	11	10	9	8	7	6	5	4	3	2	1
A N N U A L E V E N T S	50	30	28	25	23	20	18	15	13	10	8	5	3
	40	24	22	20	18	16	14	12	10	8	6	4	2
	30	18	17	15	14	12	11	9	8	6	5	3	2
	27	16	15	14	12	11	9	8	7	5	4	3	1
	23	14	13	12	10	9	8	7	6	5	3	2	1
	22	13	12	11	10	9	8	7	6	4	3	2	1
	20	12	11	10	9	8	7	6	5	4	3	2	1
	18	11	10	9	8	7	6	5	5	4	3	2	1
	15	11	10	9	8	7	6	5	5	4	3	2	1
	13	8	7	7	6	5	5	4	3	3	2	1	1
	10	6	6	5	5	4	4	3	3	2	2	1	1
	8	5	4	4	4	3	3	2	2	2	1	1	0
	7	4	4	4	3	3	2	2	2	1	1	1	0
	6	4	3	3	3	2	2	2	2	1	1	1	0
5	3	3	3	2	2	2	2	1	1	1	1	0	
4	2	2	2	2	2	1	1	1	1	1	0	0	
3	2	2	2	1	1	1	1	1	1	0	0	0	
2	1	1	1	1	1	1	1	1	0	0	0	0	
1	1	1	1	0	0	0	0	0	0	0	0	0	

4.11.1.6. CMR crewmembers attending USAF Weapons School (USAFWS) courses in TDY and return status and/or participating in actual flying contingency operations may be reported as CMR. Upon return, those crewmembers will accomplish a prorated share of sortie/event requirements.

4.11.2. Contingency Operations:

4.11.2.1. Sorties flown during contingency operations may be logged as mission sorties. These sorties and RAP events logged do not count toward annual RAP requirements, but may be used for lookback purposes and to update currencies. Units may prorate RAP sorties and events for the period of time each individual was deployed. Proration is authorized for deployment preparation and deployment recovery time where home station flying is reduced by ACC.

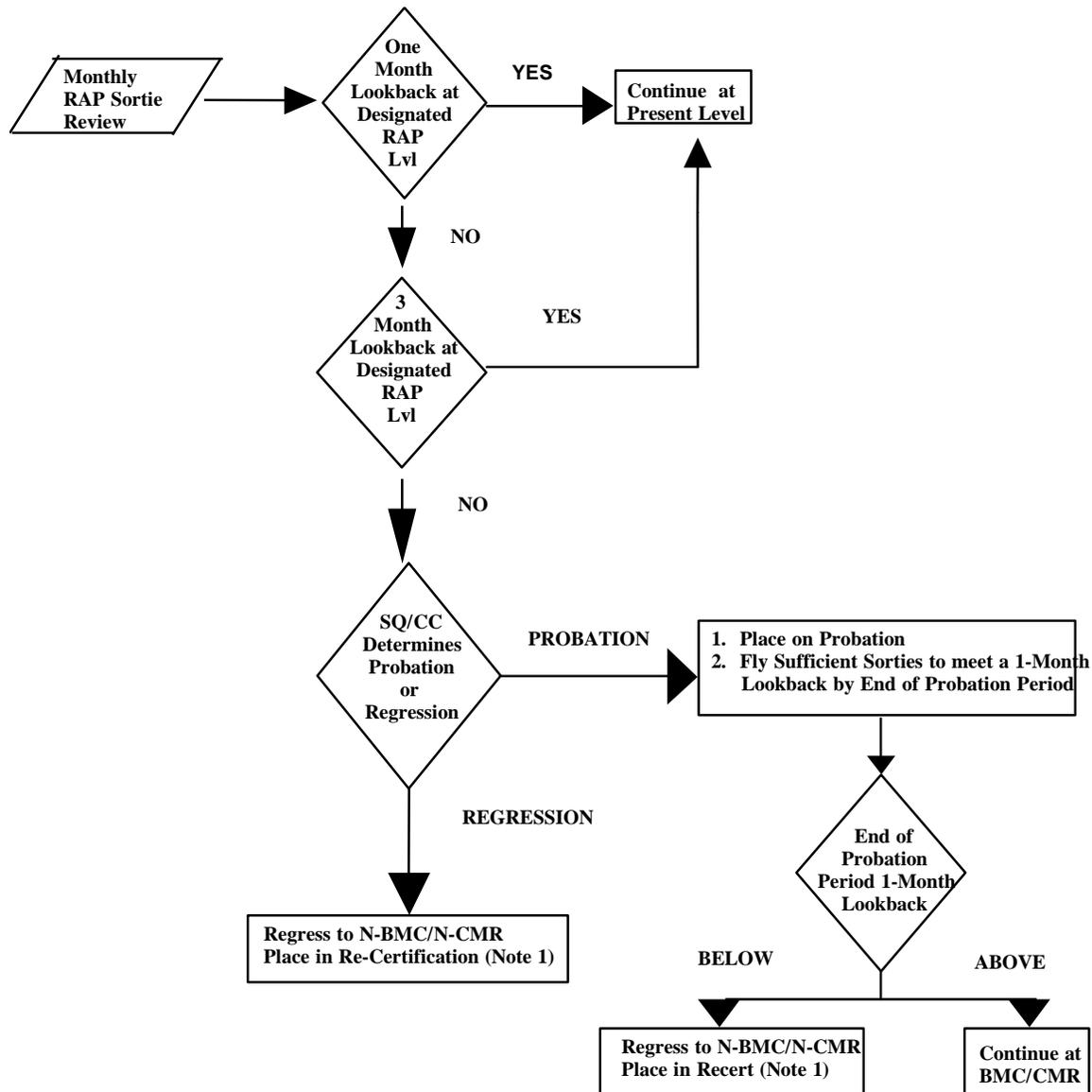
4.11.2.2. The ECG/CC is authorized to allow contingency sorties which provide valid training to be logged as RAP sorties. Events accomplished on contingency sorties may count toward RAP event requirements, provided the events meet mission/event definitions listed in Attachment 2. These sorties/events may not be prorated upon return to home station.

4.11.2.3. Proration is computed by subtracting the number of valid RAP sorties/events flown and logged, as authorized by the ECG/CC, from the sorties/events to be prorated

for the deployment. Negative numbers equate to zero. EXAMPLE: Capt Smith, an inexperienced CMR pilot, deployed for 62 days. During that time 5 of 16 sorties he flew met the definition of a mission sortie in Attachment 2. The squadron/CC elected to prorate his requirements for that time period. He can be prorated for 2 months based on 62 days deployed, according to Table 4.2. This equates to 2 mission sorties of the 14 required, according to Table 4.6. Since he logged 5 mission sorties, the difference is negative 3, and no proration is allowed.

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

Figure 4.1. Regression Flow Chart.



Chapter 5

UPGRADE AND SPECIALIZED TRAINING

5.1. General. This chapter contains information for specialized training and upgrade. This training applies to crewmembers upgrading to instructor or flight examiner, positional upgrades, and AME training.

5.2. Upgrade Training Time Limits. Crew members upgrading to instructor must complete training within 120 days of the class start date. Exceeding 120 days requires notification to ACC/A3 through ACC/A3I with name, rank, reason for delay, planned actions, and estimated completion date.

5.3. C-130 FTU Training Quota Management. 42 ECS/DTC will manage ECG training quotas at the Basic C-130 FTU at Little Rock AFB. Squadron quarterly Training Review Boards will submit requirements to 42 ECS/DTC for assignment.

5.3.1. Shortages of available training quotas may require In-Unit Upgrade for courses taught at the Basic C-130 FTU at Little Rock AFB. Waiver requests for In-Unit administration of these courses should be sent to ACC/A3I IAW paragraph 1.11.5. using the format detailed in Attachment 6. Fill all available Basic C-130 FTU quotas prior to requesting waivers.

5.3.2. Units must ensure that individuals completing In-Unit Upgrade incur an Active Duty Service Commitment IAW AFI 36-2107, *Active Duty Service Commitments (ADSC)*.

5.3.3. Use only approved contract courseware to complete in-unit training.

5.4. Aircraft Commander (AC):

5.4.1. General. Commanders will consider experience, knowledge, and judgment prior to certifying a pilot as an Aircraft Commander and designating a pilot as pilot-in-command on the flight authorization. Pilots will normally be certified as an AC after completion of Aircraft Commander MQT. However, for those awaiting training, certification is at the discretion of the SQ/CC after completion of aircraft difference training. In addition, cross-flow pilots must complete upgrade training designated in paragraph 5.4.3. prior to AC certification. All AC Certification will be documented in the individual's training record.

5.4.1.1. AC Candidacy. An AC candidate is an individual designated by the squadron commander for entry into training before a formal AC upgrade course. Commanders will consider pilot experience, knowledge, and judgment prior to identifying an individual as an AC Candidate. AC candidate certification is documented in the individual's training record.

5.4.1.2. Prior to designation as "AC Candidate", pilots must:

5.4.1.2.1. Complete the AC Upgrade Preparation Guide.

5.4.1.2.2. Meet the flying hour prerequisites in Table 5.1. for AC Upgrade.

5.4.1.2.3. AC candidates may fly in the left seat and perform most flight maneuvers authorized for a pilot under the direct supervision of an IP. See restrictions in Attachment 4. Direct IP supervision is not required during non-critical phases of flight.

5.4.1.2.4. Individuals enrolled in a formal AC upgrade course may perform flight maneuvers authorized for a pilot under direct supervision of an IP. See restrictions in Attachment 4.

5.4.2. Mobility Pilot Development (MPD).

5.4.2.1. MPD Graduate Continuation Training. Units should seek to optimize the mix and volume of MPD Graduate training during their upgrade process to aircraft commander. The entire time from completion of Phase 2 training to aircraft commander certification should focus on the skills required to be a EC-130H aircraft commander. This includes both left- and right-seat skills and duties. Unit commanders and operations officers should fly MPD Graduates in either seat (within restrictions outlined in the supplement to this instruction) to develop balanced skills, and maintain accurate quantitative and qualitative data to monitor individual progress.

5.4.2.1.1. MPD Graduates will receive a unit-specific Aircraft Commander Upgrade Preparation Guide upon initial Phase 3 qualification. Supervisors will monitor progression through the guide, training continuity, and quality of training. MPD Graduates must demonstrate complete and in-depth knowledge to earn a subject matter signature in the Aircraft Commander Upgrade Preparation Guide.

5.4.2.1.2. Mix and Volume of Flying Training. Units should season MPD Graduates in both seats while achieving an overall flight-hour goal to allow the pilot to upgrade to AC in 24 to 26 months. Items of interest include type of mission and left-seat versus rightseat time. Pilot proficiency and mission sorties should aim for equal seat distribution. Attempt to give MPD Graduates as much practice in the contact position as possible. See AFI 11-2EC-130H, Vol 2, for flight evaluation guidance.

5.4.2.1.3. Tracking Progress. Units should seek sufficient data to monitor MPD Graduate progress. The responsibility for this feedback begins with the line instructor pilots and aircraft commanders who fly training and operational missions with them during the 24/26-month upgrade. Training offices should immediately enter MPD Graduates into a training program to monitor their progress. Document this progress in individual training records. A periodic instructor pilot progress sortie, culminating in a Form 206, should be scheduled to provide formal feedback to the MPD Graduate. Squadron schedulers should attempt to schedule MPD Graduates on a variety of mission types for the progress sortie.

5.4.2.2. MPD Graduates will upgrade to AC via either the CCALLACMPD TOP-OFF or the AETC C-130 AC Upgrade course. If upgrade is completed via the AETC C-130 AC Upgrade course, pilots will complete the mission and air-to-air refueling flying portions of the CCALLACMPD TOP-OFF. Upon completion, pilots will be given an in-flight mission evaluation. These pilots may be AC certified by the SQ/CC upon successful completion of the mission evaluation.

5.4.3. Cross-flow Pilot Upgrade Plan. After completion of Phase 2 training, enter cross-flow pilots in the following training program, designed to season and experience them as EC-130H pilots. Normally, these individuals will not be restricted to the right seat as left-seat experience is vital to progression. When flying in the left seat, cross-flow pilots will be under the direct supervision of an instructor during critical phases of flight.

5.4.3.1. With SQ/DO recommendation and SQ/CC certification, cross-flow pilots may be certified as Aircraft Commanders upon completion of this training program and attaining 100 hours EC-130H primary/secondary time as mission pilot. Document training and certification in the individual's training record.

5.4.3.1.1. Academic training will be defined in the ECG supplement to this volume. At a minimum, the cross-flow flight training consists of the following events prior to certification as Aircraft Commander:

5.4.3.1.1.1. Three mission events flown in the right seat performing copilot duties.

5.4.3.1.1.2. One AAR event flown in the right seat performing copilot duties.

5.4.3.1.1.3. Three pilot proficiency events flown in the right seat and two flown in the left seat under instructor supervision.

5.4.3.2. Cross-flow pilots may log RAP and non-RAP events and currencies in either seat prior to Aircraft Commander certification.

Table 5.1. AC Upgrade Flying Time Prerequisites.

Total Hours ¹	C-130 Hours
>1300	400
1000-1300	800

This table does not apply to cross-flow pilots trained in the left seat at the Basic C-130 FTU.

Notes:
1. Includes OFT/WST flying time.

5.5. Mission Crew Positional Upgrades.

5.5.1. Senior Mission Crew Commander (SRMCC).

5.5.1.1. SRMCC Candidacy. SQ/CCs will consider MCC experience, knowledge, and judgment prior to identifying an individual as a SRMCC candidate. SRMCC candidate certification is documented in the individual's training record. Prior to designation as an SRMCC candidate, MCCs must:

5.5.1.1.1. Complete the SRMCC Upgrade Guide.

5.5.1.1.2. Meet the flying hour prerequisites in Table 5.2. for SRMCC Upgrade.

Table 5.2. SRMCC Upgrade Flying Time Prerequisites.

Total Hours ¹	EC-130H Hours
500	300

Notes:
1. Includes CCMCS time.

5.5.1.2. Upgrade to SRMCC is via the ACC SRMCC Upgrade Syllabus administered by the 42 ECS.

5.5.2. Mission Crew Supervisor (MCS).

5.5.2.1. MCS Candidacy. SQ/CCs will consider ANO/AO experience, knowledge, and judgment prior to identifying an individual as an MCS candidate. Prior to designation as an MCS candidate, ANOs/AOs must:

5.5.2.1.1. Meet the flying hour prerequisites in Table 5.3. for MCS Upgrade.

5.5.2.1.2. Complete the MCS/ANO/AO Upgrade Training Guide.

5.5.2.1.3. Upgrade to MCS via the ECG MCS Group Training Plan administered by the 42 ECS.

Table 5.3. MCS Upgrade Flying Time Prerequisites.

Total Hours ¹	EC-130H Hours
300	150
Notes:	
1. Includes CCMCS time.	

5.6. Instructor Upgrade. SQ/CCs will personally review each instructor candidate's qualifications to ensure the individual possesses skills necessary to upgrade to instructor. Instructor candidates must be considered Experienced as listed in Table 1.1. and meet the hour requirements listed in Table 5.4.

5.6.1. Aircraft Commanders, Navigators, and Flight Engineers.

5.6.1.1. ACs, navigators, and flight engineers must complete the in-unit Instructor Preparatory Course prior to starting instructor upgrade training. Courseware is available from the 42 ECS. Individuals not completing the course require ACC/A3I waiver to attend training. 42 ECS administers Instructor Preparatory Course academics and examinations. The individual's flying squadron administers flight training.

5.6.1.2. ACs, navigators, and flight engineers normally attend the C-130 FTU as the primary method for initial instructor upgrade training.

5.6.1.3. Due to shortages of available training quotas, In-Unit Upgrade may be required for initial instructors. Waiver requests for In-Unit Upgrade to instructor should be sent to ACC/A3I IAW paragraph 1.11.5. using the format detailed in Attachment 6. Units must ensure that individuals completing In-Unit Upgrade incur an Active Duty Service Commitment IAW AFI 36-2107.

5.6.1.4. Instructors may instruct basic C-130 events upon completion of an initial instructor evaluation and difference training in the EC-130H. They may be certified to instruct RAP and other additional events IAW paragraph 5.6.6.

Table 5.4. Instructor Upgrade Hour Requirements.

Crew Position	Total Hours	C-130 Hours
Aircraft Commander	1800 ^{1,2}	300 ^{2,3}
	1500 ¹	500 ³
Navigator	1000 ¹	200
Flight Engineer	2000 ¹	200
	700 ¹	400
AMT	750	300
	450	450
SRMCC	650 ⁴	500 ⁴
MCS/ANO/AO	300 ^{4,5}	150 ^{4,5}
Notes:		
1. Total hours includes OFT/WST time.		
2. Requirements apply to cross-flow pilots.		
3. ACs must possess a minimum of 200 C-130 hours after certification as pilot-in-command.		
4. EC-130H/CCMCS hours.		
5. ANO/AO instructors that upgrade to MCS are required to complete 10 events as MCS prior to certification as an instructor at the MCS position.		

5.6.2. Mission Crew and Airborne Maintenance Technicians.

5.6.2.1. Mission crew and AMTs complete initial instructor upgrade training at the 42 ECS using the ACC/A3-approved syllabus. Only SRMCCs may upgrade to instructor. Local training restrictions may require courseware modification and deviations from the syllabus.

5.6.2.2. ANOs and AOs with verifiable instructor experience and two years at an operational site may use that experience as a basis for requesting waivers to the flying time prerequisites

5.6.2.3. Mission crew and AMT instructors may instruct upon completion of an initial instructor evaluation.

5.6.3. Instructor Requalification. Prior to requalification, instructors will satisfactorily complete ground training IAW paragraph 5.6.6.

5.6.3.1. Previously qualified AC, navigator, or flight engineer instructors in any C-130 MDS, including the EC-130H, who have been unqualified for more than 2 years, must requalify in-unit, using the flying portion of the ACC/A3-approved syllabus.

5.6.3.2. Previously qualified COMPASS CALL mission crewmembers and AMT instructors, who have been unqualified for more than 2 years, must requalify in-unit using the flying portion of ACC/A3-approved syllabus.

5.6.3.3. Requalification of previously qualified C-130/EC-130H instructors, unqualified less than 2 years, is at SQ/CC's discretion.

5.6.3.4. Requalified instructors may instruct upon completion of an initial instructor evaluation

5.6.4. Instructor Transfers. Crewmembers who were instructor certified in any US Air Force aircraft and have previously attended a formal instructor course for instructor qualification are eligible for upgrade to EC-130H instructor using provisions of this paragraph.

5.6.4.1. ACs, navigators, and flight engineers who previously attended a formal instructor course for instructor qualification, were instructor qualified in any US Air Force aircraft, are experienced per Table 1.1., and meet the hour requirements listed in Table 5.3. may upgrade in-unit without an In-Unit Upgrade waiver. Unit commanders will determine training required for upgrade and may require formal course attendance. Inunit upgrade requires ECG/CC approval. Upon completion of training, ACs, navigators, and flight engineers require an initial instructor evaluation.

5.6.4.1.1. ACs, navigators, and flight engineers who are qualified C-130 instructors may instruct basic C-130 CT events once they have completed EC-130H difference training. They may be certified to instruct RAP and additional events IAW paragraph 5.6.6. after they have met the flying requirements necessary to be designated as Experienced as listed in Table 1.1.

5.6.4.2. Mission crew and AMT's who were previously qualified as instructors in other aircraft must be experienced per Table 1.1. for upgrade to EC-130H instructor. MCCs will upgrade to SRMCC and will meet the hour requirements listed in Table 5.3. prior to instructor upgrade. In-unit upgrade requires ECG/CC approval. Upon completion of training, mission crew and AMTs require an initial instructor evaluation.

5.6.4.3. Requalified instructors may instruct upon completion of an initial instructor evaluation

5.6.5. Crew Resource Management (CRM). All instructors will complete CRM instructor training prior to assuming duties as an instructor. Instructor CRM is a one-time requirement and must be included in all instructor upgrade syllabi as a 2-hour block of instruction. Initial instructor candidates receive this training as part of the formal instructor upgrade course. Aircrew members who have previously completed a MAJCOM-approved Instructor Qualification Course will complete instructor CRM training prior to entering instructor upgrade training. If contractor training is not available before or during the period of instructor upgrade, waivers can be requested IAW AFI 11290, *Cockpit/Crew Resource Management Training Program*, until the next available training date but no later than 1 year after upgrade. Aircrews taking the instructor CRM training will receive credit for CT training requirements.

5.6.6. Mission Instructor Certification (All Crew Positions). Prior to certification for instructing mission events in the EC-130H, individuals will complete training on 11-2EC-130H Vol 1, crew position syllabi, and meet CT standards (administered by the 42 ECS). Initial upgrades and in-unit upgrades must comply with this paragraph.

5.6.6.1. Flight Crew (except AMTs). Pilots, navigators and flight engineers will complete a 55 ECG Group Training Plan, managed and administered by 42 ECS, prior to instructing mission events (including AAR) in the EC-130H. Place individuals on the

letter of restrictions until completing certification. Document certification in the individual's permanent training folder.

5.6.6.2. Mission Crew. All mission crew instructors taught and qualified using the ACC instructor syllabus are allowed to instruct in the CCMCS. Crewmembers must have a security clearance commensurate with the CCMCS station they occupy (Instructor Operating Station (IOS) or "on the training floor").

5.6.6.2.1. Crewmembers already qualified as instructors before upgrading to MCS will not instruct in the upgrade position (MCS) until they have been certified as an MCS instructor. Prior to certification they will fly 10 mission sorties as an MCS and one certification sortie with an instructor MCS, validating instructional abilities in the MCS position. Document this certification in individual training records.

5.6.6.2.2. MCS-qualified crewmembers who complete instructor upgrade training may instruct in the ANO / AO and MCS positions.

5.7. Flight Examiner Upgrade. Flight examiner upgrade will be IAW AFI 11-202, Vol 2, as supplemented.

5.8. Specialized Mission Equipment Certification. The OSS will coordinate with the 42 ECS to develop training plans to include certification and currency requirements.

5.9. Additional Event Training/Certification.

5.9.1. Air-to-Air Refueling. Training will normally be accomplished in conjunction with Phase 2. If not accomplished in Phase 2, designation as CMR will be after AAR Qualification. When training is conducted outside ACC formal Phase 2 syllabi, squadrons will use the flying portion of the syllabi for AAR qualification. AAR requires evaluation IAW AFI 11-202, Vol 2, and AFI 11-2 EC-130H, Vol 2.

5.9.2. Touch-and-Go Landings. Touch-and-go landings are a qualification item for all Aircraft Commanders. They are evaluated on initial qualification evaluations and all recurring evaluations. However, aircraft commanders must be certified by their squadron commander to monitor an uncertified pilot's touch-and-go landings. Certification will be documented in individual training records.

5.9.2.1. Prior to certification, individuals must have 100 hours of primary or secondary flying time following Aircraft Commander certification in any C-130 MDS. In addition, Aircraft Commanders must complete the following training program:

5.9.2.1.1. Successfully complete the 42 ECS administered touch-and-go test prior to the touch-and-go certification flight.

5.9.2.1.2. One hour of ground training/preflight. Instructor pilots will discuss various EPs and unique situations encountered during touch-and-go landings.

5.9.2.1.3. One Certification Flight with an instructor pilot. During this certification flight, the AC will perform a minimum of three touch-and-go landings. These landings will be a combination of pilot-flying and pilot-monitoring duties while executing 100% and 50% flap configuration touch-and-go landings. In addition, the instructor will fly a poorly executed approach to drive a go-around call. Emphasis will be placed on aircraft control and traffic pattern checklist discipline.

5.9.2.2. Aircraft Commanders, cross-flow pilots, and MPD Graduates may perform touch-and-go landings from either seat when the other seat is occupied by an Aircraft Commander certified to supervise touch-and-go landings.

5.9.3. Commanders may identify other events for which they determine an additional certification and training is required. Channel requests for training plans and certification standards to 755 OSS.

**HERBERT J. CARLISLE, Lt Gen, USAF
DCS, Operations, Plans and Requirements**

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 11-2, *Aircraft Rules and Procedures*, 14 Jan 05

AFPD 11-4, *Aviation Service*, 1 Sep 2004

AFI 11-2EC-130H, Vol 2, *EC-130H--Aircrew Evaluation Criteria*, 7 Sep 10

AFI 11-2EC-130H, Vol 3, *EC-130H—Operations Procedures*, 24 Feb 10

AFI 11-202, Vol 1, *Aircrew Training*, 22 Nov 10

AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program*, 13 Sep 10

AFI 11-202, Vol 3, *General Flight Rules*, 22 Oct 10

AFI 11-218, *Aircraft Operations and Movement on the Ground*, 11 May 05

AFI 11-290, *Cockpit/Crew Resource Management Training Program*, 11 Apr 01

AFI 11-301, Vol 1, *Aircrew Flight Equipment (AFE) Program*, 25 Feb 09

AFI 11-401, *Aviation Management*, 10 Dec 10

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AFI 14-105, *Unit Intelligence Mission and Responsibilities*, 3 Jun 02

AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*, 6 Sep 06

AFI 31-207, *Arming and Use of Force by Air Force Personnel*, 29 Jan 09

AFI 36-2107, *Active Duty Service Commitments (ADSC)*, 22 Apr 05

AFI 36-2201, Vol 1, *Training, Development, Delivery, and Evaluation*, 1 Oct 02

AFI 36-2226, *Combat Arms Program*, 24 Feb 09

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AFI 44-170, *PHA Program Operations*, 10 Sep 09

AFI 48-123, *Medical Examination and Standards*, 24 Sep 09

AFI 65-503, *US Air Force Cost and Planning Factors*, 4 Feb 94

ACCI 11-464, *Training Records and Performance Evaluation in Formal Flying Training Programs*, 4 Dec 03

AFMAN 11-210, *Instrument Refresher Course (IRC) Program*, 3 Feb 05

AFMAN 11-217, Vol 1, *Instrument Flight Procedures*, 3 Jan 05

AFMAN 33-363, *Management of Records*, 1 Mar 08

AFKAO-5, *Instructional Guide for Operations Codes*

AFTTP 3-1.General Planning (S)

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ETCA, *Education & Training Course Announcement*

Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*, 8 Dec 2006

AF Form 614, *Charge Out Record*, 1 Apr 1998

AF Form 623, *On-the-Job Training Record*, 1 Oct 1996

AF Form 847, *Recommendation for Change of Publication*, 22 Sep 2009

AF Form 2096, *Classification/On-the-Job-Training Action*, 1 Feb 1985

ACC Form 166, *Student Activity Record*, 1 Nov 1999

ACC Form 206, *Individual Mission Grade Sheet*, 1 Feb 2000

Abbreviations and Acronyms

AAR—air-to-air refueling

ACC—Air Combat Command

ACDE—Aircrew Chemical Defense Ensemble

ADSC—Active Duty Service Commitment

AFECT—Aircrew Flight Equipment Continuation Training

AFOSH—Air Force Occupational Safety and Health

AFSC—Air Force Specialty Code

AFTTP—Air Force Tactics, Techniques, and Procedures

AGL—above ground level

AME—alternate mission equipment

AMT—Airborne Maintenance Technician

ANO—Analysis Operator

API—Aircrew Position Indicator

AO—Acquisition Operator

ARMS—Aviation Resource Management System

ATD—Aircrew Training Device

ATS—Aircrew Training System

BAQ—Basic Aircraft Qualification

BMC—Basic Mission Capable

CAF—Combat Air Forces
CANS—Computer Aided Navigation System
CAT/CWD—Contract Aircrew Training/Courseware Development
CBRN—Chemical, Biological, Radiological, Nuclear
CBT—Computer-Based Training
CCMCS—COMPASS CALL Mission Crew Simulator
CMR—Combat Mission Ready
CPT—Cockpit Procedures Trainer
CRM—Crew Resource Management
CT—Continuation Training
DNIF—Duty Not Including Flying
DOC—Designed Operating Capability
DRU—Direct Reporting Unit
ECG—Electronic Combat Group
ETCA—Education & Training Course Announcements
EXP—Experienced
FS—Flight Surgeon
FTU—Formal Training Unit
HHQ—Higher Headquarters
HQ—Headquarters
INTREP—Intelligence Report
IOC—Initial Operating Capability
IP—Instructor Pilot
IQT—Initial Qualification Training
IRC—Instrument Refresher Course
ISOPREP—Isolated Personnel Report
LIMFAC—limiting factor
LPS—Local Proficiency Sortie
MAJCOM—Major Command
MCC—Mission Crew Commander
MCS—Mission Crew Supervisor
MDS—Mission Designation Series

MISREP—Mission Report
MPC—Mission Planning Cell
MPD—Mobility Pilot Development
MQT—Mission Qualification Training
NAF—Numbered Air Force
OFT—Operational Flight Trainer
ORM—Operational Risk Management
OSS—Operations Support Squadron
PAA—Primary Aircraft Authorization
PCS—permanent change of station
QRC—quick reaction capability
RAP—Ready Aircrew Program
ROE—rules of engagement
RQ—Requalification Training
RTRB—Realistic Training Review Board
SEPT—Simulated Emergency Procedures Training
SNS—Satellite Navigation Station
SOC—Senior Officers Course
SPEAR—Special Emitter Array
SRMCC—Senior Mission Crew Commander
TDY—temporary duty
TOD—time-of-day
TRSS—Training Support Squadron
UMD—Unit Manning Document
UPT—Undergraduate Pilot Training
USAFWS—United States Air Force Weapons School
VTRAT—Visual Threat Recognition and Avoidance Trainer
WOD—word-of-the-day
WST—Weapons System Trainer or Water Survival Training

Terms

Academic Training—A course of instruction that includes, but is not limited to, classroom instruction related to aircraft systems and operation, flight characteristics and techniques,

performance, normal procedures, abnormal and emergency procedures, and various continuation training requirements.

Aircraft Commander—A pilot, certified by the SQ/CC, to perform “pilot-in-command” duties.

Aircrew Training Device—Hands-on training aids that includes cockpit familiarization trainer (CFT), cockpit procedures trainers (CPT), part-task trainers (PTT), weapon system trainers (WST), and simulators.

Aircrew Training System—An integrated qualification, upgrade, and continuation training program for crewmembers. Civilian contractors provide courseware for use in the field, as well as instruction and aircrew training device (ATD) training at the Basic C130 FTU and various simulator locations. All flight training is conducted by Air Force instructors.

Alternate Mission Equipment (AME)—Equipment that may or may not be loaded on the COMPASS CALL aircraft, depending on mission requirements. However, continuation training will be required, and the system is logistically supported via technical orders, flight manuals, spare parts, etc. AME are normally maintained by USAF maintenance personnel.

API 6—Aircrew Position Indicator Code that applies to rated staff or supervisory positions at wing level and below that have responsibilities and duties that require the incumbents to actively fly. Includes flying squadron commander and operations officer positions.

API 8—Aircrew Position Indicator Code that applies to rated staff or supervisory positions above wing level that have responsibilities and duties that require the incumbents to actively fly.

Attrition Sortie—A sortie planned and launched as a RAP training sortie, non-RAP sortie, or collateral sortie, that due to circumstances such as weather, an IFE, maintenance, etc. fails to accomplish that planned mission. Improper accounting of these sorties will result in improper sortie allocation, stresses to the unit schedule, and negative impacts on the quality of unit training programs.

Basic Mission Capable (BMC)—A crewmember who has satisfactorily completed MQT (Phase 3), is qualified in some aspect of the unit’s mission, but does not maintain CMR status. The crewmember must be able to attain full qualification to meet operational taskings within 30 days.

Basic Aircraft Qualified (BAQ)—A crewmember who has satisfactorily completed IQ/RQ (Phase 1) training and is qualified to perform aircrew duties in the unit aircraft. The member must perform at the minimum frequency necessary to meet the most recent sortie and flight standards set for that specific weapons system.

Baseline Certification—Process used for COMPASS CALL crewmembers certified in multiple baselines of the EC-130H. Training will be documented in the individual’s training record. The certification letter (Letter of Xs) will indicate which baselines the crewmember is certified (i.e., Baseline 1) to operate.

Certification—The process of certifying crewmembers with certain skills or capabilities in a specified sortie/event/procedure.

Cockpit Procedures Trainer—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.

Combat Mission Ready (CMR)—The status of a crewmember who has satisfactorily completed MQT and maintains qualification and proficiency in all basic unit missions.

COMPASS CALL—A uniquely configured aircraft designated the EC-130H and designed to perform Electronic Warfare (EW), Suppression of Enemy Air Defenses (SEAD), and Information Operations (IO) missions.

COMPASS CALL Analysis and Targeting Team (CCATT)—A team of intelligence analysts who are part of the Mission Planning Cell and are integral to the target analysis and selection process. These individuals also build cryptologic targeting aids and interface with the cryptologic intelligence community to meet MPC requirements. The CCATT is a COMPASS CALL Support Team with expanded scope, connectivity, and enhanced EW targeting responsibilities.

COMPASS CALL Support Team (CCST)—A team of IO analysts who assist in the target analysis and selection process. The analysts are qualified in the use of the Mission Support Facility and C2WPC.

Continuation Training (CT)—Ground and flying training applicable to all crewmembers. CT is used to maintain proficiency and improve aircrew capabilities to perform unit missions, and is generally flown on proficiency sorties not used for formal syllabus missions, flight tests, and evaluations.

Contract Aircrew Training/Courseware Development (CAT/CWD)—A HQ ACC-funded, ACC TRSS-managed contract which provides contractor platform instructors, contractor written courses and syllabi, and contractor developed and instructed CCMCS missions.

Course Training Document—Normally, an HQ ACC/A3-approved course syllabus.

Crew Resource Management—A training concept that emphasizes team effectiveness by enhancing individual and aircrew performance in communication, situational awareness, effective leadership and management, and crew coordination.

Critical Phases of Flight—Take-off, AAR (within ¼ NM of tanker), approach to landing, landing, flight below 3,000 feet AGL, or any flight maneuver stipulated in AFI 11-2EC-130H-series instructions specifically requiring direct instructor supervision for qualified or unqualified crewmembers.

Cross-flow Pilot—Pilot converted from another MDS. Cross-flow pilots have no prior C130 pilot qualification.

Currency—The minimum frequency required to safely perform an event or sortie.

Direct Supervision—A crewmember is considered under direct supervision when flying with an instructor in the same crew position. An IP must occupy one of the pilot seats when a pilot requires direct supervision, while for other crew positions the instructor must be readily available to assume primary crew duties if necessary.

Event—The accomplishment of a specific training element, function, or task.

Experienced/Inexperienced Aircrew—A designation used to determine the level of training an crewmember receives within the Ready Aircrew Program. (See Table 1.1.)

Flight Crew—Crewmembers whose primary responsibility is the safe ground and flight operation of an EC-130H aircraft. These members consist of the Aircraft Commander, Pilot, navigator, flight engineer, and Airborne Maintenance Technician.

Formal IQT/RQ/MQT—Formal IQT/RQ/MQT training performed at an FTU according to an approved syllabus (ACC or AETC).

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 AF Forms for documenting training.

Initial Qualification Training (IQT)—Training to qualify in basic aircraft flying. IQT is a prerequisite for attaining BAQ status. For the EC-130H, this is also known as Phase 1 training. IQT is combined with Mission Crew and AMT Phase 2 training.

In-Unit IQT/RQ/Upgrade—Formal training administered by the 42 ECS that is normally performed at the Basic C-130 FTU. Also referred to as the secondary method at LRAFB.

Low Altitude Tactics—Day or night tactical operations below 3000 feet AGL. (Also known as low level flying.)

Mission Crew—Crewmembers whose primary in-flight duties are to execute airborne electronic attack (i.e., electronic warfare, SEAD, etc.) as performed from the mission crew compartment of a COMPASS CALL aircraft. Members consist of the SRMCC, MCC, MCS, AO, and ANOs.

Mission Pilot Development (MPD) Graduate—Crewmember qualified to perform pilot duties from either seat. “MPD” is the initial level of C-130 pilot development for graduates of Undergraduate Pilot Training (UPT). During initial training, MPD Graduates are trained and evaluated mainly on left-seat pilot-flying duties and right-seat pilot-not flying duties. MPD Graduates arrive in unit with qualification to fly in either seat. These pilots have been trained and formally evaluated on all flight maneuvers common to a traditional aircraft commander, to include simulated engine-out and no-flap work under the supervision of an IP. MPD Graduates may fly in either seat with a 100-hour aircraft commander in the other seat.

Mission Qualification Training—Training received during Phase 2 and 3 which is required to achieve a basic level of competence in a squadron's primary tasked missions. This training is a prerequisite for attaining BMC or CMR status.

Night Event—Events accomplished during the period between the end of evening civil twilight and the beginning of morning civil twilight IAW AFI 11-401.

Operational Flight Trainer—A training device that dynamically simulates flight characteristics. Used for normal, emergency, and instrument procedures, to include safety of flight, war fighting tasks, and skills integration training. Also known as a weapons system trainer.

Phase 1 Training—All formal IQT/RQ training in the basic C-130 for pilots, navigators and flight engineers normally performed at the Basic C-130 FTU. For Mission Crew and AMTs, Phase 1 training is combined with Phase 2 training and is performed at the 42 ECS.

Phase 2 Training—Training to qualify an crewmember in basic COMPASS CALL mission. Phase 2 training is provided to the pilot, navigator, and flight engineer after receiving Phase 1 training at the Basic C-130 FTU or In-Unit training. For Mission Crew and AMT, this training includes IQT/RQ (Phase 1) and portions of MQT. Phase 2 training and is performed at the 42 ECS.

Phase 3 Training—Training performed following completion of Phase 2 to qualify an crewmember to CMR/BMC status. This training includes portions of MQT and is performed at the operational squadron.

Pilot—A pilot is trained and qualified to perform left-seat maneuvers, to include engine-out and no-flap practice under direct IP supervision. The term “pilot” applies to the mobility pilot development (MPD) Graduate, cross-flow pilot, or any other left-seat qualified pilot who may or may not be certified as aircraft commander.

Pilot-in-Command—The pilot responsible for the operation and safety, both on the ground and in flight, of an aircraft. Will be a current and qualified Aircraft Commander and designated on the flight authorization as in command.

Proficiency—Demonstrated ability to successfully accomplish tasked events safely and effectively. For purposes of this instruction, proficiency also requires currency in the event, if applicable.

Quick Reaction Capability (QRC)—Equipment that has been quickly developed and fielded in response to an operational need. QRCs may or may not be loaded on the COMPASS CALL aircraft, depending on mission requirements. Only minimal training is provided during fielding and the system is NOT logistically supported via technical orders, flight manuals, spare parts, etc. QRCs may eventually become AME, but that is not always the case. Minimal continuation training may be directed if the QRC is designated a Special Capability. QRCs are normally maintained by contractor field-service representatives.

Ready Aircrew Program (RAP)—ACC directed EC-130H COMPASS CALL Continuation Training program that provides the baseline training requirements for use in developing a realistic training program tailored to EC-130H COMPASS CALL specific requirements.

Situational Emergency Procedures Training (SEPT)—A discussion and review of abnormal/emergency procedures and aircraft systems operations/limitations based on realistic scenarios.

Specialized Mission Equipment—Equipment on-board some but not all Compass Call aircraft; not including QRC or AME.

Specialized Training—Training in specialized tactics/sorties/events/equipment done in addition to Phase 2, Phase 3 and CT.

Supervised Status—Crewmember will fly under instructor supervision as designated by the squadron commander or evaluator.

Squadron Supervisors—SQ/CC, Operations Officer, Assistance Operations Officers, and Flight CCs.

Verification—A ground training process aimed at ensuring and crewmember's tactical employment knowledge. Verification is a unit tactics program conducted in both initial and refresher phases. Initial verification occurs during Phase 3 training, while refreshers are utilized

to reinforce, refresh, and update crewmembers on a unit' wartime mission/tasking, tactics, and procedures.

Visual Threat Recognition and Avoidance Trainer (VTRAT)—An automated virtual intelligence instructional training aid designed to introduce or refresh visual scanners on their duties during an anti-aircraft threat engagement.

Attachment 2

GLOSSARY OF MISSION/SORTIE AND EVENT DEFINITIONS

A2.1. Sortie and Event Definitions:

A2.1.1. Air-to-Air Refueling (AAR):

A2.1.1.1. Aircraft commanders and cross-flow pilots must accomplish closure to a tanker from 1/4 NM and 5 minutes of cumulative boom time. Only one AAR event (day or night) may be accomplished on a given sortie for each crewmember.

A2.1.1.2. MPD Graduates must maintain precontact for 2 minutes.

A2.1.1.3. Navigators must accomplish all applicable AAR checklists and accomplish a timing solution to a point on a scheduled air refueling sortie. (navigator duties do not require the tanker to be present in order to credit an AAR event.)

A2.1.1.4. Flight Engineers must occupy the flight engineer seat and operate the AAR panel for at least one contact.

A2.1.1.5. AMTs will perform appropriate duties during AAR.

A2.1.1.6. Night AAR. Accomplish the rendezvous and contact between the end of the evening civil twilight and the beginning of morning civil twilight, IAW AFI 11-401. Dual log with AAR.

A2.1.2. **AME System Refresher.** Unless otherwise specified in this volume, an AME refresher event requires AME system review with an AME-certified instructor. Requires review of all AME systems in which individual is certified. Dual log with RAP events if accomplished.

A2.1.3. **AMT Mission Preflight.** Credit an AMT Mission Preflight for accomplishing a complete preflight IAW applicable technical orders, to include bringing up the mission system.

A2.1.4. **Basic Sortie.** Log basic sorties on designated training or operational missions while performing primary/secondary/instructor/evaluator duties. A Basic Sortie includes appropriate pre-mission planning, preflight according to flight publications, preparation of performance/takeoff and landing data, weather and crew briefings, flight plan filing, and post-mission procedures.

A2.1.4.1. Pilots and Flight Engineers. If more than one crewmember is on board for these crew positions, each may obtain Basic Sortie credit if they actively participate in required pre-mission and post-mission procedures as described above. Pilots must also accomplish a takeoff and landing.

A2.1.4.2. Navigators. If more than one navigator is on a flight, each may obtain Basic Sortie credit on the same flight provided each one occupies the navigator position, maintains a log, performs navigator duties, and monitors an approach and landing.

A2.1.5. **Expendables Event.** Aircrew will preflight, arm and operate the ALE-47 and the AAR-54. The ground mockup may be used when a suitably equipped aircraft is not available. Only one event may be logged per mission.

A2.1.6. **High Band System (HBS).** Event accomplishment requires full mission planning, briefing and employment, with or without actual radiation from the system.

A2.1.7. **Instrument Approach.** Conduct approaches IAW AFMAN 11-217, Vol 1.

A2.1.8. **Landing.** Fly a landing of any configuration, full-stop or touch-and-go, from either seat.

A2.1.8.1. Night Landing. Accomplish the landing between the end of the evening civil twilight and the beginning of morning civil twilight, IAW AFI 11-401. Dual log with Landing.

A2.1.9. **Language Event.** Credit a language event for a minimum of 2 hours of academic instruction, or programmed self-study. These events may include reading, translating, transcribing, or activity recognition exercises. Language Event in this context refers to cryptologic language skills vice global skills.

A2.1.10. **Live Comm Jam.** A Live Jam is defined as actively transmitting the weapon system through the transmit antennae (versus into a dummy load) against Compass Call targets. A Live Jam must be incorporated into a mission planning or an integrated exercise in order for the crew to observe the effects this has when employing the weapon system.

A2.1.11. **Local Proficiency Sortie.** Local proficiency sorties (LPS) allow pilots to practice instrument, transition, and emergency procedures while under the supervision of an IP (IPs need not be supervised themselves to log an LPS). Complete all maneuvers to an acceptable level of proficiency as determined by the IP to log the LPS. Should weather, maintenance or mission requirements preclude completing the planned profile, the instructor will determine whether the entire LPS will be reaccomplished or just those events not completed. Instructors need not accomplish all the events on a single sortie. Credit the LPS after completing the last event. Will be dual logged with Basic Sortie. Do not credit an LPS on the same flight as an evaluation. The following are the minimum required maneuvers to credit an LPS (comply with restrictions in Attachment 4):

A2.1.11.1. Aircraft Commanders and MPD Graduates: Review of boldface emergency procedures, one precision approach, one non-precision approach, one no-flap approach and landing, one holding pattern or procedure turn, one circling approach (traffic permitting), one simulated engine-out go-around, one simulated engine-out landing, and one VFR traffic pattern (weather permitting).

A2.1.11.2. AC Candidates: Review of boldface emergency procedures, one precision approach, one non-precision approach, one holding pattern or procedure turn, at least one landing, 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), and one VFR traffic pattern (weather permitting).

A2.1.12. **Mission Comms.** Credit a Mission Comms event for use of one or any combination of Secure Voice, HAVE QUICK, and SATCOM. Every attempt should be made to accomplish all of the following events on every Mission Sortie. A Mission Comms event may be accomplished with any flown sortie or applicable ground trainer.

A2.1.12.1. **Secure Voice.** Secure voice consists of an aircrew member loading the appropriate COMSEC into the KY-58 or KYV-5, and successfully using the radio in secure mode to both transmit and receive.

A2.1.12.2. **HAVE QUICK.** Consists of a crewmember correctly loading the word-of-the-day (WOD), accomplishing either a self-start time-of-day (TOD) or receiving a TOD from an outside source, and successfully using the radio in HAVE QUICK mode to both transmit and receive.

A2.1.12.3. **SATCOM.** Consists of two-way communication using aircraft SATCOM equipment with live frequencies. Static or in-flight use of equipment is acceptable. If satellite time is not available, loading of the SATCOM equipment IAW 55 ECG HERK HINTS procedures is sufficient.

A2.1.13. **Mission Sortie.** Credit a mission sortie for training or exercise missions planned and executed to realistically simulate a typical combat mission. All training sorties will include a training scenario. Mission sorties may be logged on actual combat missions. All mission sorties will include a pre-brief and debrief. Mission sorties require a minimum of two turns on orbit in the primary duty position or while instructing/evaluating. A mission sortie shall include a threat reaction (all crew positions) and a malfunction analysis (Mission Crew only). If threat reaction and/or malfunction analysis cannot be completed in-flight, a ground brief of the event is sufficient. COMPASS CALL missions designated to test weapon system capability/equipment may be logged as a mission sortie at the discretion of the SQ/DO.

A2.1.13.1. **Training scenarios** should be designed to realistically train for the unit's combat mission, and will incorporate crew coordination between flight crew and mission crew, communication procedures, orbit procedures, weapon system employment, and threat reactions.

A2.1.13.2. **Mission Crew.** Mission sorties may be accomplished either in-flight or in a COMPASS CALL Mission Crew Simulator (CCMCS) and must include (as a minimum) an MCC, MCS, an AO and/or ANO, and an AMT (if sortie is accomplished in flight). A minimum of 1 hour of primary/instructor/evaluator time must be logged. Will be dual logged with Basic Sortie if completed aboard the aircraft. Mission sorties require system initialization with minimum equipment necessary for the crew to complete the pre-engagement checklist and a minimum of one jam/search cycle. Minimum crew requirement may be waived by SQ/DO.

A2.1.13.3. **Malfunction Analysis.** Credit a malfunction analysis event for an actual or simulated event requiring proper reaction, crew coordination, and system operation taking into account the tactical situation, and crew/system/aircraft limitations.

A2.1.13.4. **Threat Reaction.** Credit a threat reaction when accomplishing an actual or simulated event requiring proper reaction, crew coordination, and system operation, taking into account the tactical situation, and crew/system/aircraft limitations. Threat reactions will include actual or simulated defensive maneuvers employed against air and/or ground threats.

A2.1.14. **Navigation Route.** A navigation route requires a minimum of 1 hour of AFI 11-2EC-130H, Vol 3, full navigator log procedures. Each navigator can credit only one

Navigation Route per flight, but more than one qualified navigator may obtain sortie credit on the same flight provided each one meets the requirements of a navigation sortie. May dual log with Basic Sortie if all requirements of A2.1.3. and A2.1.3.2. are met.

A2.1.15. **RAP Sortie.** RAP sorties are used for tracking sortie lookback requirements. Log a RAP sortie only when a RAP event is accomplished. Only one RAP sortie may be logged per sortie, but a basic sortie may also be logged provided the basic sortie requirements are met.

A2.1.16. **Reverse Taxi.** Perform reverse taxi with at least 90 degrees of turn.

A2.1.17. **Signals Event.** Credit a signals event for a minimum of 2 hours of academic instruction, or programmed self-study. These events will include aural recognition of signals or target system study.

A2.1.18. **Special Emitter Array (SPEAR).** Event accomplishment requires full mission planning, briefing and employment, with or without actual radiation from the system.

A2.1.19. **Takeoff.** Fly a takeoff, initial or touch-and-go, from either seat.

A2.1.20. **Touch-and-Go Landing.** Fly a touch-and-go landing from either seat. Dual log with Takeoff and Landing.

A2.2. Ground Training Event Definitions:

A2.2.1. **Aircraft Defensive Systems.** Training will be conducted IAW 55 ECG training certification plan, managed by the 55 ECG Electronic Combat Officer.

A2.2.2. **Chemical Biological Radiological Nuclear (CBRN) Defense Awareness and Survival Skills Training (Ground Ensemble).** All crewmembers will accomplish a CBRN initial and refresher course IAW AFI 10-2501.

A2.2.3. **Aircrew Chemical Defense Task Qualification Training (ACDTQT).** ACDTQT is an exercise emphasizing hands-on training, dressed out in partial Aircrew Chemical Defense Ensemble (ACDE) ensemble. The purpose of the exercise is to enable crewmembers to become aware of their limitations while wearing the equipment. Observers must closely monitor crewmember actions during the exercise as heat exhaustion, fatigue, hyperventilation, limited dexterity, and hampered communication can be experienced during the exercise. The equipment will immediately be removed when the observer or crewmember feels it is unsafe to continue,

A2.2.3.1. Crewmembers will wear the following equipment:

A2.2.3.1.1. Flying helmet

A2.2.3.1.2. MBU-19/P hood and mask assembly with suspension straps.

A2.2.3.1.3. CQU-7/P blower assembly with filter canisters and batteries.

A2.2.3.1.4. MXU-835 intercom assembly.

A2.2.3.1.5. Glove set (cotton, butyl, Nomex).

A2.2.3.2. Initial ACDTQT requires both ground and flying training. Ground training should mirror instruction provided during ACDE refreshers, allowing additional time to thoroughly cover the material. Flying training must be conducted in an aircraft.

Crewmembers who completed initial ACDTQT during a previous tour in any MDS are not required to reaccomplish initial ACDTQT. Crewmembers must complete initial ACDTQT during Phase 3 training.

A2.2.3.2.1. The restrictions in paragraph A2.2.3.4 apply with the additional requirement that the observer will always be an instructor. Mission crew and AMTs also require an instructor of the same crew position.

A2.2.3.3. ACDTQT Refresher Training. Crewmembers must accomplish this training at their designated crew position. Failure to accomplish ACDTQT results in regression to N-CMR/N-BMC status.

A2.2.3.3.1. Mission crew: ACDTQT is preferably conducted in the CCMCS, but may be conducted in the aircraft.

A2.2.3.4. When conducting ACDTQT in the aircraft, the following restrictions apply:

A2.2.3.4.1. Only one pilot or flight engineer will be dressed out at any time.

A2.2.3.4.2. An observer will always be assigned to monitor safety and signs of fatigue/stress. Observers will never wear the ACDE ensemble.

A2.2.3.4.3. The Aircraft Commander will be observed by an instructor pilot or experienced Aircraft Commander occupying the other seat.

A2.2.3.4.4. All other pilots will be observed by an instructor pilot or experienced Aircraft Commander in the other seat.

A2.2.3.4.5. All pilots will review emergency procedures; accomplish at least one take-off, approach, and landing; and complete all associated checklists.

A2.2.3.4.6. Flight engineers will be observed by another flight engineer and wear the gear for at least one take-off, approach, and landing, and complete all associated checklists.

A2.2.3.4.7. Navigators will be observed by another navigator and wear the gear for a minimum of 30 minutes while performing navigator duties.

A2.2.3.4.8. All other crewmembers will demonstrate proficiency or ability to perform wartime duties, and training will include 30 minutes of an in-flight scenario.

A2.2.3.5. When conducting ACDTQT in the simulator, there are no restrictions on which or how many crewmembers may wear the gear. Observation can be provided by other crewmembers or contract instructors as applicable.

A2.2.4. Not Used.

A2.2.5. **Code of Conduct Continuation Training (CoCCT).** Aircrew are required to complete CoCCT IAW AFI 16-1301.

A2.2.5.1. Local Area Survival (LAS) (SS01). LAS provides local standard operating procedures preparing aircrew for possible aircraft emergencies near the base of assignment to include local environmental aspects and local recovery procedures. LAS is a one-time requirement prior to first flight at every assignment. Personnel who PCS and

then return for subsequent assignments must accomplish this training during each reassignment.

A2.2.5.2. **Combat Survival Training (CST) (SS02).** Aircrew will conduct field escape and evasion exercises and ignite flares. They will discuss global survival, field medical techniques, and the five phases of evasion.

A2.2.5.3. **Conduct After Capture (CAC) (SS03).** Students discuss resistance training, the Code of Conduct, the UCMJ and the Articles of the Geneva Convention as they apply to wartime, peacetime government, and hostage detention.

A2.2.5.4. **Water Survival Training (WST) (SS05).** Academic and equipment training will provide crewmembers the opportunity to demonstrate their ability to use EC-130H-specific flotation devices and equipment available during an overwater emergency. Crewmembers arriving PCS who can produce source documentation of currency on this item from any C-130 MDS are not required to reaccomplish training, but must be provided difference training on the EC-130H configuration. Difference training will be provided by squadron Life Support.

A2.2.5.5. **Emergency Parachute Training (EPT) (SS06).** Each crewmember will perform procedures using hanging harness training methods and weapons system specific aircrew equipment. Training will include weapons specific aircrew flying equipment, i.e., flight gloves, flight helmet, etc. This training will utilize a demonstration and performance method of instruction. Crewmembers on non-ejection aircraft will perform EPT once every 36 months. EPT with ACDE is now a one-time requirement during an crewmember's flying career. Once completed, it does not have to be accomplished again.

A2.2.5.6. **Contingency SERE Indoctrination (CSI) (SS07).** CSI is a combatant command-directed activity and is designed to prepare HRC personnel deploying to a specific theater of operations or contingency. CSI will be tailored to the EC-130H's mission. Combatant commands will certify selected SERE specialists to instruct HRC theater preparations. CSI is also referred to as HRC theater preparation.

A2.2.6. **Communications Training.** 755 OSS will develop local training programs to provide pilots, navigators, mission crew commanders, and mission crew supervisors with annual refresher training IAW AFKAO-5, *Instructional Guide for Operations Codes*.

A2.2.7. **Crew Resource Management.** All crewmembers will accomplish an initial CRM course, followed by biennial refresher training IAW AFI 11-290, *Cockpit/Crew Resource Management Training Program*. Crewmembers who have completed initial CRM training in any aircraft MDS or while attending formal flying training will NOT reaccomplish initial training. Refresher courses are normally provided concurrent with simulator refresher training for pilots, navigators, and flight engineers, and locally for mission crew and AMTs.

A2.2.8. **Fire Extinguisher Training.** Required upon arriving PCS to a new flying unit. This training will familiarize crewmembers in the use of the type of fire extinguishers onboard their assigned aircraft. This training should be hands-on whenever possible.

A2.2.9. **Flight Engineer Systems Refresher.** Flight Engineers will complete an annual ground training course covering selected aircraft systems provided for in aircrew training system (ATS) contractor courseware. Training is designed to improve the flight engineer's

technical knowledge of aircraft systems, operational procedures, and unit mission. The C-130 FIQ graduation date establishes the first occurrence of this event being completed. Instructors and evaluators are exempt from this requirement.

A2.2.10. Flight Physical. All crewmembers will accomplish an annual flight physical IAW AFI 48-123, *Medical Examination and Standards*; and AFI 44-170, *Preventive Health Assessment*. Flight physicals should normally be done in conjunction with the Preventive Health Assessments (PHA).

A2.2.11. Chemical Biological Radiological Nuclear (CBRN) Defense Awareness and Survival Skills - Initial (Ground Ensemble). All crewmembers will accomplish initial CBRN Defense training during Phase 3 training or within 90 days of in-processing into their first permanent duty location after the award of their AFSC, IAW AFI 10-2501, *Air Force Emergency Management (EM) Program Planning and Operations*. Individuals who have not attended a refresher course in 36 months or more are required to undergo initial training.

A2.2.12. Initial Survival School. Accomplish IAW ETCA.

A2.2.13. Initial Water Survival. Accomplish IAW ETCA.

A2.2.14. Intelligence Training. All crewmembers will complete annual intelligence training. This training should be closely aligned with unit weapon/tactics programs and will include, as a minimum (items may be tracked collectively or separately in ARMS):

A2.2.14.1. Knowledge of Threats. Instruction should cover Integrated Air Defense Systems, surface-to-air threats (SAM/AAA), and air-to-air threats as detailed in AFTTP 3-1.Threat Guide. Focus instruction on those items appropriate and applicable to execution of the unit mission.

A2.2.14.2. Visual Recognition of Rotary- and Fixed-Wing Aircraft, ground assets, and Naval Vessels. Crewmembers must identify type of aircraft they are likely to encounter - - to include variants and paint schemes -- from various aspects and determine whether the aircraft is a threat or non-threat. In addition crewmembers will utilize major features to recognize ground targets and major categories of naval vessels.

A2.2.14.3. Evasion and Recovery. Evasion and recovery training prepares crewmembers for the possibility of evasion, captivity, and escape in hostile territory. This training may be completed in conjunction with high threat combat survival training.

A2.2.14.4. Collection and Reporting Systems. Training will enable crewmembers to initiate aircrew-originated reports and will familiarize them with the information requirements of the intelligence-generated mission report (MISREP) and intelligence report (INTREP). Intelligence oversight concerns should also be addressed.

A2.2.15. Isolated Personnel Report (ISOPREP) Review. All crewmembers will review their ISOPREP cards every 6 months, IAW JP 3-50, Personnel Recovery.

A2.2.16. Law of Armed Conflict. 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.

A2.2.17. Aircrew Flight Equipment Continuation Training (AFECT). Crewmembers are required to complete life support continuation training IAW AFI 11-301, Vol 1.

A2.2.17.1. Aircrew Flight Equipment Familiarization (LL01). All crewmembers will accomplish LSFT prior to their first flight at home station IAW AFI 11-301, Vol 1. This is a one-time event, per base assignment, conducted prior to the first flight at home station to familiarize crewmembers with local ALS equipment availability, issue, use, pre-flight, and post-flight procedures. This training will be provided for subsequent re-assignments to the same base.

A2.2.17.2. Emergency Egress Training (EET) (Non-Ejection Seat) (LL03). All crewmembers will accomplish EET annually IAW AFI 11-301, Vol 1. Evaluates aircrew ability to demonstrate proficiency in air and ground emergency egress procedures. Stresses the importance of aircrew coordination, responsibilities, and use of appropriate emergency egress equipment. Crewmembers arriving PCS who can produce source documentation of currency on this item from any C-130 MDS are not required to reaccomplish training, but must be provided difference training on the EC-130H configuration. Difference training will be provided by squadron Life Support.

A2.2.17.3. Aircrew Chemical Defense Training (ACDT) (LL04). All crewmembers will accomplish ACDT refresher annually IAW AFI 11-301, Vol 1. Academic and equipment training will provide crewmembers the opportunity to demonstrate their ability to don and doff ACDE and utilize buddy dressing procedures. This training also includes information on hazards and limitations of wearing the equipment properly and improperly, preflight procedures, aircraft integration, and parachute descent emergency procedures. Each aircrew will demonstrate procedures during their initial class; subsequent classes require a minimum of 10% of aircrew participants to dress out and demonstrate aircrew contamination control area (ACCA) processing procedures.

A2.2.17.4. Egress Training (Non-Ejection Seat) with ACDE (LL05). All crewmembers will accomplish egress training with ACDE IAW AFI 11-301, Vol 1. Training will be conducted like normal egress training with the added burden of wearing the aircrew ensemble.

A2.2.17.5. Aircrew Flight Equipment Training (AFET) (LL06). All crewmembers will accomplish life support equipment training annually IAW AFI 11-301, Vol 1. Academic and equipment training will provide crewmembers the opportunity to demonstrate their ability to locate, preflight, and use all aircrew and passenger AFE carried aboard the EC130H or issued to aircrews. Crewmembers arriving PCS who can produce source documentation of currency on this item from any C-130 MDS are not required to reaccomplish training, but must be provided difference training on the EC-130H configuration. Difference training will be provided by squadron Life Support personnel.

A2.2.18. **Marshalling Exam.** All flight crew must complete a marshalling exam IAW AFI 11-218, *Aircraft Operation and Movement on the Ground*. Initial exams must be accomplished prior to first flight. Exams must be accomplished prior to first flight, but NLT 30 days following PCS arrival to a flying unit. Marshalling exams conducting at the Basic C-130 FTU will count towards this event.

A2.2.19. **Mission Planning Cell (MPC).** Dual log with Initial VT. Credit an MPC event for planning an exercise/operational mission or CCMCS event. Planners will prepare and brief said mission IAW local planning and briefing guides. Planners will also debrief upon mission completion, paying particular attention to lessons learned, actual mission

employment, threats, and any unforeseen circumstances. Planners will also consider the following items in preparation for the mission, and brief, as applicable, to the aircrew (this list is not all-inclusive):

A2.2.19.1. Deployment Planning Team (DPT) actions (Flight Crew)(for initial deployments)

A2.2.19.2. Aircraft structural and configuration limitations

A2.2.19.3. Any additional/non-standard Combat Search and Rescue Procedures

A2.2.19.4. ROE/SPINS

A2.2.19.5. Non-Standard Local Area Procedures

A2.2.19.6. Authentication Procedures

A2.2.20. **Physiological Training.** All crewmembers will accomplish academics and a chamber flight IAW AFI 11-403, *Aerospace Physiological Training Program*. Both an initial course, and refresher training are required. Individuals are required to accomplish a refresher every 5 years.

A2.2.21. **Self-Aid and Buddy Care (SABC).** All crewmembers will accomplish an initial and a refresher SABC course IAW AFI 36-2238, *Self-Aid and Buddy Care Training*.

A2.2.22. **Simulator Refresher.** Pilots, navigators, and flight engineers will complete a simulator refresher course, conducted by the ATS contractor. Navigator refreshers will also make use of the Satellite Navigation Stations (SNS). This is an annual requirement, but crewmembers may go up to 17 months between refreshers when simulator slots are not readily available. Extensions must be granted by the SQ/DO and will be filed in the individual's training record. Completion of an AC upgrade or formal C-130 CTS TX/RQ course counts as annual simulator refresher training.

A2.2.23. **Small Arms Training.** Training will be provided to all crewmembers IAW AFI 36-2226, *Combat Arms Training and Maintenance (CATM) Program*; and AFI 31207, *Arming and Use of Force by Air Force Personnel*. Weapons couriers are considered Group B.

A2.2.24. **Tactics Training.** Refresher training will be provided in aircraft defensive systems, enemy systems and tactics, tactical approaches and departures, and other current information deemed essential by the group weapons and tactics office.

A2.2.25. **TERPS.** Flight Engineers will receive annual training on FLIP and instrument procedures. This training is normally taught in conjunction with Flight Engineer Systems Refresher.

A2.2.26. **Use of Force (UoF)/ROE Training.** Training will be IAW AFI 31-207, *Arming and Use of Force by AF Personnel*, and Air Force Manual 31-222, *Use of Force Manual*. UoF/ROE training will normally be given with the annual and recurring qualification training.

A2.2.27. **Verification Training - Initial.** Crewmembers must complete initial verification training during Phase 3 training. More guidance is available in Attachment 3.

A2.2.28. **Verification Training - Refresher.** Verification refresher training, as required by this instruction, updates crewmembers on their unit's wartime mission. Each crewmember will complete an annual verification refresher program IAW Attachment 3 of this instruction as established by the group weapons and tactics office. Crewmembers who perform MPC duties during a unit deployment to will receive credit for continuation verification. Initial verification counts as the annual refresher.

A2.2.29. **Visual Threat Recognition and Avoidance Trainer (VTRAT).** 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.

A2.2.29.1. **VTRAT Initial Training.** This is initial training for crewmembers. Training will consist of the basics of AAA and MANPAD recognition and avoidance. Course will consist of one hour of academics followed by ~30mins of individual simulator time on the VTRAT.

A2.2.29.2. **VRAT Refresher Training.** This is continuation training for mission ready crewmembers. This course will refresh crewmembers on basics of AAA and MANPAD recognition and avoidance. Course involves 30 minutes of individual simulator time on the VTRAT.

Attachment 3

VERIFICATION TRAINING GUIDE

A3.1. Tasking to Training Process:

A3.1.1. Realistic Training Process.

A3.1.2. Review Unit OPLANs.

A3.1.3. Review Unit DOC Statement.

A3.1.4. Provide Publications Overview.

A3.1.4.1. AFI 11-2EC-130H, Vol 1.

A3.1.4.2. AFI 11-2EC-130H, Vol 2.

A3.1.4.3. AFI 11-2EC-130H, Vol 3.

A3.1.4.4. AFTTP 3-1.General Planning, 3-1.Threat Guide, and 3-1.COMPASS CALL.

A3.1.5. Review Tactics Training Opportunities.

A3.2. Theater Training:

A3.2.1. Unit tactics offices will develop theater training for USACOM, CENTCOM, PACOM, SOUTHCOM, and EUCOM.

A3.2.2. Subject areas will include geography, terrain, climatology and recent history, command structure, intelligence, theater resources and their disposition, rules of engagement, command/control/communications, local operating procedures, theater employment, electronic combat, and tactical deception.

A3.3. Combat Operations. Contract Courseware (IC/PNFL-205-01).

A3.4. Mission Planning Academics. Contract Courseware (IC/PNFL-203-01).

A3.5. Intro to Tactics/Mission Execution Academics. Contract Courseware (IC/PNFL 207-01).

A3.6. Tactics Academics. Group and squadron weapons and tactics offices will develop employment academics based on Contract Aircrew Training (CAT) and other available courseware. Training should consist of an academic course and/or audiovisual program. Instruction should include information from AFTTPs 3-1.General Planning, 3-1.Threat Guide, and 3-1.COMPASS CALL. Topics may include terminal operations, enemy capabilities, mission execution/tasking, planning considerations, electronic combat considerations, use of airborne C2 assets, platform capabilities, evasive maneuvering, authentication procedures, all levels of ROE, electronic combat equipment capabilities/operations/checks/procedures.

A3.7. Scenario Planning. Group weapons and tactics office will develop scenarios for each of the theaters covered in theater training. Each class will flight plan a complete mission deploying to a theater and another mission employing within the theater.

A3.8. Verification Board. Scenario planning will be concluded with a mission briefing to a verification board. The board consists of a panel of instructors, chaired by the ECG/CC or designated representative. The board may ask questions pertaining to mission execution. The

board chair will verify individual crewmembers as "ready for deployment" or require them to reaccomplish verification training.

Attachment 4

TRAINING POLICY

A4.1. Training Aircraft Not Capable of Flight. If an aircraft is not capable of departure within 4 hours after scheduled departure time, the SQ/CC, Operations Officer, or designated representative should cancel the training sortie. The training sortie may launch under the following conditions:

A4.1.1. SQ/CC, Operations Officer, or designated representative grants approval.

A4.1.2. An Operational Risk Management (ORM) analysis will be re-accomplished to consider crew duty day, fatigue, alterations to training objectives and/or profile, aircraft maintenance status, and any other items affecting the mission.

A4.1.3. For planning purposes, a minimum of 1.5 hours must be allotted for aircraft preflight duties when determining the anticipated departure time.

A4.2. Training/Evaluation Briefings. Before all training/evaluation missions, ACs or instructors/flight examiners will brief their crews on the following additional items:

A4.2.1. Training/Evaluation requirements. Instructors/evaluators (for each crew position) will outline requirements and objectives for each student or examinee.

A4.2.2. Planned training profiles and seat changes.

A4.3. Debriefing. Review and evaluate overall training performed. Each student or crewmember should understand thoroughly what training has been accomplished. Ensure all training is documented.

A4.4. Touch-and-Go Landings:

A4.4.1. Ground-idle touch-and-go landings may only be flown if required as part of a formal syllabus or with group commander approval. Do not perform ground-idle no-flap touch-and-go landings.

A4.4.2. Touch-and-go landings are authorized under the following conditions:

A4.4.2.1. Minimum runway length for 50 percent flap flight idle touch-and-go landings is 5,000 feet. Minimum runway length for all other touch-and-go landings is 6,000 feet.

A4.4.2.2. Crosswind component must be within the recommended zone of the landing crosswind chart. Touch-and-go landings are not authorized when corrections to minimum touchdown speed have been made to enter the recommended zone of the crosswind component chart.

A4.4.2.3. Minimum ceiling of 1,000 feet and minimum visibility of 2 miles (300 feet and 3/4 mile (RVR 40) for IPs).

A4.4.2.4. Authorized when normal wake turbulence criteria (IAW FLIP GP) are met.

A4.4.3. Passenger restrictions are IAW AFI 11-2EC-130H, Vol 3.

A4.4.4. AC must be touch-and-go certified, but may occupy either seat.

A4.5. Stop-and-Go Landings:

A4.5.1. Stop-and-go landings are authorized only on designated training, evaluation, or currency missions and may be performed by any qualified EC-130H pilot.

A4.5.2. When stop-and-go landings are performed, the runway remaining for takeoff must be equal to or greater than CFL (balanced or unbalanced, whichever is greater). Crosswind component must be in the recommended zone of the landing crosswind chart. Ceiling and visibility must be at least 300 feet and 3/4 mile (RVR 4000).

A4.5.3. Stop-and-go landings will not be performed in conjunction with no-flap landings, when normal wake turbulence criterion is not met, or when intercepting/crossing the flight path of a heavy jet while performing an approach or landing.

A4.6. Simulator-Only Maneuvers. Do not perform the following maneuvers or procedures in flight:

A4.6.1. Full stalls

A4.6.2. Rudder force reversals or fin stalls

A4.6.3. Spins

A4.6.4. Simulated runaway trim malfunctions

A4.6.5. Simulated hydraulic system loss by turning engine-driven hydraulic pumps off

A4.6.6. Simulated two-engine out approach or landing

A4.6.7. Simulated engine-out takeoffs

A4.7. Simulated Instrument Flight. Do not use a hood or other artificial vision-restricting device for any phase of flight. Simulated instrument flight may be flown and logged without the use of such devices.

A4.8. Windmill Taxi Start. Direct IP supervision is required, and aircraft dash one recommendations are mandatory. Authorized during daylight, with a dry, hard-surfaced runway at least 147 feet wide, and the crosswind component within the recommended zone of the takeoff crosswind chart. May only be performed if required as part of a formal syllabus or with group commander approval.

A4.9. Aborted Normal Takeoff. Direct IP supervision is required. Authorized during daylight with the crosswind component within the recommended zone of the takeoff crosswind chart. Runway must be dry, hard-surfaced, and long enough to allow refusal speed to be greater than or equal to takeoff speed. Aborts will be initiated by stating "REJECT" prior to reaching the lesser of takeoff or refusal speed. Do not practice aborts from touch-and-go or stop-and-go landings. Prebrief all actual engine shutdowns due to simulated malfunctions. May only be flown if required as part of a formal syllabus or with group commander approval.

A4.10. Actual Engine Shutdown and Airstart. Direct IP supervision is required; squadron DO approval is required. Engines may be shutdown during daylight, in VMC, and at altitudes no lower than 2500 feet AGL.

A4.11. Flight Maneuvers. The following maneuvers may only be flown on training sorties. The pilot will alert the crew before accomplishing these maneuvers.

A4.11.1. Approaches to Stall. Direct IP supervision is required. Authorized during daylight, in VMC, at a minimum of 5000 feet AGL or 5000 feet above a cloud deck. Recovery will be initiated at initial stall buffet. May only be flown if required as part of a formal syllabus or with group commander approval.

A4.11.2. Instrument Steep Turns. Authorized during daylight, in VMC, with up to 60 degrees of bank. Bank angles in excess of 45 degrees are restricted to altitudes above 5000 feet AGL (or 5000 feet above the cloud deck), and aircrews will check stall speeds prior to initiating steep turns.

A4.11.3. Slow Flight. Direct IP supervision required. Authorized at or above 5000 feet AGL. Fly at approach, threshold, and 1.2 power off stall speed with gear down and flaps 0%, 50%, or 100%. Do not exceed 15-degrees of bank. May only be flown if required as part of a formal syllabus or with group commander approval.

A4.12. Go-Around and Missed Approach. Initiate a planned go-around/missed approach no lower than:

A4.12.1. Precision approach – DH/DA (or 200-feet HAT, whichever is higher).

A4.12.2. Non-precision approach - Minimum descent altitude depicted on approach plate.

A4.12.3. Visual Approach - 200-feet AGL for simulated emergencies (no minimum for non-emergency).

A4.12.4. VFR pattern or circling/sidestep approach (after circling maneuver has begun) - 200-feet AGL for simulated emergencies (no minimum for non-emergency).

A4.12.5. Restricted Low Approach (aircraft, equipment, or personnel are on the runway) - 500-feet AGL.

A4.13. Simulated Emergency Flight Procedures:

A4.13.1. An instructor or evaluator pilot must occupy one of the pilot seats when practicing emergencies that require simulated engine shutdown, or reconfiguration of switches to abnormal positions/configurations. These procedures are only authorized during training, evaluation, or currency flights. IP candidates who occupy a pilot seat and are under the supervision of an evaluator pilot not occupying a pilot seat may practice simulated emergency procedures during initial or requalification upgrade evaluations to instructor pilot. Do not conduct aircraft systems emergency procedures training during tactical training. Preface all simulated emergencies with the word "simulated" and terminate simulated emergencies when an actual emergency arises.

A4.13.1.1. A safety observer is required for any airborne training where doors are opened in flight. Intentions must be briefed to crewmembers and the squadron Operations Supervisor before flight.

A4.13.2. Passenger restrictions are IAW AFI 11-2EC-130H, Vol 3.

A4.13.3. Conduct simulated emergency flight procedures IAW this directive. Use a realistic approach. Limit simulated emergencies to non-critical phases of flight when possible. Notify the controlling agency of nonstandard traffic patterns or patterns that may require special sequencing.

A4.14. Simulated Engine Failure. Direct IP supervision is required. One throttle may be retarded to FLIGHT IDLE at not less than one-engine inoperative VMCA (out of ground effect) nor lower than 300 feet AGL.

A4.14.1. Mobility Pilot Development Graduates and AC Candidates may conduct simulated engine-out approaches, missed approaches, and landings under direct IP supervision.

A4.14.2. Restrictions:

A4.14.2.1. Authorized in day IMC with ceilings and visibility at or above circling minimums.

A4.14.2.2. Authorized at night with weather at or above 1,000-foot ceiling and 2SM visibility or circling minimums whichever is higher.

A4.14.2.3. Crosswind component must be in the recommended zone of the landing crosswind chart for simulated engine-out landing.

A4.14.2.4. Engine-out no-flap landings are restricted to AC Upgrades and above. Planned go-arounds/missed approaches from engine-out no-flap landings will not be conducted. Required go-arounds from engine-out no-flap approaches require setting the flaps to 50% and using all four engines.

A4.14.2.5. IPs will not compound engine-out circling approaches with other simulated malfunctions.

A4.14.2.6. Simulated engine failure is prohibited during air refueling operations.

A4.15. No-Flap Approach and Landing. Direct IP supervision is required.

A4.15.1. Restrictions:

A4.15.1.1. Maximum gross weight is 120,000 pounds.

A4.15.1.2. Crosswind component must be within the recommended range in the landing crosswind chart for no-flap landings.

A4.15.1.3. Authorized in day IMC with ceilings and visibility at or above circling minimums.

A4.15.1.4. Authorized at night with weather at or above 1,000-foot ceiling and 2SM visibility or circling minimums whichever is higher.

A4.15.2. No-flap landings are authorized for MPD Graduates, AC Candidates and above under direct IP supervision.

A4.15.3. No-flap circling approaches/landings and engine-out no-flap approaches/landings are authorized for AC Candidates and above. IPs will not combine other simulated emergencies with no-flap circling approaches.

A4.15.4. Use 50% flaps for a go-around from a no-flap approach. Planned go-arounds/missed approaches from engine-out no-flap landings will not be conducted. Required go-arounds from engine-out no-flap approaches require setting the flaps to 50% and using all four engines.

A4.16. Air-to-Air Refueling Operations. Air refueling is a qualification that requires in-flight evaluation prior to performing contacts unsupervised.

A4.16.1. Pilots, navigators and flight engineers receiving AAR training must be under direct supervision of an AAR-certified instructor in their crew position.

A4.16.2. MPD Graduates will normally fly the precontact position. Non-AC-qualified pilots may perform contacts in either seat with an AAR-certified IP in the other seat.

A4.16.3. Pilots qualified in the contact position may perform contacts from either seat. IPs and pilots in instructor upgrade may perform boom limit demonstrations.

A4.16.4. Any pilot in the contact position may take fuel.

Table A4.1. Training Restriction Summary.

Event	Restrictions	Notes
Touch-and-Go Landings	<p>Authorized only on designated training, evaluation, or currency missions</p> <p>Requires certification and minimum 100 hours as pilot-in-command.</p> <p>ACs restricted to flight idle touch and go landings. Certified AC must be in seat.</p> <p>Ground and flight idle touch and go performed by any pilot from any seat when a flight evaluator, IP, or IP candidate during upgrade/evaluation occupies a pilot's seat.</p> <p>Ground idle touch and go only authorized if required as part of a formal syllabus or with group commander approval. No-flap ground-idle touch and go landings not authorized.</p> <p>Minimum runway length: flaps 50 percent, 5,000 feet - for all other, 6,000 feet.</p> <p>Crosswind component corrected for RCR is within recommended zone.</p> <p>Minimum ceiling of 1,000 ft and minimum visibility of 2SM (300 ft and RVR 4000 (3/4 SM visibility) if an IP is in either seat)</p>	

Event	Restrictions	Notes
Stop-and-Go Landings	<p>Authorized only on designated training, evaluation, or currency missions Authorized to be performed by any C-130 qualified pilot.</p> <p>Runway remaining for takeoff must be equal to or greater than CFL (balanced or unbalanced, whichever is greater).</p> <p>Crosswind component corrected for RCR in the recommended zone of the landing crosswind chart.</p> <p>Ceiling and visibility must be at least 300-feet and 3/4 mile (RVR 40).</p> <p>No-flap stop and go landings are not authorized.</p>	
Simulated Engine Failure	<p>Authorized for MPD Graduate, AC Candidate or above with direct IP supervision. Prohibited during AAR operations.</p> <p>Retard one throttle to flight idle at not less than VMCA (one-engine inoperative, out of ground effect) nor less than 300 feet AGL.</p> <p>Authorized day IMC if WX at or above circling minimums; authorized night IMC with weather at or above 1,000-foot ceiling and 2SM visibility or circling minimums whichever is higher</p> <p>Crosswind component must be in the recommended zone for landing.</p> <p>Engine-out no-flap landings restricted to AC Upgrades and above; planned go-arounds out of a no-flap engine-out approach are not authorized.</p> <p>Engine-out circling approaches will not be compounded with any other simulated malfunctions.</p>	1
No-Flap Landing	<p>Authorized for MPD Graduate, AC Candidate or above with direct IP supervision.</p> <p>Engine-out no-flap landings restricted to AC Upgrades and above; planned go-arounds out of a no-flap engine-out approach are not authorized.</p> <p>No-flap circling approaches are restricted to AC Upgrades and above, and will not be combined with any other simulated emergencies.</p> <p>Max gross weight is 120,000 lbs. and crosswind component must be within the recommended range.</p> <p>Authorized day IMC if WX is at or above circling minimums; authorized night IMC with weather at or above 1,000-foot ceiling and 2SM visibility or circling minimums whichever is higher.</p> <p>Crosswind component must be within the recommended zone for no-flap landings.</p> <p>No-flap stop-and-go or ground-idle touch-and-go landings are not authorized.</p>	1
Go-around, Missed Approaches	<p>Minimum altitude is 500-feet AGL when aircraft, equipment, or personnel are on the runway.</p> <p>VFR/Visual/Circle - No lower than 200-feet AGL when practicing simulated emergencies.</p> <p>Practice instrument approaches - no lower than minimum altitude for the approach.</p>	

Event	Restrictions	Notes
Air-to-Air Refueling	<p>MPD Graduates and AC Candidates may contact with an AAR-certified IP in either seat.</p> <p>Non-AAR qualified Aircraft Commanders may contact with an AAR-certified IP in the other seat.</p> <p>AAR-Qualified pilots may perform contacts from either seat.</p> <p>AAR certified IPs may perform boom limit demonstrations. ACs in IP upgrade may perform boom limit demonstrations under the direct supervision of an AAR IP.</p>	
Windmill Taxi Start	<p>Day only on dry hard-surfaced runway at least 147 feet wide.</p> <p>Crosswind component in the recommended zone of the landing crosswind chart.</p> <p>Dash one recommendations are mandatory.</p>	1, 2
Slow Flight Demonstration	<p>At or above 5,000 feet AGL.</p> <p>Fly at approach, threshold, and 1.2 times stall speed with gear down and flaps 0, 50, or 100 percent.</p> <p>Do not exceed 15-degrees of bank..</p>	1, 2
Approaches to Stall	<p>Requires day VMC at a minimum of 5,000 feet AGL or above cloud deck.</p>	1, 2
Steep Turns	<p>Authorized during day VMC with up to 60-degrees bank.</p> <p>Restricted to at or above 5,000 feet AGL or above cloud deck for bank angles in excess of 45°.</p> <p>Review stall speeds before performing turns.</p>	
Aborted Normal Takeoff	<p>Day only on dry hard-surfaced runway with crosswind component in the recommended zone of the landing crosswind chart.</p> <p>Runway must be sufficient to allow takeoff and refusal speeds to be equal.</p> <p>Not authorized from touch and go or stop and go landings.</p> <p>Prebrief all actual engine shutdowns for simulated malfunctions.</p>	1, 2
Actual Engine Shutdown and Airstart	<p>Day VMC no lower than 2,500 feet AGL.</p>	1, 3
<p>Notes:</p> <ol style="list-style-type: none"> 1. Direct IP supervision required. 2. May only be flown if required as part of a formal syllabus or with group commander approval. 3. Squadron DO approval is required. 		

Attachment 5**TRAINING SHORTFALL REPORT**

MEMORANDUM FOR HQ ACC/A3I
205 Dodd Blvd., Ste 101
Langley AFB, VA 23665-2789

FROM: xx ECS/CC

SUBJECT: (41/42/43) ECS Training Shortfalls

1. TRAINING SHORTFALLS (Training events/sorties not accomplished or locally waived. Only report those shortfalls that the unit commander feels will have a major impact on training. Generally report only those events/sorties that affect 15% or greater crew force.)

EVENT/SORTIE

--PERCENT OF CMR/BMC CREWS (by crew position) AFFECTED
--SPECIFIC REASONS FOR SHORTFALL
--CORRECTIVE ACTION (if any)
--LIMFACs

2. COMMANDER'S COMMENTS (Open forum for comments to improve the training and reporting system.)

3. If there are any questions, please contact XX (provide a Squadron POC for training shortfall information, including name, rank, office symbol, and DSN).

(41/42/43) ECS/CC Signature Block

1ST Ind, 55 ECG/CC

TO: HQ ACC/A3I

CC: NAF/A3

55 ECG/CC Signature Block

Attachment 6**SAMPLE WAIVER REQUEST MEMORANDUM FORMAT**

A6.1. Waiver Request Format. Provide the following information on all waiver requests. Number items as listed; mark unused items as "not applicable (N/A)." Provide asterisked (*) item information on all waivers. Provide double asterisked (**) item information on all In-Unit IQT/RQ/Upgrade waivers.

MEMORANDUM FOR HQ ACC/A3I

FROM: 55 ECG/CC

SUBJECT: (state the specific type of waiver) Waiver Request

1. Request a waiver to (state the purpose of the waiver request, the specific AFI, syllabus, prerequisite, required upgrade, etc. to be waived.) The following information is provided per AFI 11-2EC-130H, Vol 1, Attachment 6:

- a. *Student's name and rank.
- b. *Students Social Security Number.
- c. *Specific nature of waiver, to include prerequisite, syllabus, course, etc., as required.
- d. *Reason and justification for waiver. If asking for a prerequisite waiver, include reasons prerequisite wasn't accomplished and gameplan for accomplishing the prerequisite.
- e. *Training Class and start date.
- f. **Present crew qualification including special qualifications.
- g. **Total flying time and primary aircraft authorization (PAA) time (including instructor or evaluator time if applicable).
- h. **Crew qualification to which person is qualifying or upgrading.
- i. **Previous attendance at any formal instructor course (including course identifier and graduation date). (Required for In-Unit Instructor Upgrade waivers only.)
- j. **Mandatory upgrade or qualification date, if applicable.
- k. *Additional Remarks, to include formal school courseware required.

2. 55 ECG POC for this waiver request is (provide an ECG POC for the requested waiver, including name, rank, office symbol, and DSN).

55 ECG/CC signature block

cc:

NAF/A3T

HQ ACC/A3T (for all front-end aircrew and all AFE prerequisite waivers)

Attachment 7

SAMPLE RAP PROBATION LETTER



DEPARTMENT OF THE AIR FORCE
 HEADQUARTERS 55TH WING (ACC)
 OFFUTT AIR FORCE BASE NEBRASKA

4 June 09

MEMORANDUM FOR RECORD

FROM: 41 ECS/CC

SUBJECT: Probation for Failing RAP Sortie 1 and 3-Month Look Back for EOM May 09

1. RAP sortie requirements can be found in Table 4.5 of AFI11-2EC-130HV1. The following individuals have failed their 1 and 3-Month Look Back and are on probation for 1 month.

ASSIGNED		ATTACHED
Craig, Kerry L.	Wilson, Geoffery A.	Dooley, Edward J.
Hazel, Yashua H.		
Lett, Ryan C.		
McCarthy, Daniel R.		
Montgomery, Amanda R.		
Poffenbarger, Michael J.		
Toter, Nicole M.		

2. DOO and DOT will ensure the above individuals meet their 1-month look back requirements by the end of the probation period. If the look back is not satisfied, the individual will be regressed to N-CMR/N-BMC and must complete the SQ/CC re-certification program as defined in the DOT OI.

3. A copy of this letter will be placed in Section 2 of the individual's Continuation Training Folder. If you have any questions please contact TSgt Brandon Bennett, DOT at 228-9270 or brandon.bennett@dm.af.mil.

//signed-wck//

WALTER C. KIRSCHMAN, Lt Col, USAF
 Commander

Global Power for America

Attachment 8

SAMPLE RAP REGRESSION LETTER



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 55TH WING (ACC)
OFFUTT AIR FORCE BASE NEBRASKA



8 Feb 06

MEMORANDUM FOR RECORD

FROM: 41 ECS/CC

SUBJECT: Regression to N-CMR/N-BMC for Unaccomplished CMR Ground Training Items

1. AFI 11-2EC-130H, Vol. 1 Table 4.1 *Continuation Ground Training* lists all required ground training to maintain CMR/BMC status.
2. IAW AFI 11-2EC-130H, Vol. 1, paragraph 4.2.1, the following individuals have been regressed to N-CMR/N-BMC until all CMR ground training items have been accomplished.

A Flt	B Flt	C Flt
Andrew Bierken (ACDE, CST, CWDT ref, <u>isoprap</u> , VT)	Christopher Gasch (ACDE)	David Gonzalez (VT)
Eduardo Defendini (VT)	Phillip Patterson (<u>spt w/acde</u>)	Albin Levin (<u>isoprap</u>)
Jeffery Kassedbaum (CWDT ref)	Jason Reynolds (<u>isoprap</u>)	Andre Menard (<u>isoprap</u>)
David Lake (<u>isoprap</u>)	Alan Shoemaker (<u>isoprap</u> , CWDT Grnd, VT)	John McCoy (<u>isoprap</u>)
Melanie Olson (CWDT ref)	Colton Skorupan (<u>EPT w/acde</u>)	
David Oregon (vt)	Ray Smith (ACDE)	

3. The above individuals were identified from the *CMR Ground Training Events* tables produced by ARMS. These tables will be passed to the A/B/C Flight Commanders and 41st DOTG. Flight Commanders will notify/track their individuals to ensure all CMR events are accomplished as soon as possible. 41st DOTG will use the ARMS tables to prioritize the scheduling of ground training events.

4. POC for this memorandum is MSgt Bill McCaleb, DOT NCOIC.

CHARLES L. SCHNARR, Lt Col, USAF
Commander, 41st ECS

Global Power for America