COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

This volume implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations,* and Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation*, *and General Operations Structure*. It provides the foundation for building a C-130J combat capable aircrew and establishes the aircrew training guidance for C-130J aircraft to safely and successfully accomplish worldwide mobility missions. This is a specialized publication intended for use by Airmen who have graduated from technical training related to this publication. This AFMAN applies to all civilian employees and uniformed members of the Regular Air Force, Air Force Reserve, and Air National Guard. This manual does not apply to C-130H, Air Force Special Operations Command (AFSOC), Aeromedical Evacuation (AE), or Air Combat Command (ACC) aircrews. Those crewmembers should refer to their respective 11-2-series Volume 1. Refer recommended changes for this publication to AMC/A3T using the AF Form 847, *Recommendation for Change of Publication*, and route the AF Form 847 through the Major Command (MAJCOM) training staff to the Office of Primary Responsibility (OPR). The OPR address is AMC/A3T, 402 Scott Drive, Unit 3A1, Scott AFB, IL 62225-5302, **AMC.A3T@us.af.mil**.

This instruction requires the collection and or maintenance of information protected by 5 United States Code (U.S.C.) § 552a, *The Privacy Act of 1974*. The authorities to collect or maintain the records prescribed in the publication are Title 10 United States Code § 9013, *Secretary of the Air Force*; and Executive Order 13478, *Amendments to Executive Order 9397 Relating to Federal Agency Use of Social Security Numbers.*

The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the Publication OPR for non-tiered compliance.

Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule located in the Air Force Records Information Management System.

Although this publication governs C-130J aircrew training, it also refers to requirements and guidance contained in other documents. It is recommended that a review of external references be conducted prior to their use to ensure the specific reference is current and unchanged. The Ready Aircrew Program (RAP) Tasking Memorandum (RTM) is the primary source for aircrew training event frequency, where published. If a conflict exists between this manual and an externally-driven training requirement, other than frequency, comply with the guidance contained in the publication which takes precedence, unless a duly-authorized exemption or waiver is in effect. **Note:** For the purpose of this AFMAN, the term "C-130J" refers to both -30 (stretch) and short body C-130J aircraft unless specifically differentiated.

SUPPLEMENTS. Each MAJCOM or equivalent may supplement this AFMAN. MAJCOM supplements may be more, but not less restrictive than this manual. MAJCOMs may set training requirements lower than specified in this instruction when the statement "or as specified in MAJCOM supplement" is indicated as applicable to that item or event. **Note:** Air National Guard is considered a MAJCOM and NGB/A3M is considered the equivalent of MAJCOM/A3T for purposes of this manual. MAJCOM supplements are required to be coordinated through AMC/A3T and approved by AF/A3TF, according to AFI 11-200 and AFMAN 11-202V1, *Aircrew Training*, before publication. Send one copy to AMC/A3T and one copy to AF/A3TF.

Local Training Guidance. Units may further supplement this manual to be more restrictive or further define local training requirements. Submit a copy of local supplements to the parent MAJCOM OPR after approval by the OG/CC.

SUMMARY OF CHANGES

This document has been substantially revised and needs to be completely reviewed. Numerous changes include 1) adding Ready Aircrew Program (RAP) Tasking Message (RTM) verbiage into this document, 2) standardizing verbiage with other Mobility Air Forces (MAF) AFMAN Mission Design Series (MDS) Volumes 1 and 3) significant grammatical and formatting changes, 4) additions of Block 8.1 related items, 5) additional training items due to Full Spectrum Readiness (FSR) requirements, 6) updated events where instructors are not required to regain currency (e.g., Integrated Mission Sortie), 7) replaced notes in RTM with significant updates to **Chapter 7** descriptions, 8) ARMS codes have been updated, 9) changed numerous **(T-3)** tiered statements to non-tiered statements, with Sq/CC waiver authority, to meet Chief of Staff of the Air Force (CSAF) intent of giving Sq/CC's more authority.

Chapter 1

GENERAL

1.1. Overview. This manual standardizes guidance for training United States Air Force Combat Delivery C-130J crewmembers according to AFMAN 11-202V1.

1.1.1. The overall objective of the aircrew training program is to develop and maintain an unsullied state of mission readiness for immediate and effective employment in exercises, peacekeeping operations, contingencies, and war in any environment. C-130J crewmembers achieve mission readiness and effective employment through the development and mastery of core competencies. These core competencies include tactical ingress, tactical egress, aeromedical evacuation, airdrop, formation, assault landings, NVG operations during all phases of flight, instrument procedures, mission planning, landing zone (LZ) ground operations, crew management, Command and Control, Communication, and Computers (C4), and integration with the 618th Air Operations Center (AOC)/ Tanker Airlift Control Center (TACC), geographic AOCs, and other C2 agencies supporting Mobility Air Forces flight operations.

1.1.2. The secondary objective is to standardize C-130J training requirements into a single document to meet requirements for a basic document in support of AFPD 11-2, *Aircrew Operations.*

1.2. Key Words Explained.

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

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

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

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

1.2.5. All references to "days" in this manual refer to calendar days.

1.2.6. Crewmembers in this manual includes members who are assigned and/or attached.

1.3. Administration. (Reserved for Future Use).

1.4. Roles and Responsibilities.

1.4.1. **Lead Command.**

1.4.1.1. **Air Mobility Command (AMC)** is designated lead command for the C-130J Mission Design Series (MDS) according to AFPD 10-9, *Lead Operating Command Weapon System Management*, AFPD 11-2 and AFPD 10-21, *Rapid Global Mobility*. The lead command is responsible for establishing and standardizing aircrew flying training requirements in coordination with user commands.

1.4.1.2. **AMC Directorate of Operations, Strategic Deterrence, and Nuclear Integration (AMC/A3/10).**

1.4.1.2.1. AMC/A3/10 is responsible for policy guidance and coordination with user commands related to C-130J training and operations.

1.4.1.2.2. AMC/A3/10 delegates to AMC/A3T the authority to manage training course requirements, training tasks, quota control, and the Aircrew Training System (ATS) contract management in coordination with AMC staff agencies, operational units, contracting officer, and user commands.

1.4.1.3. **Air Mobility Command Aircrew Operations and Training Division (AMC/A3T).** AMC/A3T is responsible for overall management and waiver authority of C-130J training policy and programs, as stipulated in **paragraph 1.4.1.2.2** As such, AMC/A3T will coordinate with User Command A3Ts (or equivalent) and issue updated ground and flying continuation training guidance to Operations Group (OG)/CC for implementation via RTM, as necessary. Once issued, RTMs take precedence over guidance contained in the base manual.

1.4.1.3.1. Course Management. AMC/A3T, in coordination with AETC, approves initial qualification training (IQT), mission qualification training (MQT), continuation training, and locally-taught (secondary method) upgrade courses. AETC maintains a list of formal school courses on the ETCA web site at: **https://app10-eis.aetc.af.mil/etca/SitePages/Home.aspx**.

1.4.1.3.2. Realistic Training Review Board (RTRB). AMC/A3T will host a RTRB biennially, or more frequently, as required. The RTRB reviews all training programs for currency, applicability, compliance, and effectiveness. Attendees should include representatives from each crew position across the C-130J community, including MAJCOM staffs, applicable Numbered Air Force (NAF) staffs, Formal Training Unit (FTU), standardization/evaluation (Stan/Eval) offices, wing and squadron training offices, and contractor personnel supporting C-130J training systems.

1.4.1.3.3. Training Policy Change Proposals. The primary venue for recommending changes to C-130J training programs and RTM requirements is the RTRB. Otherwise, send proposals for course modifications/deletions or amending course prerequisites to AMC/A3TA through the submitter's MAJCOM chain of command for awareness/approval. AMC/A3TA coordinates MAJCOM-recommended proposals and approves/rejects recommendations, then amends course listings where appropriate.

1.4.1.3.4. Student Management. AMC/A3T manages student requirements for AMC-assigned personnel and executes the overall formal course allocation process on behalf of all users (see also **paragraph 1.17**) AMC/A3T will coordinate with the FTU to assure completion of graduate surveys on first-assignment trainees arriving from Specialized Undergraduate Pilot Training (SUPT). **(T-2).**

1.4.1.4. **Detachment (Det) 3 AMC Air Operations Squadron (AMCAOS)** personnel will:

1.4.1.4.1. Conduct an annual Simulator Certification (SIMCERT) according to AFI 16-1007, *Management of Air Force Operational Training Systems,* on each Aircrew Training Device (ATD) in the C-130J Maintenance & Aircrew Training System (MATS), or when necessary ATD Modification and Configuration Changes, etc. **(T-2).** This program is designed to ensure training devices are maintained to their design

configuration and provide accurate and credible training. SIMCERT will include objective and subjective testing, inventory inspections, and Quality Assurance Issues.

1.4.1.4.2. Provide host unit 45-day advance notice of a SIMCERT. **(T-2). Note:** AMC/A3T may direct a short-notice SIMCERT with verbal coordination between host unit, Det 3 AMCAOS, MATS contractor, and the MATS contract management team. Report SIMCERT results to AMC/A3T and MATS contract management team. **(T-2).**

1.4.1.4.3. Monitor training device utilization, availability, and coordinate with the MATS contractor to correct equipment malfunctions, when required. **(T-2)**. A SIMCERT is not required for conversion unless deficiencies are identified affecting the ATD status. **(T-2).**

1.4.1.4.4. Conduct an annual Training System Support Center (TSSC) audit of simulation devices. **(T-2).**

1.4.1.4.5. Oversee monthly C-130J MATS Design Request Working Group (DRWG) in coordination with the AETC 714th Training Squadron (TRS) Contracting Officer Representative (COR). **(T-2).** The DRWG reviews the status of the tasks requested and hardware configuration of the C-130J MATS. Change requests are reviewed and prioritized for incorporation into the C-130J MATS. **(T-2).**

1.4.1.4.6. Schedule Subject Matter Experts (SME) for Technical Interchange Meetings (TIM) with the MATS contractor to provide advice on hardware issues. **(T-2).**

1.4.1.4.7. Provide day-to-day C-130J MATS contract oversight and monitors Configuration Management (CM), Logistics, and Engineering practices. **(T-2).**

1.4.1.4.8. Ensure continued Government control of all baselines and provides product acceptance recommendations for the Government to the Program Manager (PM). **(T-2).**

1.4.1.4.9. Develop and maintain the Quality Assurance Surveillance Plan and is the central collection point for Quality Assurance data. **(T-2).**

1.4.1.4.10. Conduct formal technical reviews, including Functional Configuration Audits (FCA) and Physical Configuration Audits (PCA), and review Engineering Change Proposals and Contractor Plans. **(T-2).**

1.4.1.5. **714 Training Squadron (TRS).**

1.4.1.5.1. The 714 TRS will schedule SMEs to provide advice on courseware matters. **(T-2).**

1.4.1.5.2. The 714 TRS will schedule crewmembers (as required by the contractor) to assist in courseware development including Large Group Tryouts (LGTO) and Small Group Tryouts (SGTO). **(T-2).**

1.4.1.5.3. The 714 TRS will review all continuation training courses and mission scenarios and recommend changes as necessary when aircraft systems, operating procedures, or mission and command training requirements are modified or changed. **(T-2).**

1.4.1.6. 714 TRS COR. The 714 TRS curriculum CORs provide government oversight of the MATS contractor through courseware audits, instructor evaluations, and courseware quality assurance.

1.4.1.6.1. The 714 TRS COR provides program level quality assurance for curriculum. **(T-2).**

1.4.1.6.2. The 714 TRS COR ensures services provided by the MATS contractor comply with contractual requirements and guidelines. **(T-2).**

1.4.1.6.3. The 714 TRS COR ensures courseware improvement through regular involvement in the Curriculum Control Working Group (CCWG). **(T-2).**

1.4.1.6.4. The 714 TRS COR ensures formal school and continuation training instructional quality through regular site audits. **(T-2).**

1.4.1.6.5. The 714 TRS COR may conduct periodic Contract Compliance Evaluations (CCE) for C-130J MATS-supported sites. The COR will send CCE results to AMC/A3T and MATS contract management. **(T-2).**

1.4.2. **Training Command.**   AETC is the designated training command for C-130J training in accordance with AFI11-202V1. AETC maintains a list of formal school courses on the ETCA web site at: **https://app10-eis.aetc.af.mil/etca/SitePages/Home.aspx**.

1.4.3. **User Commands.**

1.4.3.1. Student Management. MAJCOM training staff will manage student training requirements in accordance with this chapter.

1.4.3.2. Training Resources. User commands will evaluate training resources (aircraft, ATD, and aircrew) necessary to accomplish training requirements and identify known shortfalls to MAJCOM/A3T (or equivalent) for resolution. **(T-2).** This evaluation should be accomplished during the Mobility Air Forces (MAF) Realistic Training Review Board (RTRB) at a minimum.

1.4.3.3. Recall Procedures. Formal notifications to recall students from a formal school are sent from the student's Sq/CC (AFRC Sq/CC or Sq/DO) through the OG/CC to MAJCOM/A3T (or equivalent) (email format is acceptable). **(T-2).** MAJCOM/A3T (or equivalent) will submit approved recall letter (email or Fax) to the 19th Air Force Graduate Operations (19 AF/DOG) for follow-on coordination with 19 AF and FTU Registrar. Emergency recall during non-duty hours may be coordinated directly with applicable FTU Registrar, with follow-up coordination with 19 AF/DOG on the next duty day (see also **paragraph 1.16** for failure to complete training).

1.4.4. **Wing Commander (Wg/CC) or Equivalent** . Wg/CCs ensure unit, local level agencies and facilities support aircrew ground training programs. **(T-2).** Host and/or co-located units will develop local agreements to consolidate aircrew training support base-wide. (**T-2).**

1.4.5. **Operations Group Commander (OG/CC) or Equivalent.**

1.4.5.1. Training Review Panel (TRP). The OG/CC (or equivalent) will convene a TRP chaired by the OG/CC or designated representative. **(T-2).** Panel members should include representatives from squadron training offices, tactics, operations, and safety; wing tactics (OSK), training (OST), and flight safety (SEF); and other areas as determined by the

commander (e.g., Host Aviation Resource Management (HARM), and Squadron Aviation Resource Management (SARM)). Squadrons and detachments not collocated with their OG should participate in the primary TRP, but may conduct their own panel, as approved by their OG/CC. **Note:** Recommend non-collocated squadrons and/or detachments forward panel minutes to the Wing Training Office (OST) for discussion at the primary TRP and inclusion in the primary TRP minutes.

1.4.5.1.1. Frequency and Documentation. Convene the TRP semi-annually and document pertinent information in TRP minutes that will be maintained for a period of two years from the date of the panel meeting (commanders may increase meeting frequency at their discretion). **(T-2).**

1.4.5.1.2. Format/Content. The TRP should review staff and crewmember management actions necessary to complete group/squadron flight and ground training programs. Suggested TRP topics include, but are not limited to: current and forecasted flight training levels (FTL), upgrade and continuation training (CT) status, training period requirement completion rates, crew position gains/losses, course critiques, instructor and examiner upgrades, and relevant discussions of Military Flight Operations Quality Assurance (MFOQA) analysis and other proactive safety action programs (e.g., Aviation Safety Action Program (ASAP) and Line Operation Safety Audit (LOSA)) applicable to assigned weapons systems, if available. OG/CCs will review all unit-defined "X" events for relevancy to the unit's mission during the TRP. **(T-2).**

1.4.5.2. OG/CCs will develop and maintain procedures with their local servicing Military Personnel Flight (MPF) for individual crewmember counseling and personnel system updates affecting an Active Duty Service Commitment (ADSC) incurred from training described in this AFMAN. **(T-2).** See AFI 36-2107, *Active Duty Service Commitments*, and course listing in ETCA for more information. OG/CCs may develop additional training requirements and/or programs as necessary to meet unit mission requirements. Units may include such requirements and/or programs in a local supplement to this AFMAN or a local Operating Instruction (OI).

1.4.5.3. OG/CC is responsible for establishing and maintaining academic training programs including non-MATS courses (may be delegated to squadron level). The OG/CC (or designated representative) will:

1.4.5.3.1. Appoint a primary and alternate instructor for each non-MATS course. **(T-2).**

1.4.5.3.2. Publish a ground training schedule (Air Reserve Component (ARC) as required) to include date, time, location, instructor/course OPR, and designated crewmembers for each course (both MATS and non-MATS). Units may include such details in a local supplement to this AFMAN or a local OI. **(T-2).**

1.4.5.3.3. Use MAJCOM, MATS, or unit-developed training products and/or syllabi for all courses, as applicable. Units will reproduce non-MATS developed courseware as applicable. **(T-2).**

1.4.5.3.4. Develop a procedure to monitor academic training programs for course content, currency of materials, instructor availability, and status of training aids. **(T-2).**

Squadrons recommend to the commander changes to existing courses or additional academic training courses required, based on crewmember feedback.

1.4.5.3.5. Send recommendations for changes, additions, and deletions of courses through appropriate channels to appropriate MAJCOM with an information copy to AMC/A3TA. **(T-2).**

1.4.5.4. Instructor Selection and Training. OG/CC (or designated representative) will select course instructors for non-training system courses based on professional qualifications and aptitude to teach. **(T-2).** Instructors receive credit for the courses they teach.

1.4.5.5. OG/CC should establish and maintain an Operations Group Training Office (OST) to ensure training standardization across assigned flying units and coordination with MAJCOM/A3T (or equivalent). OG/CC should select and appoint an appropriately-qualified Operations Group Chief of Training from their group's most highly-qualified and experienced instructors. Candidates should have previous training office experience. Stan/Eval and/or FTU experience is highly desired. OG/CCs should staff the OST with an instructor for each crew position resident within their group and select those personnel based on experience and time remaining on station to provide continuity of operations across aircrew training programs.

1.4.6. **Squadron Training Offices (DOT).** Squadron Commander (Sq/CC), Squadron Operations Officer (Sq/DO) or designated representative will maintain a DOT section to manage/administer aircrew training programs. **(T-2).**

1.4.6.1. Manning. Sq/CC and/or Sq/DO will appoint a DOT Chief/Flight Commander from the most highly-qualified and experienced instructors. **(T-3). Exception:** ARC units with a single squadron may use OST for this purpose. A minimum of one instructor will be appointed for each crew position to the Squadron DOT office. **(T-3).** At least one DOT staff member (any crew position instructor or civilian technician) should be on duty in DOT during duty hours to the maximum extent possible.

1.4.6.2. Qualifications. Consideration for DOT staff shall be based on experience, availability, and time-on-station to maximize continuity across training programs and all crew positions. **(T-3). Note:** Previous Evaluator or FTU experience is highly desired.

1.4.6.3. The Sq/DO and DOT ensures crewmembers complete in-unit mission, ground, and continuation training programs. **(T-2).** Units will not enroll crewmembers into another aircrew course/upgrade until existing upgrades are complete. **(T-3).** Failure to reasonably progress may require action for removal. **Exception**: In-unit certifications (e.g., LCLA) do not apply and can be completed concurrently with any other training. Multi-Element Flight Lead Upgrade can be completed concurrently with Pilot Instructor Preparation.

1.4.6.4. Unit commanders of returning or inbound trainees will ensure both the student and supervisor(s) complete post-graduate course surveys NLT 180 calendar days (ARC 240 calendar days) after the student's graduation from formal training. **(T-2).** For the most up-to-date location of surveys contact AMC/A3TA.

1.4.6.5. The Sq/DO and DOT ensures effective training continuity and supervision of assigned and attached crewmembers. **(T-2).** Document all flying training and training

reviews in the crewmember's paper training folder or electronic equivalent, as defined by the unit's owning MAJCOM. **(T-2).** The preferred (and in some instances, mandated) electronic equivalent for MAF is the Graduate Training Integration Management System (GTIMS).

1.4.6.6. DOT in coordination with the Sq/DO will review training and evaluation records of newly assigned or attached crewmembers and those completing formal training, to determine the necessary training required to complete or certify the individual as Basic Aircraft Qualified (BAQ), Basic Mission Capable (BMC), or Mission Ready (MR). **(T-2).**

1.4.6.7. DOT executes squadron-level aircrew certifications and qualifications described in this manual. **(T-2).**

1.4.6.8. DOT reviews qualifications and monitor training requirements for squadron-assigned Flight Surgeons, where applicable. **(T-2).**

1.4.6.9. DOT in coordination with Sq/DO (or designated representative) monitors quality of training accomplished and identifies training deficiencies. **(T-2).** Flight commanders (or designated representative) advise the Sq/DO of additional training needs and ensure waiver documentation (when applicable) in the crewmember's training record. **Note:** AMC and AFRC require the use of GTIMS for waiver management.

1.4.6.10. DOT in coordination with Sq/DO will designate and certify unit personnel (when required) to operate ATDs. Only appropriately designated and certified personnel may operate ATDs. Establish a selection process and implement initial and recurring training programs to ensure designated and certified personnel are proficient in ATD operations. **(T-2).**

1.4.6.11. DOT in coordination with Sq/DO will ensure, to the maximum extent possible, flight training sorties (including those conducted when all Vol 1 training requirements for all crew positions have already been met) are executed to meet aircrew, unit, and external user requirements. **(T-2).**

1.4.6.12. The Sq/CC determines FTLs for assigned and attached crewmembers before each training period (see **Chapter 4**). **(T-2).** Continuation training requirements in the RTM are the minimum required events. **Note:** Unit commanders may assign additional requirements to any crewmember based on the individual crewmember's experience and proficiency level.

1.4.7. **Squadron Training Review Panel (STRP)** . The Sq/CC (AFRC Sq/CC or Sq/DO) will convene a STRP chaired by the Sq/CC (AFRC Sq/CC or Sq/DO) (may be delegated no lower than the Sq/DO). **(T-2).** Panel members should include representatives from squadron training, tactics, stan/eval, safety, and operations (operations officer, assistant operations officer, flight commanders), and any other areas determined by the Sq/CC (AFRC Sq/CC or Sq/DO) (e.g., SARM).

1.4.7.1. Frequency and Documentation. Convene the STRP at least monthly (quarterly for ARC) and maintain Sq/CC-approved minutes for a period of two years from the date of the panel meeting. **(T-2)**. **Note:** DOT chiefs may reproduce/distribute/store minutes, as required, for effective program administration.

1.4.7.2. Format and Content. The STRP will review appropriate subject matter to effectively manage the unit's flight and ground training programs and inform unit leadership on the overall status of training. **(T-2).** The STRP will review individual unit members' progress, evaluate that training objectives are being met across assigned training programs, and that the best candidates are selected for upgrade training by reviewing their experience, proficiency level, and retainability. **(T-2).** To accomplish these goals, suggested STRP topics include but are not limited to instructor/evaluator manning, crew position gains/losses, status of crewmember training (e.g., crewmembers in an active training status), post-completion actions (e.g., individual's performance during training, closeout activities, certification actions, course critiques, FTL assignments), future training projections (e.g., unit course allocations, crewmembers' progress, timelines, completion of prerequisites), prioritization of upgrade candidates, current training waivers, projected training waivers, status of unit/individual continuation training, event proration, and semi-annual waiver projections/status.

1.5. Waiver Authority.

1.5.1. Review MAJCOM-prescribed guidance for issues concerning MAJCOM management of training requirements. MAJCOM/A3T (or equivalent) is designated as the waiver authority for managing training course requirements and training tasks & requisites for their assigned units. Lead MAJCOM/A3T (or equivalent) is designated as the waiver authority for managing applicable Training Systems.

1.5.1.1. Event descriptions and requirements listed in **Chapter 7** and the RTM may include a section that unit commanders may waive on an individual or group/unit basis if the unit is not appropriately resourced or trained to execute. However, a waiver will be submitted to the appropriate MAJCOM/A3T (or equivalent) in accordance with **paragraph 1.5.10.3** **(T-2)**.

1.5.1.2. Example of where **paragraph 1.5.1.1** would apply: "Squadron commanders may waive the following: to log credit, a minimum of one airdrop needs to use a manually updated solution provided by the EGI and visual/radar update." In this instance, the Sq/CC (AFRC Sq/CC or Sq/DO) may waive the requirement for either an individual, group, or their unit to perform that function.

1.5.2. Flying Hour and FTU Course Prerequisites. Units will not send students to formal training without the required prerequisites or an approved waiver. **(T-2).** OG/CC is the designated waiver authority for flying hour prerequisites for formal upgrade courses (see **Table 5.1**). 19 AF/CC is the designated waiver authority for other FTU course prerequisites specified in the ETCA. Units will route prerequisite waiver requests through their owning MAJCOM/A3T (or equivalent) to AMC/A3T and 19 AF (in turn). The unit will file a copy of all prerequisite waivers in the student's Flight Evaluation Folder (FEF). **(T-2). Exception:** Waivers for students attending Weapons Instructor Course (WIC) & Advanced Instructor Course (AIC) will follow guidance from ACC/A3TW. **(T-2).**

1.5.3. Waiver for In-Unit Training (Secondary Method) In Lieu of Formal School Training. MAJCOM/A3T (or equivalent) is approval/waiver authority for in-unit training via secondary method in coordination with the FTU. Before approval, review the appropriate syllabus and consider FTU course availability and ATD requirements.

1.5.4. Formal Training Unit (FTU) Syllabus Waivers. FTU course syllabus waivers/non-completed events will be annotated in each student's training record. **(T-2).** Students will complete all waived or non-accomplished syllabus/formal course training events that are required for the unit's assigned mission in-unit prior to being assigned MR status. **(T-2).**

1.5.5. Non-FTU Training Program Waivers. Flying units will submit waiver requests to the appropriate waiver authority for any planned/expected exception to a non-FTU syllabus, mission certification program, training plan, etc. Provide sufficient time and detail for the waiver authority to make a determination before the exception occurs. **Note:** Permanent or blanket waivers are not authorized in accordance with AFMAN 11-202V1, except where allowed in **paragraph 1.5.10.3**.

1.5.6. Training Program Deviations/Exceptions without a Waiver. Flying units will report inadvertent/unintended deviations and/or exceptions through channels to the course's owning MAJCOM/A3T (or equivalent waiver authority listed in the course syllabus) who, in turn, makes the appropriate notifications for follow-on action, if required. **(T-2).** Document waivers and deviation(s)/exception(s) in the student's training record or MAJCOM-approved electronic equivalent (e.g., GTIMS). **(T-2). Note:** A deviation is any unplanned variation to a syllabus, mission certification, or training plan (e.g., failure to meet established training timelines, prerequisite completion/flow). **Note:** An exception is a request to change/remove specific requirement(s) based on unforeseen circumstances that prohibited completion of the training event, as scheduled/written (e.g., mission delay/change, equipment failure, divert).

1.5.7. Senior Officer Course (SOC) Waiver. SOC syllabus waiver authority is AMC/A3 with concurrence of gaining MAJCOM/A3. Refer to AFMAN 11-202V1 for SOC policy and eligibility requirements.

1.5.8. Waiver Format and Routing. Units will adhere to their parent MAJCOM's prescribed format and routing requirements. **(T-2).** A sample hard-copy memo format can be found at **Figure 1.1 Note:** Unless otherwise stipulated, non-AMC units may use GTIMS (or MAJCOM-approved electronic equivalent) to process OG-level and below waivers. In such cases, enter "Info only for HHQ" in the rationale section.

1.5.8.1. For AMC and AFRC waivers, submission will be via GTIMS. **(T-2). Note:** Ensure the Vol 1 reference paragraph to be waived is included in the waiver request. Response is returned to the OST (AMC) or Unit (AFRC).

1.5.8.2. For all other commands, send an electronic staff summary sheet (eSSS) (may use GTIMS, or MAJCOM-approved electronic equivalent, if available) to your respective MAJCOM/A3T (or equivalent) (see **Table 1.1**). **(T-2).**

Table 1.1. Processing Waivers to AFMAN 11-2C-130JV1.

If Waiver is Requested by: (Note 1)	Send Waiver Request To:	Waiver Authority Should Send Approval Or Disapproval To:	With Information Copies To:
Regular Air Force Airlift Unit	OG Training Office To AMC/A3T	OG Training Office	

USAFE/PACAF Airlift Unit	OG Training Office To USAFE/A3T or PACAF/A3T	OG/CC	AMC/A3TA
AETC FTU (including AFRC/ANG)	OG Training Office To 19 AF/DOG	OG/CC	NAF/A3T AFRC/A3MT NGB/A3M AMC/A3TA 19 AF/DOG
AFRC Unit (except AETC FTU)	AFRC/A3M	AFRC Unit	AMC/A3TA
ANG Unit (except AETC FTU)	NGB/A3M	ANG Unit	AMC/A3TA
29 WPS (C-130J WIC & AIC)	USAFWS/CO to ACC/A3T	USAFWS/CO	AMC/A3TA
Note: Units will submit secondary method training waiver requests through MAJCOM channels. **(T-2).** MAJCOMs will coordinate with 714 TRS to arrange courseware delivery to the unit. **(T-2).**			

1.5.9. Continuation Training Waivers. Ground, mobility, and flying continuation training waivers (volume and frequency) may be granted for events in the RTM for assigned or attached crewmembers on a case-by-case basis under the following guidelines. Ancillary training waivers (other than frequency) follow the waiver authorities/guidance contained in the prescribing publication (e.g., course content, instructor). **Note:** Waiver authorities should complete a thorough review of the circumstances and consider the crewmember's experience, proficiency, and recency in the event(s) prior to granting waivers for training requirements.

1.5.9.1. First-Time Waivers for Continuation Training. First-time waivers for the individual event(s) may be granted by the Sq/CC (AFRC Sq/CC or Sq/DO).

1.5.9.2. Second-Time Waivers for Continuation Training. Second-time waivers for the individual event(s) missed in two consecutive training periods may be granted by the OG/CC.

1.5.9.3. Subsequent Waivers for Continuation Training. Subsequent waivers for training events missed in three or more consecutive training periods may be granted by the MAJCOM/A3T (or equivalent).

1.5.9.4. Waiver Self-Approval. Commanders shall not waive their own semi-annual training requirements. **(T-2).** When a commander is the designated waiver authority and requires a waiver for their own continuation training flying events, the next higher-level waiver authority is designated as the waiver approval authority (e.g., OG/CC requires a waiver: first waiver resides with the Sq/CC (AFRC Sq/CC or Sq/DO) for the unit where the OG/CC is attached to fly and a second period waiver is elevated to either the Wg/CC or MAJCOM/A3T (or equivalent)).

1.5.10. Waiver Disposition.

1.5.10.1. Course-Related Waivers. DOT will maintain course-related waivers in the student's training record or electronic equivalent (e.g., GTIMS) for a minimum of two

years in accordance with AF Records Disposition Schedule at **https://www.my.af.mil/afrims/afrims/afrims/rims.cfm**. **(T-2).**

1.5.10.2. Continuation Waivers. DOT will maintain a copy of approved continuation training (ground or flying) waivers for a minimum of 48 months from date signed. **(T-2).**

1.5.10.3. Requirement Waiver. Individuals are expected to perform all events in the volume and in accordance with the descriptions in the RTM and/or **Chapter 7** to be ready for wartime as prescribed. However, commanders may waive event requirements if allowed in this document or the RTM due to unforeseen circumstances, resource limitations, etc. Units will develop a process for tracking individual waivers. **(T-2)**. Blanket waivers, where authorized, will be forwarded to MAJCOM/A3T (or equivalent) and a courtesy copy provided to AMC/A3TA. **(T-2)**. **Note:** AMC/A3TA uses this waiver information in a variety of ways including resource decisions, RTRB action items, and managing mission-related requirements.

Figure 1.1. Sample Waiver Request Format.
MEMORANDUM FOR (*Waiver Authority*)
FROM: (Requester)
SUBJECT: Waiver Request – (*Individual*), (*Type of Waiver*)
1. Name and grade.
2. Flying organization (assigned or attached).
3. Present qualification (include special qualifications/certifications if appropriate).
4. Total flying time; primary aircraft inventory (PAI) time (include instructor or evaluator time, if applicable).
5. Waiver request specifics e.g., cite requirement and requested deviation.
6. Rationale or justification for waiver request.
7. Crew qualification to which person is qualifying or upgrading.
8. Previous attendance at any formal instructor course (include course identifier and graduation date).
9. Training start date.
10. If waiver request for time limit, specify mandatory upgrade or qualification date.
11. Date event last accomplished and normal eligibility period.
12. Remarks (include formal school courseware that is required if the waiver request is approved (e.g., local training).
13. Unit point-of-contact (include name, rank, telephone number, and functional address symbol, and Email address).
14. Unit address (if requesting formal school courseware)

(Signature of Requester)

(*Title*)

The information herein is FOR OFFICIAL USE ONLY (FOUO) information which will be protected under the Freedom of Information Act (5 U.S.C 552) and/or the Privacy Act of 1974 (5 USC 552a). Unauthorized disclosure or misuse of this PERSONAL INFORMATION may result in disciplinary action, criminal and/or civil penalties.

1.6. Use of Flying Hours.

1.6.1. Structure unit flying training missions to achieve optimum training. Any by-product airlift opportunity resulting from training shall not degrade the intended training and will comply with applicable Department of Defense (DoD) Regulation 4515.13R, *Air Transportation Eligibility*, AFI 11-401, *Aviation Management*, AFMAN 11-202V1 and applicable MAJCOM guidance. **(T-1).**

1.6.1.1. It is essential that all personnel at every level prevent the misuse of air mobility resources as well as the perception of misuse when planning and executing local or off-station training missions.

1.6.1.2. See AFMAN 11-2C-130JV3, *Flying Operations*, for off-station training flight requirements.

1.6.2. Training on Operational Missions. Unless prohibited or restricted specifically by weapon system operating procedures or theater operations order (OPORD), the OG/CC exercising operational control may approve upgrade, qualification or special qualification training on operational missions. In order to maximize efficient utilization of training resources, 618 Air Operations Center (AOC) (Tanker Airlift Control Center (TACC)) and tasked units will jointly identify and take maximum advantage of opportunities to conduct appropriate continuation training items that may be conveniently suited to concurrent operational mission segments. **(T-2).** Examples include low-levels, max effort (assault) landings, engine running on-/off-loads (ERO), and circling approaches. If necessary, 618 AOC (TACC) and tasked units will coordinate training mission numbers for the specific mission segment. **(T-2).** Commanders will ensure the training will not impact mission effectiveness and the crewmember receiving training is under the supervision of an instructor of like-specialty. **(T-2).** Comply with passenger-carrying restrictions found in AFMAN 11-202, Volume 3, *General Flight Rules*, AFI 11-401, and applicable AFMAN 11-2C-130JV3, *C-130J Operations Procedures* (including any supplements for each).

1.6.3. Unit commanders will utilize aircrew training devices (e.g., Weapon System Trainer) for continuation training to the maximum extent possible. **(T-2).**

1.7. In-Unit Training Time Limitations.

1.7.1. Training start date is the date of the first significant training event contributing to qualification, certification or upgrade of the crewmember (e.g., course specific ground training, WST, flight), or 45 calendar days (90 calendar days for ARC) following a member's reporting to the unit following completion of a formal school, whichever occurs first. **Note:** Ancillary training (e.g., SERE related events), may be accomplished without triggering the in-unit training start date. **Note**: For in-unit qualification via secondary method, training time start date for Unit Indoctrination and Mission Certification begins the day after qualification syllabus completion. Training time ends with the completion of one of the following events: flight evaluation (if required as part of the training program), instructor validation of successful program completion ("sign-off"), or squadron commander certification (if required as part of the training program). Crewmembers should begin their checkride within 30 days of syllabus completion.

1.7.2. Time limitations are defined in **Table 1.2** Crewmembers in an in-unit training program for all formal training courses leading to qualification (or requalification), or certification, will be dedicated to that training program on a full-time basis. **(T-3).**

1.7.3. Training Time Extensions.

1.7.3.1. Sq/CCs (AFRC Sq/CC or Sq/DO) may extend training time (prior to a crewmember exceeding course time limits specified in **Table 1.2**) for up to 60 calendar days (120-days ARC) using their MAJCOM-approved waiver process. **Note:** AMC/A3 has mandated use of GTIMS for waiver management for all AMC units. No notification to MAJCOM/A3T (or equivalent) is required. Subsequent extensions or extension requests exceeding 60-days (120-days ARC) require MAJCOM/A3T (or equivalent) approval and will be requested before the crewmember exceeds authorized training time (standard or previously-waived). **(T-2).**

1.7.3.2. When a crewmember becomes unavailable for an extended period of time (e.g., deployment, Down Status, PME) the unit may request a waiver for the full unavailability period plus the estimated time required to complete training following the unavailability period or the unit may formally remove the crewmember from the training program, at the commander's discretion.

Table 1.2. In-Unit Training Time Limitations (All references are Calendar Days).

Training	Time Limit	Time Limit Air Reserve Component (ARC)
Initial Qualification	120 days	240 days
Transition Qualification	120 days	240 days
Re-qualification	90 days	180 days
Initial Mission	120 days	240 days
Transition Mission	90 days	180 days
Certification (e.g., LCLA)	45 days	90 days
Re-qualification Mission	45 days	90 days
Unit Indoctrination/Mission Qualification Training (MQT) (Includes in-unit training leading to MR status following initial, difference, or requalification training (See Note)).	90 days	180 days
Instructor Upgrade	60 days	120 days
Flight Lead/Mission Commander	90 days	180 days
Functional Check Flight Upgrade	90 days	180 days
Note: Time limit for cross-flow pilots is 120-days (240 days ARC).		

1.8. Training Documentation.

1.8.1. ARMS Event Identification Codes. Standardized ARMS event identification codes have been established for the MAF. Refer to **Chapter 7** for applicable C-130J ARMS codes and event descriptions. Refer to **paragraph 7.34** for establishing and managing MAF unit-defined ARMS code (e.g., use of "X" codes). OG/CCs (or designated representative) shall document approved unit-defined events, codes, and descriptions in local training guidance, an operating instruction, or publication supplement. **(T-3)**.

1.8.2. Periodic and Recurring Training. DOT will document training using MAJCOM-approved electronic training management system (e.g., GTIMS), AF Form 1522, *ARMS Additional Training Accomplishment Report* or locally-approved Mission Accomplishment Report, as defined by MAJCOM and local policy. **(T-2).**

1.8.3. Training Programs Leading to Qualification and/or Certification. DOT will use a MAJCOM-approved electronic training management system (e.g., GTIMS) or alternatively, an approved paper training folder (e.g., AF Form 4022, *Aircrew Training Folder*). **(T-2). Note:** The preferred (and in some instances, mandated) electronic training system is GTIMS. C-130J units will utilize the AF Form 4324, *Aircraft Assignment/Aircrew Qualification Worksheet*, to document award of specific qualifications/certifications in ARMS. **(T-2).** Specifically, Block 22 will contain the following minimum information: certification code (e.g., CQ33Y), Certification Name (e.g., Phoenix Banner), and date of certification. **(T-2). Note:** See **Chapter 5** and/or **Chapter 7** for specific certification codes. **Exception:** Personnel may use an AF Form 1522, *ARMS Additional Training Accomplishment Report,* to credit aircrew certification events that do not require assignment of associated training profiles. **Note:** GTIMS is a suitable electronic alternative for the AF Form 4324 and AF Form 1522 as long as all information is included and documentation of the certification can be verified and tracked through ARMS processing.

1.9. Flight Examiner Usage. Flying units may use flight examiners as instructors for any phase of training to capitalize on their expertise and experience. If a flight examiner is an individual's primary or recommending instructor, the same flight examiner should not administer the associated evaluation.

1.10. Instructor Training and Supervision Requirements.

1.10.1. All instructors should be MR (wing level and below). Instructors will be current and qualified in any event that they instruct. **(T-1).**

1.10.2. When performing crewmember duties, the following personnel will be under direct supervision of an instructor of like specialty. **(T-2).**

1.10.2.1. All non-current crewmembers while performing the specific event(s) for which they are non-current (See **paragraph 4.9**). **(T-2).**

1.10.2.2. All crewmembers in initial, theater indoctrination, upgrade, or requalification flying training, unless exempted by the syllabus. **(T-2).** Upgrade students may fly without an instructor when performing duties not related to the upgrade, unless otherwise restricted.

1.10.2.3. Senior Officer Course (SOC) graduates. (See **paragraph 2.7** and **paragraph 4.7**). **(T-2).**

1.10.2.4. Any other personnel designated by the Wg/CC, OG/CC, or Sq/CC. **(T-3).**

1.11. Transfer of Aircrews. Validated training completed prior to transfer will be accepted by the gaining organization and used to determine the appropriate training phase and training level where the newly assigned crewmember is placed. (T-3) Aircrew personnel qualified in the same MDS are qualified in that equipment throughout the force when used for the same mission. Instructor training and qualifications of intra-command, inter-command and exchange officers may be accepted at the discretion of the gaining Sq/CC.

1.11.1. For Foreign Military Sales (FMS), guest pilot, and/or exchange officers, see training requirements in AFI 11-401 and applicable MAJCOM guidance. Initial and/or continuation training requirements are specified in the appropriate MOU, Operations Plan (OPLAN), or agreement and should mirror requirements of this AFMAN to the maximum extent possible.

1.11.2. Training requirements for foreign exchange officers and foreign aircrew students that incorporate classified information, information from Tactics Training, Aircrew Intelligence Training, Communications Procedures, VTRAT Initial/Refresher, and Contingency SERE Indoctrination Training will vary by country, security clearance, need to know, and specific exchange agreement. DOT or designated TRS personnel will consult the base Foreign Disclosure Officer (FDO) to determine an individual's eligibility to receive classified training. **(T-0).** For example, some exchange officers may be eligible to complete all training events, but only if they deploy with their host U.S. unit, while others may not be eligible to complete any training events involving for official use only (FOUO) or sensitive information.

1.11.3. Partially mission qualified crewmembers (e.g., visual formation but not station keeping equipment (SKE)) may be fully qualified in-unit, with appropriate MATS courseware. Request waiver from the MAJCOM/A3T (or equivalent). **(T-2).**

1.12. Aircrew Training While in Down Status. Crewmembers in down status (formerly "duties not including flying") may complete ground training events or simulator training if the member's physical condition allows it. If unqualified, the crewmember may not participate in graded simulator events unless entered into a requalification program. Consult the flight surgeon initiating DD Form 2992, *Medical Recommendation for Flying or Special Operational Duty*, action (prescribed by AFI 48-123, *Medical Examinations and Standards*) if the down status includes ground training limitations.

1.13. Aircrew Rated Management Overview.

1.13.1. Program Requirements Document (PRD). According to AFI 11-412, *Aircrew Management*, AF/A3TF projects C-130J long-range training requirements annually in a process called the PRD. Lead and user commands should contribute to the PRD, which becomes a key long-range planning tool for training requirements.

1.13.2. Programmed Flying Training (PFT). 19 AF/DO or AMC/A3T fulfills the training command's role in accordance with AFMAN 11-202V1. A key product of this process is the PFT. The PFT balances available training quotas, MATS throughput, schoolhouse capacities and course requirements on a Fiscal Year basis. Annually, units will send projected PFT requirements to their respective MAJCOM quota managers, who in turn compile and forward projections to HAF/A3TF for inclusion into the Graduate Program Requirements Document (GPRD). **(T-2).** Training commands will determine training capacity and report shortfall in the GPRD to HAF/A3TF. **(T-2).**

1.13.2.1. HAF/A3TF sponsors an annual PFT conference for attendees to balance training capacity, MAJCOM training requests, and pipeline Undergraduate Flying Training students (Rated and Career Enlisted Aviator (CEA)) against FTU capacity. The training command allocates approved quotas to user commands, which in-turn allocate training quotas to subordinate units. The training command publishes the annual PFT document.

1.13.2.2. Throughout the training year, MAJCOM training staff and PFT managers use assigned/allocated training quotas to assign individual crewmembers into the formal training quotas (Route USAFE/PACAF quotas thru Lead Command). AMC/A3TF will utilize quota management documents to record daily student quota adjustments to the annual PFT. **(T-2).**

1.14. Information Management. The following online tools are used for Information Management:

1.14.1. AMC/A3T SharePoint: **https://eim2.amc.af.mil/org/a3T/default.aspx**.

1.14.2. AETC hosts formal training courses on the ETCA website: **https://app10-eis.aetc.af.mil/etca/SitePages/Home.aspx**.

1.14.3. Formal School Post Graduate Questionnaire to be completed by crewmembers supervisor: **https://www.my.af.mil/agepiftprod**.

1.14.4. AFRC hosts crewmember training on web site: **https://usaf.dps.mil/teams/13261/default.aspx**.

1.14.5. Air & Space Expeditionary Force Center: **https://aef.afpc.randolph.af.mil/default.aspx**.

1.15. Failure to Progress or Complete Training. If a student fails to progress according to syllabus or training requirements, the command accomplishing the training will conduct a Progress Review in accordance with AFMAN 11-202V1. (T-1). Note: For unusual circumstances not addressed in the AFMAN 11-202V1 or this publication, coordinate with MAJCOM/A3T for guidance. (T-2).

1.16. Career Enlisted Aviator (CEA). The determination of CEA qualification is separate and distinct from skill level upgrades. When an AF Form 8, *Certificate of Aircrew Qualification* is completed for the applicable flight evaluation, then that crewmember is qualified to perform all duties assigned to that crew qualification regardless of skill level. Aircrew instructor and flight examiner qualifications are also separate and distinct from On-the-Job Training (OJT) Trainer or Certifier designation and are reflected in Air Force Specialty Code (AFSC) by use of "K" prefix (aircrew instructor) and "Q" prefix (aircrew flight examiner) identifiers.

1.17. Aircrew Training Quota Management. The following describes AMC's quota management policy and procedures. This policy is mandatory for all AMC units; all other units follow their MAJCOM guidance.

1.17.1. Administration. AMC/A3TF Quota Managers coordinate with wing training offices (OSS/OST) exclusively. OSS/OSTs are responsible for providing the name/phone number/e-mail address for their primary and alternate quota management points of contact to AMC/A3TF Quota Managers at DSN 779-3577/7881 or commercial (618) 229-3577/7881. **Note:** Squadrons or individuals work through servicing OSS/OST.

1.17.1.1. Quota Allocations. When quotas have been allocated, OSS/OSTs will submit the rank, full name, SSN, course, and class number via encrypted e-mail to AMC/A3TF Quota Managers NLT 45 days prior to class start date (CSD). **(T-2). Note:** Contact in accordance with **paragraph 1.17.1** for the appropriate e-mail address. Allocated training quotas that cannot be filled at least 45 days prior to CSD will be returned to AMC/A3TF Quota Managers, who will in turn offer them to units on the approved standby list. **(T-2).**

1.17.1.2. Prerequisites. All course prerequisites should be completed NLT 30 days prior to CSD to allow for remedial training or substitution. Flying units should identify an alternate candidate for each allocated quota. If the primary candidate becomes unavailable, and an alternate is available, OSS/OST will send AMC/A3TF Quota Managers a substitution request with the alternate's information. **(T-3).**

1.17.1.3. Foreign Exchange Officer Allocations. Foreign Exchange Officers shall be properly identified on requests for formal course allocations and shall not be locally substituted once an allocation has been loaded. **(T-2).** When a change is necessary, units will send justification along with the replacement's complete data to AMC/A3TF Quota Managers for consideration/approval. **(T-2).**

1.17.1.4. Late Changes/No-Shows. Unit leadership will submit a written explanation through OG/CCs to AMC/A3TF Quota Managers within 5 duty days following any student cancellation/substitution that occurs within 10 calendar days of CSD and for any student "no-show" for an allocated training course. **(T-2).**

1.17.1.5. Additional Allocation Requests. OSS/OSTs send requests for additional quotas to AMC/A3TF Quota Managers, AMC/A3TF subsequently coordinates with Air Staff and AETC to add or reallocate quotas if unit capability is in jeopardy. **(T-2).**

1.17.1.6. External Coordination. AMC units shall not coordinate quota exchanges with other commands. **(T-2).** OSS/OSTs will forward all requests to the AMC/A3TF Quota Managers for coordination with other commands. **(T-2).** Allow for extended coordination time when considering this option.

1.17.2. HQ AMC Orientation Tour/GRACC. Global Ready Aircraft Commander Course (GRACC) is an Aircraft Commander overview of the offices and functions of HQ AMC, 18 AF and the 618 AOC (TACC). Refer questions regarding GRACC to the AMC/A3TF Quota Managers at DSN 779-3576/7881 or commercial (618) 229-3576/7881.

1.17.3. Senior Officer Training Coordination. Forward questions regarding SOC availability and prerequisites to AMC/A3TF at DSN 779-7881 or commercial (618) 229-7881. Otherwise, take no formal actions.1.18. Distribution. Units will establish distribution requirements of this AFMAN. **(T-2).**

1.18. Local Training Supplements. Subordinate units may supplement training in accordance with AFI 33-360 and applicable governing instructions that establish individual event requirements. Formal School OG/CCs, the Commandant USAF Weapons School (USAFWS), and other unique units with special requirements may determine, obtain MAJCOM approval, and publish ground and flying training requirements (local supplement) for their units (e.g., to define requirements for BMC crewmembers).

1.19. Distribution. Units will establish distribution requirements of this AFMAN. (T-3).

Chapter 2

INITIAL QUALIFICATION TRAINING (IQT)

2.1. General Requirements. AFMAN 11-202V1 defines initial qualification training. This chapter specifies minimum training requirements for initial/mission qualification, re-qualification, conversion training, and senior officer courses. The primary method of initial/mission qualification is to attend and complete the appropriate formal training course in the ETCA. When a quota is not available, units can request a waiver to conduct in-unit qualification training, using formal school courseware.

2.2. Initial Qualification Training (IQT) Prerequisites. Aircrew members identified for IQT will complete initial qualification prerequisites in accordance with the ETCA website, this manual, and the course syllabus. (T-2).

2.3. Ground Training Requirements. Aircrew members identified for IQT will complete ground training requirements in accordance with AFMAN 11-202V1 and this manual. (T-2). During formal training, aircrews may complete (and receive credit for) aircrew-specific mobility training events found in the RTM. See the appropriate formal training course syllabus.

2.3.1. Ground training events from **Table 2.1** that are not accomplished at the FTU or formal course are completed at the gaining unit. The FTU will provide suitable documentation to the gaining unit for non-completed items that includes the appropriate ARMS Event Identifier(s) and Event Description. **(T-2).**

2.3.2. Survival, Evasion, Resistance, and Escape (SERE) Training.

2.3.2.1. DOT and SARM will use completion dates from initial SERE school(s) conducted in accordance with AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*, and initial Aircrew Flight Equipment (AFE) training course(s) (usually accomplished during formal school) to establish the follow-on due dates for refresher training. **(T-2).**

2.3.2.2. DOT and SARM will use graduation date from S-V80-A, *SERE Training*, for initial SS02, Combat Survival Training, and SS03, Conduct after Capture training dates. **(T-2).**

2.3.2.3. DOT and SARM will use graduation date from S-V85-A, *Emergency Parachute and Water Survival Training*, for initial SS05, Water Survival Training, and SS06, Emergency Parachute Training (EPT) dates. **(T-2). Note:** Loadmasters (LM) having accomplished only S-V90-A, *Water Survival, Non-Parachuting,* training in a previous weapon system training program will attend S-V85-A, *Emergency Parachute and Water Survival Training*, in order fulfill EPT in weapon systems where SS05 is required.

2.3.2.4. Aircrew members will complete initial and periodic Local Area Survival refresher training in accordance with AFI 16-1301 and local requirements. **(T-2).**

2.3.2.5. Aircrew members will complete periodic SERE, EPT, and Water Survival refresher training in accordance with AFI 16-1301 and local requirements. **(T-2).**

2.3.3. Crew Resource Management/Threat and Error Management (CRM/TEM). CRM/TEM is designated as the MAF training standard for CRM training and will be integrated into aircrew training programs, where appropriate. **(T-2).** See **Chapter 6** and **Chapter 7** for specific details.

2.3.4. Before First Flight Requirements. Training missions may be flown before completing all items listed in **Table 2.1** provided physiological training, flight physical, emergency egress training, aircrew flight equipment familiarization training and fit check are accomplished.

Table 2.1. Initial Qualification Ground Training Requirements.

Code	Event	Crew Pos	Notes
	Flight Physical	All	1, 4
	Physiological Training	All	1, 4
GC33Y	Crewmember Anti-Hijacking Training	All	
GD17Y	Aircrew Intelligence Training (AIT)	P, L	2
GD25Y	Crew Resource Management (CRM)/Threat & Error Management (TEM) Initial Training	All	
GD31Y	Emergency Nuclear Airlift Operations (ENAO) Training	P, L	2
GD39Y	Hazardous Cargo Training	P, L	
GD55Y	Instrument Refresher Course (IRC)	P	
GD75Y	Tactics Training	P, L	2
GE05Y	Law of War (Basic) CBT (Formerly LOAC)	All	
GE12Y	Self-Aid Buddy Care (SABC) Hands-On Training	All	
GH01Y	Communications/COMSEC Procedures Ground Training	P	2
GM09Y	Isolated Personnel Report (ISOPREP) Review	All	2
GM21Y	Small Arms Training	P, L	
GN01Y	NVG Initial Ground Training	P, L	2
LL01	Aircrew Flight Equipment Familiarization Training	All	1
LL03	Emergency Egress Training - Non-Ejection Seat	All	1
LL04	Aircrew Chemical, Biological, Radiological, Nuclear (ACBRN) Ground Training	P, L	2
LL05	Egress Training with Aircrew Chemical, Biological, Radiological, Nuclear (ACBRN)	P, L	2
LL06	Aircrew Flight Equipment Training (AFET)	P, L	
LL07	Aircrew Flight Equipment (AFE) Fit Check	P, L	1
SS20	Level-C, (SERE Training, S-V80-A)	All	3
SS31	Emergency Parachute Training/Water Survival Training, [S-V85-A (formally S-V80-B,S-V-86-A, S-V90-B)]	All	
SS35	Emergency Parachute Training, (S-V80-B) (replaced S-V85-A)	All	
TG02Y	Visual Threat Recognition and Avoidance Trainer (VTRAT) Initial	P, L	

Notes: "All" means the requirement includes Flight Surgeons. Previously certified and qualified mission ready crewmembers transferring between units or in a transition program (between flying units in same Major Weapon System (MWS)) will accomplish LL01, GD11Y, LL07 and any applicable events in which they have lost currency. **(T-2).** In addition, cross-flow crewmembers will accomplish Tactics Training. **(T-2).**

1. Mandatory grounding item; individual will not fly until required training is accomplished. **(T-1).**

2. Not required for BAQ crewmembers (includes SOP1LP senior officer course graduates senior officers and staff officers maintaining BAQ) unless mission requirements dictate otherwise.

3. Personnel who have successfully completed S-V80-A prior to 31 Dec 2006 are not required to attend S-V80-B, in this case use S-V80-A completion date for S-V80-B.

4. These items are tracked on each crewmembers Individual Data Summary (IDS) and do not require an ARMS ID to track.

2.4. Flying Training Requirements. Aircrew members will complete flying training requirements for initial qualification in accordance with the formal school syllabus, AFMAN 11-202V1, and this manual. (T-2).

2.5. Conversion, Transition, and Difference Training.

2.5.1. Conversion Training. Conversion training which results in a new aircraft qualification requires completion of a formal school initial qualification course. Conversion training is normally associated with a unit conversion to another MDS (e.g., C-17 to C-130J).

2.5.1.1. Flying units conducting Conversion, Transition or Difference training will form a nucleus of instructor and flight examiner personnel (initial cadre) to begin aircrew conversion. If converting an entire unit and adequate training quotas are not available, qualified personnel from other units normally provide the initial cadre. See AFMAN 11-202, Volume 2, *Aircrew Standardization and Evaluation Program*, for additional guidance on instructor evaluations. Units will publish a letter identifying initial cadre of instructors and flight examiners by crew qualification. **(T-2).**

2.5.1.2. Initial cadre members will not be designated in a crew position higher than currently held, e.g., C-17 or C-130H mission pilot to C-130J evaluator pilot, unless previously qualified in the new aircraft. **(T-2).**

2.5.2. Transition Training. Transition training is a shortened version of initial qualification training that gives aircrew members cross-flowing from another military aircraft credit for acquired aviation proficiency.

2.5.3. Difference Training. Units complete Difference training to certify crewmembers in a different series C-130J aircraft. **Exception:** Block 6.0 to 8.1 and Block 8.1 to Block 6.0 difference training courses will be conducted by MATS via formal training courses. **(T-2).**

2.5.3.1. Base anticipated Difference training on future configurations and upgrades. Sq/CC or designated representative will determine mission training required. **(T-2).**

2.5.3.2. Instructor and Flight Examiner crewmembers converting from one model C-130J to another may remain instructors or flight evaluators at the discretion of the gaining unit commander (or appropriate ARC Air Operations Officer).

2.5.3.3. Block 8.1. Sq/CCs will assess which crew members will be certified to fly both Block 6.0 and Block 8.1 concurrently. **(T-2).** If certified to fly both, members will maintain training "Block 6.0 Sortie" and "Block 8.1 Sortie" event frequencies listed in the RTM. **(T-2).** All aircraft related training events should be completed on Block 8.1 to the maximum extent.

2.6. Multiple Qualifications. Multiple Qualification requirements are addressed in AFMAN 11-202V1. Crewmembers with multiple qualifications, will attend a formal initial qualification or transition course for multiple qualifications in different MDS aircraft (e.g., C-130J and C-130H). (T-1). Crewmembers will, at a minimum, maintain FTL A currency requirements in each aircraft (N/A for senior officers). (T-1). Crewmembers will refer to the MDS-specific AFMANs for training requirements in the other aircraft. (T-1).

2.7. Senior Officer Qualification (SOQ). AFMAN 11-202V1 identifies senior officer qualification requirements. See formal course syllabus for additional guidance.

2.7.1. Senior Officer Course (SOC) syllabi are labeled Senior Officer Pilot (SOP) courses. All C-130J SOP courses result in a supervised status, requiring the SOP graduate to fly with an IP at all times. Flying with an IP does not allow a C-130J SOP graduate to perform events they are not qualified to accomplish unless the SOP was a previously unrestricted qualified C-130J pilot. **(T-2).**

2.7.1.1. The SOP1 course is intended for General Officers who are not part of a flying unit.

2.7.1.2. The SOP2 course is intended for Wing Commander and below senior officers who wish to perform mission events.

2.7.1.3. Wing Commander and below senior officers will attend the SOP2 course in the FTU with waiver authority at MAJCOM/A3. **(T-2)**.

2.7.2. Senior Officer Unrestricted AF Form 8. Two-person cockpit tactical airlift is inherently dangerous and requires both pilots to be fully trained and aware of their surroundings. If a Senior Officer is not a previous fully-qualified C-130J pilot, and there is a requirement for a SOP graduate to become a fully qualified pilot with an unrestricted AF Form 8, they will attend the MATS full qualification course (e.g., PXA/B/C), based on previous qualifications, with waiver authority at MAJCOM/A3. **(T-2)**. Previous C-130J qualified pilots may complete requalification in accordance with **paragraph 2.9** SOP may not meet all prerequisites for participation in contingency missions. For special SOP expectations, see AFI 11-401 and the AMC supplement to that document.

2.7.3. Senior officer training, qualification, and certification should occur within the first 180 days after assuming the assignment.

2.8. Flight Surgeons. Flight Surgeons may fly with their assigned unit in accordance with local OG/CC policy and may log flight time during Initial Qualification Training (IQT). Flight Surgeon IQT includes Aircrew Chemical, Biological, Radiological, Nuclear (ACBRN) Ground Training (LL04) (one-time requirement only), required ground training events from **paragraph 3.5**, and the

first two sorties in the member's primary assigned aircraft. Designate Flight Surgeons as Mission Qualified/Mission Ready in their primary assigned aircraft upon completion of IQT.

2.9. Requalification Training. AFMAN 11-202V1 specifies requalification training limits and requirements. Go to **https://app10-eis.aetc.af.mil/etca/SitePages/Home.aspx** for formal Aircrew Training System courses. The aircrew member is unqualified upon expiration of the qualification evaluation, loss of currency exceeding 6 months (for currency items specified in the RTM), or completion of a qualification evaluation in a different MDS (unless multiple qualification has been approved prior to the evaluation), whichever occurs first. The duration of unqualified time is from the date the aircrew member became unqualified until the specific retraining start date. For ADSCs related to aircrew training, see AFI 36-2107. For in-unit requalification training using MATS support, see **paragraph 1.5.3**.

2.9.1. For those events requiring certification, but no recurring training such as Phoenix Banner, loss of aircraft qualification due to expiration of the qualification evaluation results in loss of those certifications. The Sq/CC will determine if training is required to regain certification. **(T-3).**

2.9.2. The Sq/CC should consider items to include the amount of time since expiration of aircraft qualification, crewmember's experience level, and any changes to the event when determining what, if any, training is required. If training is required, options could range from only ground training to the full syllabus for the certification.

Chapter 3

MISSION QUALIFICATION TRAINING (MQT) AND CERTIFICATION

3.1. Overview. This chapter establishes minimum criteria and training requirements for MQT and certification. All crewmembers will complete IQT prior to MQT and MR Certification. (T-2). The primary method of for completion of MQT is the FTU (ETCA Course). Except where specifically stated, units conducting MQT via the secondary method may arrange training events and/or mission sequences to maximize effectiveness of flying training hours and accomplish the training mission.

3.2. Mission-Ready Certification. A crewmember is formally designated MR after successful completion of all MQT ground and flying training requirements, the Sq/CC (or designated representative) completes a review of the crewmember's training record, and the Sq/CC (or designated representative) approves/documents the crewmember's MR certification. Note: See **Table 1.2** for training time limitations.

    3.2.1. Aircraft Commander Initial Qualification (ACIQ) and Pilot Requalification (PREQ) Graduates. ACIQ and PREQ graduates requalifying to aircraft commander will be coded as "FP" with the appropriate suffix in ARMS upon completion of all MQT requirements. **(T-2).** Units will then count them as MR pilots for SORTS and TRP purposes and they may fly as a "FPL" on any mission (including operational missions). **(T-2).** ACIQ and PREQ graduates will be coded as "MP" in ARMS once they have been certified as an aircraft commander by the Sq/CC (or designated representative). **(T-2).** They shall not fly as pilot-in-command until formally certified as a "MP" by the Sq/CC (or designated representative). **(T-2).**

    3.2.2. Pilot Initial Qualification (PIQ) Graduates. PIQ graduates will be coded as "FP" with the appropriate suffix in ARMS upon graduation from formal training and units will count these graduates as pilots for tracking purposes. **(T-2).** PIQ graduates will be coded as "MP" in ARMS once they have been certified as an aircraft commander by the Sq/CC (or designated representative). **(T-2).**

3.3. Ground Training Requirements. Complete all syllabus and ancillary ground training events in **Table 2.1** and **Table 3.1** before certification as mission ready. (T-2). Training may be accomplished concurrently with other training.

Table 3.1. MQT Ground Training Requirements.

Code	Event	Crew Position
GD81Y	Unit Indoctrination Training	All
LL01	AFE Familiarization	P, L
LL07	AFE Fit Check	P, L
SS01	Local Area Survival	All
Notes: Accomplish all events upon arrival after each permanent change of station (N/A if crewmember's flying unit of assignment/attachment does not change). See event description in **Chapter 7**.		

3.4. Flying Training Requirements.

3.4.1. BAQ crewmembers pursuing MR status will be assigned a Flight Training Level (FTL) and accomplish continuation training requirements in accordance with **Chapter 4**. **(T-2).** Prorate continuation training requirements based on the training time start date as defined in **paragraph 1.7.1**. (**T-2).** Crewmembers will credit events accomplished during MQT in accordance with **paragraph 4.4.1**. **(T-2).** Crewmembers pursuing MR status who fail to accomplish minimum aircrew requirements without a waiver (currency and training period) will fly in a supervised status when that event is required for a particular flight. **(T-2).**

3.4.2. Crewmembers pursuing MR status that are non-current for an event may be certified MR but the crewmember will remain non-mission ready (N-MR) for that event and will be supervised on any flight requiring that event in accordance with **paragraph 4.9.2.1**, **Chapter 7** descriptions, and the RTM. **(T-2).**

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

3.4.4. Newly assigned crewmembers initially qualifying or requalifying in the unit mission will fly under the direct supervision of a like position instructor until completion of Unit Indoctrination and difference training (as required). **(T-3).** After completing all flying training events and prior to completing all ground training events, Sq/CCs may allow crewmembers to fly unsupervised on training flights provided the remaining ground training items do not affect mission accomplishment for that flight.

3.4.5. Loadmaster Personnel Airdrop Qualification. Normally, loadmasters will complete the FTU mission qualification course without obtaining an actual personnel airdrop. Prior to the completion of the Personnel Airdrop Qualification, loadmasters may execute personnel checklists utilizing SATB-P procedures (or dry pass) under the supervision of an instructor. Units may include SATB-P training into their Local Indoctrination Training. Upon completion of the Local Indoctrination Training, loadmasters may drop SATB-P unsupervised. Document the substitution according to **Attachment 2** and AFMAN 11-2C-130JV2, *C-130J Aircrew Evaluation Criteria*. Accomplish completion of the Qualification for personnel airdrop in-unit under the supervision of an instructor loadmaster or flight examiner loadmaster on an actual static line personnel airdrop and demonstrate proper usage of the Towed Parachutist Retrieval System (TPRS). **Note:** Units should certify loadmasters on personnel airdrop on paratroop door exit missions to the maximum extent possible.

3.4.6. Aircraft Refueling. Hands-on aircraft refueling does not occur during the FTU qualification courses. First assignment loadmasters will accomplish one aircraft refueling to the satisfaction of an instructor prior to flying unsupervised. **(T-3).**

3.4.7. Assault Landing Training. Conduct assault takeoff and landing initial qualification training on a landing zone (or painted landing zone) of 3,000 feet or longer. See AFMAN 11-2C-130JV3 for additional guidance on maximum effort takeoffs.

3.4.8. Units North of the 45 Degrees North Latitude. Crewmembers in units north of the 45 Degrees North Latitude, who are scheduled to complete secondary method (in-unit) mission qualification training during the period 1 April through 31 October, have until 31 October to

complete the required night training events, even if this exceeds the training time limitations in **Table 1.2** The mission qualification evaluation for these crewmembers may be administered before completing night training events.

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

3.5. Flight Surgeon Requirements. Flight Surgeon requirements are established in AFI 11-202V1, AFI 16-1301, and AFI 11-301V1, *Aircrew Flight Equipment (AFE) Program*. In addition to any external requirements from those publications, flight surgeons will complete the following training events prior to their first flight at a new base:

3.5.1. Expired/non-complete continuation ground and mobility events in **paragraph 4.6.1** **(T-2).**

3.5.2. Unit Indoctrination Training (GD81Y). **(T-2).**

3.5.3. Aircrew Flight Equipment Familiarization (LL01). **(T-2).**

3.5.4. Local Area Survival Training (SS01). **(T-2).**

3.6. Aircraft Defensive Systems (ADS) Requirements. ADS Training is not a separate certification, but all aircrew will receive ADS training applicable to the unit's ADS configuration during Unit Indoctrination or difference training. (T-3) Reference AFTTP 3-1.C-130J, *Tactical Employment*, for classified defensive information. Training will be conducted as designated by the unit commander. (T-2). Academic training will cover as a minimum, threat systems, basic principles of Infrared (IR) threats, flares, radar and chaff, how the ADS works, how to operate the system, preflight actions, aircraft walk-around, system turn-on, system test, use of checklists, malfunctions, emergency procedures, and defensive maneuvers during takeoff, low-level, medium/high altitude, airdrop and landing. (T-2).

Chapter 4

CONTINUATION TRAINING

4.1. General Requirements. This chapter combined with the RTM establishes the minimum ground and flying continuation training required to maintain currency. Individual proficiency may require a greater number of events. Unit commanders will ensure crewmembers receive sufficient continuation training to maintain individual proficiency. (T-2). Refer to the current RTM for continuation ground, mobility, and flying training requirements.

4.2. Aircrew Status. Aircrew members are assigned to one of the following statuses.

4.2.1. Mission Ready (MR). An aircrew member who has satisfactorily completed IQT and MQT, and maintains qualification and proficiency the unit's operational mission.

4.2.2. Basic Mission Capable (BMC). An aircrew member who has satisfactorily completed IQT and MQT, is qualified in some aspect of the unit's mission, but does not maintain MR status. The aircrew member will be able to attain full qualification to meet operational taskings within 30 days. **(T-3).**

4.2.2.1. BMC aircrew members may include flying personnel assigned to MAJCOM headquarters; Numbered Air Force (NAF); Expeditionary Mobility Task Forces (EMTF); AOC; US Air Force Expeditionary Center (USAF EC); Contingency Response Group (CRG); Air Mobility Operations Group/Wing (AMOG/AMOW); FTU; Direct Reporting Unit (DRU); or senior officers (or others).

4.2.2.2. FTU BMC instructors shall be certified by the commander in the unit's training mission before performing instructor duties. **(T-3)**. Once certified, FTU BMC instructors may conduct all aspects of the FTU's training mission. FTU BMC instructors may fly Higher Headquarters (HHQ)-tasked missions within CONUS (includes Alaska and Hawaii) and the Caribbean, but shall be MR for all other locations. **(T-2)**.

4.2.2.3. BMC crewmembers may log instructor or evaluator time, when required to perform duties in those capacities, during the portion of the mission for which they are current and qualified.

4.2.3. Basic Aircraft Qualification (BAQ). An aircrew member who has satisfactorily completed IQT and is qualified to perform aircrew duties in the unit's aircraft. The member will perform at the minimum frequency necessary to meet the most recent sortie and flight standards set in this manual and current RTM. **(T-3).**

4.2.4. In addition to the above, MR, BMC, and BAQ crewmembers shall accomplish and/or maintain minimum requirements (for their assigned status) established in AFMAN 11-202V1, **paragraph 3.1.5** and required continuation training in the most current RTM. **(T-2)**.

4.2.5. Non-Mission Ready (N-MR), Non-Basic Mission Qualified (N-BMC), and Non-Basic Aircraft Qualified (N-BAQ) are defined as crewmembers that are unqualified, non-current or incomplete in required continuation training, or not certified to perform the unit mission within their designated status. See **paragraph 4.10** for specific guidance on crewmembers who are non-current or incomplete in required continuation training. **Exception:** FTL A crewmembers defined by the "**Note:**" in **paragraph 4.3.1.1**

4.3. Flying Training Levels (FTL).

4.3.1. The Sq/CC (or designated representative) determines and assigns each crewmember an appropriate FTL before the start of each semi-annual period. Base FTL on a crewmember's experience and aircraft proficiency. **Note:** Newly assigned crewmembers are assigned a FTL during in-processing. **Note:** Crewmembers may be assigned a FTL that is more restrictive, but never less restrictive, than the requirements under this paragraph.

4.3.1.1. FTL A–Highly-Experienced Crewmembers (typically, crewmembers having 10 or more years of operational flying experience). Examples include, but are not limited to: personnel assigned to MAJCOM HQ, NAF, AOC, FTU, USAF EC. Additional examples are: Wg/CC, OG/CC, Sq/CC, Sq/DO, Chief Enlisted Managers, Superintendents, and personnel assigned to Wg or OG evaluation & staff positions. Sq/CCs (AFRC Sq/CC or Sq/DO) have the discretion to assign highly-experienced MR line crewmembers to this level. **Note:** N-MR crewmembers assigned to MAJCOM, NAF, AOC, USAF EC, CRG, AMOG, FTU, or direct reporting unit may be categorized as BMC and assigned to FTL A and may fly unsupervised on local training missions provided they are current and qualified for that mission.

4.3.1.2. FTL B–Experienced MR Crewmember. (As a recommendation, crewmembers having a minimum of 5 years of operational flying experience).

4.3.1.3. FTL C–MR Crewmember. Initially assigned to inexperienced MR crewmembers and inexperienced individuals pursuing MR status after initial qualification training. This training level may also be assigned to flight test, WIC & AIC cadre, and other staff crewmembers.

4.3.1.4. FTL D–Not Used.

4.3.1.5. FTL E–BAQ or BMC non-instructor staff who are not maintaining MR status. FTL E requirements are insufficient for MR status and crewmembers assigned to this FTL will fly with an instructor of like specialty at all times. **(T-2).** For pilots, an instructor will be at a set of controls during critical phases of flight. **(T-2).**

4.3.2. Change of FTL. Once the training period begins, do not move a crewmember to a level requiring fewer events. **Exception:** Units associating FTLs with crew positions may change FTLs after upgrade is complete (e.g., Instructor upgrade). BAQ crewmembers may be placed into a different FTL any time after attaining MR status. Prorate events upon changing training levels.

4.4. Crediting Event Accomplishment. ARMS training event identifiers and description are located in **Chapter 7**. OG/CCs may designate unique local training events (e.g., "X-events") in accordance with **paragraph 7.34**.

4.4.1. SARM will credit events accomplished on training, operational missions and satisfactory evaluations or certifications toward the crewmember currency and continuation training requirements. Event completion establishes a subsequent due date (see **paragraph 4.9** for event proration). Use date of successful evaluation as the date of accomplishment for all ground and flying training events trained during a formal course. **(T-2).**

4.4.1.1. SARM will credit flying training events accomplished during upgrade training (formal or in-unit) prior to the evaluation towards the requirements for the current crew

position. For flying training during initial qualification or requalification training, do not credit events accomplished prior to the evaluation to any crew position. Events accomplished during a successful evaluation, or certification, are credited toward the new crew position. **(T-2).**

4.4.1.2. Aircrew members pursuing in-unit MR status will be assigned a Flying Training Level (FTL) by DOT during in-processing and will accomplish continuation training and unit MR requirements. **(T-2).** DOT will prorate continuation training requirements based on the training time start date as defined in **paragraph 1.7.1** Aircrew members will credit events accomplished during unit MR training for which they are qualified or certified. **(T-3).** Aircrew members pursuing MR status who fail to accomplish minimum aircrew requirements (currency and training period) with no waiver will fly in a supervised status when that event is required for a particular flight. **(T-2).**

4.4.1.3. The Sq/CC may review the crewmember's training accomplished during unit MR training and waive incomplete requirements as required. (Document the waiver in the crewmember's training record.) The goal is to ensure the new crewmember is ready to assume MR status in all areas of the unit mission. On a case-by-case basis, Sq/CC may declare crewmembers MR if still N-MR for an event, but the crewmember will remain N-MR for that event and will be supervised on any flight requiring that event in accordance with **paragraph 4.9.1**. **(T-2). Exception:** Certain events do not require the member to be on supervised status based off the last accomplished date and CC approval. See the RTM for the most up to date guidance. Additionally, N-MR crewmembers who fall under **Para 4.3.1.1** (e.g., MAJCOM staff) may fly unsupervised provided they are current and qualified as described in **Para 4.3.1.1**

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

4.4.1.5. Units may develop local mission accomplishment reports and/or training accomplishment reports to document continuation training for processing into ARMS. See AFMAN 11-202V1, Chapter 4, for additional guidance.

4.4.2. For a Q-3 flight evaluation, aircrew members will not log continuation training requirements for those events graded unsatisfactory (according to AFMAN 11-2C-130JV2) until re-qualified. **(T-2).**

4.4.3. Make-up training (ground or flying) is creditable towards the new training period. **Exception:** If unqualified in an event(s), only credit the event accomplished on a successful evaluation in accordance with **paragraph 4.4.1**

4.4.4. Instructor and flight examiner training requirements and responsibilities. Instructors and flight examiners may credit 50 percent of their total requirements while instructing (direct supervision required) or evaluating when the event requirement is 2 or more. **Exception:** Instructor and flight examiner pilots may not credit any takeoffs or landings flown by another pilot. See **Chapter 7** for additional details for training event restrictions.

4.4.5. Crewmembers consult event descriptions in RTM & **Chapter 7** for additional details on crediting specific events.

4.4.6. Documenting Aircrew Training Events. Record all training events in ARMS. GTIMS may be used to push training data to ARMS. Training events conducted during block training or phase training may be consolidated under one ARMS entry. Combined training events may have only one ARMS entry.

4.5. Continuation Training Requirements. Individual crewmembers are responsible for completion and tracking of their own continuation training and are expected to actively work with unit schedulers and training officers to identify, schedule, and accomplish required events.

4.5.1. Ground Training Events. Crewmembers will comply with ground training requirements in the RTM. **(T-2).** Use this manual for items not addressed by the RTM.

4.5.1.1. Failure to accomplish events in the RTM without a waiver shall result in N-MR status. **(T-1).** See **paragraph 4.10** for regaining mission ready status.

4.5.1.2. Failure to complete mobility training requirements in the RTM does not result in N-MR status, but may restrict member from certain missions requiring the associated training.

4.5.1.3. Geographic Combatant Command (CCMD) and/or Air Force Component Commanders (or their equivalents) may specify additional theater-specific training or mobility requirements for their Area of Responsibility (AOR). Refer to AEF Center's Expeditionary Readiness Training (ERT) guidance and theater-developed Special Instructions (SPINS) (where applicable) for specific theater training requirements. In such cases, aircrew members are required to comply with theater-specific guidance in addition to requirements in this manual. If a conflict exists, comply with the more restrictive version.

4.5.1.4. Attached aircrew members (e.g., MAJCOM, NAF) may accomplish ground training events at locations other than their unit of attachment. The crewmember is responsible for reporting accomplished training events to their unit of attachment's SARM office.

4.5.1.5. Crewmembers performing extended alert duty (more than 72 hours) may accomplish ground training during alert postures provided there is no degradation to required response time or mission accomplishment. Specify requirements and/or restrictions in a MAJCOM supplement and/or the unit supplement.

4.5.1.6. Crewmembers who will not remain in the MAJCOM or will be assigned non-flying positions, are not required to complete ground training events that expire within four calendar months of the change in status date (e.g., reassignment occurs in the month of September, events expiring in May or later need not be accomplished).

4.5.2. Flying and Simulator Continuation Training Requirements. The RTM lists mobility-wide standardized semi-annual flying continuation training requirements by crew position. Event descriptions are located in **Chapter 7** and may be updated by the RTM. Flying continuation training events shall only be credited by individual crewmembers when those crewmembers are current and qualified in the event or are under the supervision of an instructor. **(T-2).** Crewmembers shall not credit continuation training events when their Q/I evaluation is past due. **(T-2)**.

4.5.2.1. ATD Credit for Training Requirements. Document and track all simulator and Distributed Mission Operations (DMO) accomplishments in ARMS in accordance with the

RTM. Flying events authorized via the RTM to be accomplished using a simulator (e.g., WST) or using a DMO-linked simulator will be logged in ARMS by replacing the first character of the ARMS code with an "S" (simulator) or "D" (DMO), as appropriate. **(T-2).** All simulator accomplishments will be documented and tracked in ARMS. **(T-3). Note:** Both S- and D-codes dual credit the associated flying event when completion via simulator is authorized.

4.5.2.1.1. 50% Credit in a WST. The definition of 50% creditable in the WST is that a minimum of 50% of the semi-annual volume requirements will be accomplished in the aircraft. **(T-2).** Crewmembers may accomplish remaining percentage in either the WST or the aircraft. If event volume is reduced to one through proration, then that event shall be accomplished in the aircraft. **(T-2).**

4.5.2.1.2. Crewmember Qualification Requirements. Pilots may log continuation training events using a WST per the RTM, provided the crew is qualified. The opposite pilot seat is required to be occupied by a qualified crewmember or MATS instructor in order for a pilot to credit continuation events. **Exception:** Qualified crewmembers may credit continuation training events when paired with an unqualified crew member, if that event is defined in a requalification plan and a current and qualified Air Force or MATS instructor is present in the device.

4.5.2.1.3. Simulator Certification. Currency and training events will only be creditable in simulators holding a current Simulator Certification from AMC/AOS Det 3. **(T-2).** Specific currency and training events will not be creditable in a simulator that has been issued a partial decertification for those events by AMC/AOS Det 3 in accordance with the restrictions given under the partial decertification. **(T-2).**

4.5.2.2. Simulator Mission Profiles. Aircrew members should fly simulator mission profiles (e.g., Simulator-CRM/TEM MOST, Simulator-Refresher) in the same manner as the aircraft, to include the wear and use of professional gear (headsets, helmets).

4.5.2.2.1. Schedule simulator sorties in Global Decision Support System (GDSS) if able. Sortie cancellation authority resides with the OG/CC (or designated representative.) **(T-3).**

4.5.2.2.2. Pre-requisites (if required) for simulator training will be completed prior to the simulator start time or the training will be cancelled. **(T-3).**

4.5.2.3. Dual-Seat Qualification. The following defines the allowed cockpit seat assignment depending on crew training and qualification. AFMAN 11-2C-130JV3 further defines C-130J takeoff and landing policy for C-130J pilots.

4.5.2.3.1. MPD Graduate. See **paragraph 5.2**

4.5.2.3.2. Aircraft Commanders. May fly in the right seat and supervise FPs for proficiency events.

4.5.2.4. Allocation of Flying Hours for Continuation Training. Each MAJCOM allocates flying hours to each wing as training, test, and ferry hours or operations and maintenance (O&M) hours. Allocated hours provide all crew positions with sufficient hours (based on FTL C) to accomplish required continuation flying training events.

4.5.2.5. Units North of the 45 Degrees North Latitude. OG/CCs are authorized to waive all night continuation training events (including currency events) from 1 April through 30 September. Prorate training events for each training period. Any crewmember who is current for night training events as of 1 April will remain current through 30 September. **(T-2).** Any crewmember non-current for these events prior to 1 April will remain non-current until accomplishing the event with an instructor. **(T-2).**

4.6. Flight Surgeon Continuation Training Flying Requirements. AFMAN 11-202V1 defines Flight Surgeon requirements in Table 1 and is the source document for the following items.

4.6.1. Flight Surgeons shall be on Aeronautical Orders assigning Aviation Service Code 8A status any time they log time in this MDS as a secondary airframe or when assigned to AMC and logging time in any DoD or foreign military aircraft for which authorization has been granted. **(T-1)**.

4.6.1.1. Flight Surgeons are required to complete the following ground training items for continuation training purposes in accordance with the timelines established in the most current RTM: Emergency Egress - Non-Ejection Seat (LL03), Aircrew Flight Equipment Training (AFET) (LL06), Aircrew Flight Equipment (AFE) Fit Check (LL07), Combat Survival Training (SS02), and Water Survival Training (SS05).

4.6.1.2. Flight Surgeons are required to complete the following mobility training items for continuation training purposes in accordance with the timelines established in the most current RTM: ISOPREP Review (GM09Y), and Conduct after Capture (SS03).

4.6.2. Flight Surgeons will maintain the following flying proficiency and currency (as a minimum) in accordance with AFMAN 11-202V1, Table 1. **(T-2)**.

4.6.2.1. Six (6) Total Flight Surgeon Sorties per Semi-Annual Period (FF00).

4.6.2.2. Twelve (12) Total Flight Surgeon Sorties per Annual Period (FF00).

4.6.2.3. One (1) Night Sortie, Flight Surgeon (FF02) per Semi-Annual Period (credits FF00).

4.6.2.4. Two (2) Night Sorties, Flight Surgeon (FF02) per Annual Period (credits FF00).

4.6.2.5. To maintain currency, time between flights will not be more than 60 days. **(T-2)**.

4.6.3. Loss of Currency. MAJCOMs establish procedures for flight surgeons to regain flying currency. Flight Surgeons that exceed 6-months between sorties require completion of Emergency Egress Training, Non-Ejection Seat (LL03), with a certified aircrew instructor prior to the next flight. **(T-1).** Flight Surgeons will ensure that Aircraft Commanders sign a copy of the AMC/SGP memo or other approved form (e.g., AF Form 1522, locally generated form/memo/etc.) to certify that an egress procedures review was completed prior to flight. **(T-1). Note**: Documentation on AFTO 781, ARMS Aircrew/Mission Flight Data Document, is not acceptable. **(T-1).** The Flight Surgeon will submit this documentation to the local Squadron/Host Aviation Resource Manager (SARM/HARM) office upon mission completion. **(T-1).** HARM/SARM will file in accordance with AFRIMS disposition. **(T-1).**

4.7. Senior Officer Qualification Continuation Ground and Flying Requirements.

4.7.1. SOP will complete required ground training requirements in accordance with the RTM. **(T-2).** Units may tailor annual simulator refresher training events and profiles for senior

officers. MAJCOM/A3T (or equivalent) is designated as the waiver authority for SOP ground and flying continuation training events identified in this manual and the RTM.

4.7.2. SOP will complete flying training requirements associated with their assigned FTL in accordance with the RTM. **(T-2). Note:** This requirement also extends to any additional aircraft in which the SOP maintains a qualification.

4.7.2.1. C-130J SOP1LP graduates will maintain BAQ only and can be at the primary controls for FTL-E continuation training table items only. **(T-2).**

4.7.2.2. C-130J SOP2LP graduates will maintain BMC status, and execute SOP2 continuation training table items only. **(T-2).**

4.7.2.3. SOP shall not perform in-flight maneuvers or fly as a primary crewmember on mission sets that exceed their SOQ course training and/or their restricted AF Form 8 (e.g., SOP who were not fully trained for NVG operations during their SOQ course, are not authorized to be a primary crewmember on missions requiring NVG use). **(T-2).** Instructors supervising SOP shall use sound judgment and Risk Management (RM) principles in reviewing the SOP's previous training and experience, recency of flight, and overall proficiency to determine maneuvers (from those authorized) the SOP may perform during flight. **(T-2). Note:** AMC/A3 retains waiver authority for SOP waiver requests not otherwise specified by this manual.

4.7.3. SOP are not exempt from CCMD or AFTRANS (or equivalent) requirements. See **paragraph 4.5.1.3**

4.8. Ancillary Training. Ancillary Training is guidance or instruction that contributes to mission accomplishment, but is separate from an Air Force Specialty or occupational series. AFMAN 11-2C-130JV1 is not the governing directive for completion of ancillary training events. Aircrew members comply with published frequencies listed in the most current RTM, where indicated. Otherwise, consult the source publication and/or AEF Online ERT Checklist for required training frequency found at (**https://aef.afpc.randolph.af.mil/Predeployment.aspx**). Note: This manual, AFMAN 11-202V1, and the RTM are the only publications that designate grounding an aircrew member.

4.8.1. Expeditionary Training Requirements. See Unit Deployment Manager (UDM) representative to ensure compliance with additional non-aircrew specific expeditionary readiness training (ERT) requirements established through the Air and Space Expeditionary Forces website (AEF Online).

4.8.2. ARMS Tracking for Ancillary Training Events. Not all ancillary training is tracked in ARMS. AMC/A3T has adopted a MAF standardized ARMS coding structure. A master list of approved MAF-specific ARMS event identifiers is maintained by AMC/A3TF. Units should continue to track ancillary training events in the appropriate training management system of record (e.g., Advanced Distributed Learning System (ADLS)) for events not tracked in ARMS. **Note:** Crews should continue to reference the source document that establishes the requirement for event specifics and frequency using the event name, as the MAF-specific codes could be different from the parent publication.

4.9. Proration of Training. Crewmembers who are not available for flying duties due to extenuating circumstances for extended periods of time (generally 16 days or more) may be

eligible for proration of training requirements in accordance with AFMAN 11-202V1 and this manual. Proration should be used judiciously, especially when considering prorating the same crewmember for consecutive semi-annual training periods.

Table 4.1. Individual Availability.

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

4.9.1. Proration Formula. Use **Table 4.1** to determine the number of months the crewmember is available during the training period (e.g., crewmember is on a non-flying TDY for 118 days during the semi-annual period (otherwise available for 64 days) equals 2 months available per **Table 4.1**). Multiply the number of months available by the event volume from the appropriate table, divided by the total number of months in the training period, then round down to the nearest whole number, but never less than 1 (e.g., 2 months available x 12 instrument approaches / 6 months in the semi-annual training period = 4 required). Subtract previous accomplishments from the prorated total to determine remaining requirements. **Note:** When the prorated volume is reduced to one for any event that is not 100% creditable in the simulator, then that event is required to be accomplished in the aircraft.

4.9.2. Permanent Change of Station Considerations. Crewmembers who PCS during the training period to a unit flying the same MDS aircraft and enter the same or lower FTL may credit training accomplished at the previous base. **Note:** There could be two proration calculations needed when a PCS overlaps a change to a new semi-annual training period. **Note:** Use date departed last duty station through 7-days after a crewmember signs-in at a CONUS location or 14-days after a crewmember signs in at an OCONUS location to determine the number of days available. **Exception:** Use the date of the first training event for the calculation when the training event occurs prior to the 7- or 14-day standard.

4.9.3. Change in Flight Training Levels. Proration may be used for certain crewmembers who require a change in training levels during the semi-annual period (e.g., completion of MR certification) in accordance with **paragraph 4.3.2 Note:** Events accomplished while assigned to the prior FTL are not credited toward the new FTL. OST or DOT (as applicable) will maintain training proration letter for a period of two years (commanders may extend this frequency as required). **(T-2).** Non-co-located squadrons and detachments will forward proration letter to the host OST and/or DOT for inclusion in the unit's records. **(T-2).**

4.10. Failure to Complete Training Requirements. Flying units will declare individuals in Status of Resources and Training System (SORTS) as N-MR, non-basic mission capable (N-BMC), or non-basic aircraft qualified (N-BAQ) if they fail to complete ground or flying continuation training requirements in accordance with AFMAN 11-202V1. (T-2). Note: This does not pertain to individuals pursuing MR status after initial qualification or requalification training.

4.10.1. Failure to Maintain Flying Currency. Currency events are denoted in the most current RTM under the "CUR" column with prescribed maximum intervals between accomplishments. Failure to meet a currency requirement results in the crewmember being non-current for that training event**.**

4.10.1.1. Aircrew members are non-current in one or more currency events while in N-MR/N-BMC/N-BAQ status (as appropriate).

4.10.1.2. Aircrew members are non-current on the day after an event currency expires (e.g., a crewmember that accomplished an event with monthly currency on 1 September becomes non-current on 1 November).

4.10.1.3. Aircrew members who are non-current for flying training events will be under direct instructor supervision while performing the non-current event(s) until currency has been regained or a waiver has been approved, except as provided below. **(T-2)**

4.10.1.3.1. Sq/CCs (AFRC Sq/CC or Sq/DO) may approve non-current crewmembers to fly unsupervised on sorties where the events causing non-current status are not conducted. **Exception:** An individual N-MR for failure to complete Hazardous Cargo Training may fly unsupervised on local training missions only with Sq/CC approval until training is completed. **Exception:** A crewmember who is non-current in takeoff (AT59Y), instrument approach (AP15Y), or landing (AL01Y) will be supervised on all sorties until currency is regained. **(T-2).**

4.10.1.3.2. Certain requirements do not require supervised status and are annotated in the RTM depending on the event and timeframe since last completion.

4.10.1.3.3. Long Range Navigation Mission/Oceanic Sorties (MB14Y). Aircraft commanders who are not current for MB14Y may fly in command on operational missions. Aircraft commanders may regain currency under the supervision of a qualified aircraft commander or higher. Pilots can regain currency while being supervised by a current and qualified pilot or higher in the jump seat. When a pilot or higher is not available to occupy the jump seat, the N-MR pilot shall be supervised by an instructor or higher. **(T-3).**

4.10.2. Failure to Complete Continuation Flying Training Events. Crewmembers who fail to accomplish the total number of each required semi-annual training event (full or prorated volume, as appropriate) in the most current RTM become non-current for the individual event(s) on the first day of the new semi-annual training period unless waived by the appropriate authority. Sq/CCs (or designated representative) will take the following actions at the end of the semi-annual training period: **(T-2).**

4.10.2.1. Review ARMS products for those crewmembers who become non-current for volume events.

4.10.2.2. Place each non-current crewmember in N-MR/N-BMQ/N-BAQ status (as appropriate).

4.10.2.3. Formulate a get-well plan to re-establish individual currencies.

4.10.2.4. Assure that each non-current crewmember is under direct instructor supervision while performing the non-current event(s) until currency is regained (except where allowed by the RTM) or a waiver has been approved.

4.10.2.5. Document by crewmember on an "End of Semi-Annual N-MR/N-BMQ/N-BAQ" letter incomplete events and required actions for each crewmember to regain currency. This allows for tracking of non-current events after ARMS tables are "rolled over" to the new semi-annual period. The default volume of training necessary will be one event unless documented as greater on the "End of Semi-Annual N-MR/N-BMQ/N-BAQ" letter. **(T-2). Note:** Overdue currency and ground continuation training are not included/tracked on the "End of Semi-Annual N-MR/N-BMQ/N-BAQ" letter. **Note:** Letters should be accomplished/maintained electronically using a MAJCOM-approved electronic training database, but may be accomplished manually if GTIMS is not yet adopted.

4.10.2.6. Waivers for Flying Training Events. The Sq/CC will direct training necessary for the individual to regain MR status in accordance with the corresponding waiver authority policy. **(T-2).** Base the decision to approve a waiver on the individual crewmember's experience and proficiency level.

4.10.2.7. If a waiver is not accomplished, aircrew members who have failed to complete flying training events are placed into supervised status for the event(s) by DOT until Sq/CC-directed re-training is accomplished. A training record is not required; training may be documented on the N-MR letter.

4.10.3. Regaining Currency for Flying Training Events. Non-current crewmembers may regain currency using one of two methods. Crewmembers either complete Sq/CC-assigned training events or they may be granted a waiver.

4.10.3.1. Completion of Assigned Training. Crewmembers become current upon completion of Sq/CC-assigned training event(s).

4.10.3.2. Waivers. Crewmembers may be granted a waiver in accordance with **paragraph 1.5.9** to re-establish flying training event currency. Document waivers, when determined appropriate in accordance with **Chapter 1**. Commanders will base the decision to waive a flying continuation training event on the individual crewmember's experience and proficiency level. **(T-2).** Considerations such as a crewmember's availability, manning shortfalls, etc. are not appropriate reasons for granting continuation training waivers. **Note:** AMC and AFRC units are required to use GTIMS for waiver documentation.

4.10.3.3. Non-Current for up to Six Months. A non-current crewmember is required to demonstrate proficiency in an aircraft or simulator to the satisfaction of an Air Force Instructor (or MATS instructor for simulator-creditable events) for all events in the RTM Flying Training tables in which they have lost currency, except as otherwise noted above or in the RTM.

4.10.3.4. Non-Current Exceeding Six Months. A crewmember who remains non-current exceeding six months for flying training events identified in the RTM, and without a waiver, lead to unqualified status for that event. Flying Training events that designate members as unqualified in the aircraft are annotated in the RTM. The crewmember shall complete Sq/CC-directed requalification training in accordance with **paragraph 2.9** followed by an aircrew evaluation in accordance with AFMAN 11-2C-130JV2. **(T-2).** Updated currency will be established in accordance with **paragraph 4.4.1** upon successful completion of the required evaluation. **(T-2).**

4.10.4. Failure to Complete Ground Continuation Training Requirements.

4.10.4.1. DOT will declare aircrew members who fail to complete ground continuation training events required by the RTM as non-current for the/those specific training event(s). **(T-2).** Declared non-current aircrew members are designated as N-MR/N-BMC/N-BAQ until currency is regained or a waiver is granted. The aircrew member shall not deploy until required ground training has been accomplished. **(T-3). Exception:** Non-current crewmembers may fly unsupervised on local, routine, and CONUS missions according to the RTM on sorties not requiring the specific ground training event(s).

4.10.4.2. DOT will declare aircrew members who fail to complete aircrew-specific mobility training events required by the RTM as non-current for those specific training events, however, do not designate these crewmembers as N-MR/N-BMC/N-BAQ. **(T-2).** The aircrew member will be restricted from performing missions requiring the delinquent event(s) until the required training is accomplished or a waiver is granted. **(T-3).**

4.10.4.3. Regaining Currency for Aircrew Ground Continuation Training Events. A crewmember has two options to regain currency for ground continuation training events.

4.10.4.3.1. The crewmember completes the required ground training to re-establish currency.

4.10.4.3.2. Specific event(s) may be judiciously waived in accordance with **paragraph 1.5.9** Document waivers, when determined appropriate, in accordance with this manual and/or the RTM. Such a waiver is intended to account for unforeseen circumstances and is only for events that do not degrade mission accomplishment. Base waiver decisions on the individual crewmember's experience and proficiency level. Do not base waiver decision on scheduling or availability concerns. A waiver extends the due date for the specific event(s), but does not delete the requirement. Aircrew members should complete the event(s) to re-establish currency as soon as possible after currency is lost.

4.10.4.4. Crewmember Restrictions While Non-Current for Ground Continuation Training Events. With the exception of mandatory grounding items noted in the RTM, crewmembers who are non-current for events in the RTM may be permitted to fly on specific sorties under instructor supervision, provided the overdue training event(s) is/are not applicable to that sortie. **Exception**: CONUS-based crewmembers who are non-current for Combat Survival Training (SS02) or Water Survival Training (SS05) are restricted to CONUS missions until currency is regained or a waiver is granted. **Exception:** AFRC Crewmembers who are non-current for Water Survival Training (SS05) are restricted to CONUS missions until currency is regained or a waiver is granted. AFRC crewmembers who are non-current for Combat Survival Training (SS02) may be permitted to fly non-combat-related AFRC-managed missions (including OCONUS) where mission re-tasking will not occur, but are restricted to CONUS-only for 618 AOC-managed mission until currency is regained or a waiver is granted. **(T-2). Exception**: Non-CONUS-based crewmembers may fly local/theater sorties within their assigned theater that do not transit combat zones when SS02 is overdue or do not include over-water segments when SS05 is overdue until currency is regained or a waiver is granted.

4.10.4.5. An individual N-MR for failure to complete Hazardous Cargo Ground Training (GD39Y) may fly unsupervised on local training missions only with Sq/CC approval until training is completed.

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

4.11. Requirements Before PCS or TDY by Rated Members on Active Flying Status. See AFMAN 11-202V1.

4.12. Requirements Before Removal From Active Flying Status. See AFMAN 11-202V1.

4.13. Requirements While in Inactive Flying Status. See AFMAN 11-202V1.

4.14. Retraining. See AFMAN 11-202V1.

4.15. Aircrew Flying in Non-US Air Force Aircraft and with Non-US Air Force Units. See AFMAN 11-202V1.

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

Chapter 5

UPGRADE TRAINING

5.1. General Requirements. This chapter identifies general prerequisites and training requirements for upgrade. See minimum flying-hour requirements and prerequisites in **Table 5.1** AMC maintains syllabi and/or training guides for certain upgrade programs at the AMC/A3TA SharePoint   site:
https://eim2.amc.af.mil/org/a3t/A3TA/Public%20Docs/Forms/AllItems.aspx.

5.1.1. The flying time prerequisites for upgrade are based on a crewmember having gained the knowledge and judgment required to safely and effectively perform assigned duties in support of the unit's missions. Therefore, it is essential that unit-level training programs focus efforts to develop each crewmember's knowledge and judgment as he/she progresses through their flying career.

5.1.2. General Requirements for Formal Upgrade Courses. The following items are basic requirements for formal upgrade training programs (not all-inclusive).

5.1.2.1. Completion of applicable ground and flying requirements required by this manual.

5.1.2.2. Completion of academic prerequisites and special requirements detailed in the ETCA.

5.1.2.3. In-depth knowledge of aircraft systems, operating policies, governing instructions, and applicable tactics, techniques, and procedures for their MWS.

5.1.2.4. Achieve the minimum flying-hour prerequisite. **Note:** WST time may be used to credit "MDS Total Time" for AC upgrade candidates.

5.1.3. Waiver Authority for Formal Course Prerequisites. OG/CC is the designated waiver authority for flying-hour prerequisites required for entry into formal upgrade courses (see **Table 5.1**). Consult the course syllabus and/or the organization establishing the requirement for other waiver authority determinations.

Table 5.1. Aircrew Qualification / Upgrade Prerequisites.

From	To	Prerequisites	Tasks and Events Required Before Certification	Notes
UNQ	FP	UPT Graduate	C-130J FTU	1, 4
FP	MP	Total Time / PAA 1300 / 300 or 900 / 700	-MPD Phase I, II & III	4, 5, 6

UNQ/FP	MP	Previously certified MP's in any manned MWS 1000 total flying hours (800 FAIP/OSA) And 150 PAA.	-Initial qualification course at FTU -MPD Phase II guide, if required -In-unit MP qualification.	1, 4, 5, 6
MP	IP	200 PAA hours since AC Certification	-PIN course and IP Eval	4
UNQ	FL	Basic LM Course Graduate	-LIQ	
UNQ	ML	Loadmaster with 2 years' experience in any cargo aircraft	-LXA	
UNQ	ML	Tactically qualified C-130 E/H Loadmaster (Minimum of 200 Hours in C-130 E/H)	-LXB	
ML	IL	200 PAA	-LIN	2, 3
IP/IL Instructor	EP/EL Evaluator	Sq/CC recommendation	-In-unit Flight Examiner checkout -Sq/CC certification	

Notes:
1. Refer all Rotary Wing pilots to MAJCOM/A3T (or equivalent) for a training recommendation.
2. ML will have a X1A251 primary AFSC (or higher). **(T-2).**
3. Airdrop qualified ML will have a minimum of 15 actual aerial delivery sorties of which a minimum of 10 will be some combination of actual equipment or CDS events. **(T-2).**
4. C-130J simulator time is creditable towards PAA Time. Simulator time is creditable towards total flying hours.
5. Total flying time (TFT) represents all flying time logged aboard a fixed wing aircraft as a military pilot including UPT, Student, and "Other" time. **Exception:** TFT does not include time in another aircrew specialty or time flying unmanned aircraft.
6. For MAF cross-flow with similar skill set (e.g., C-17, C-5, KC-135), MPD Phase II guide is not required. Pilots with dissimilar background (e.g., OSA/FAIP, F-16), accomplish MPD Phase II guide in-unit.

5.2. Mobility Pilot Development (MPD) Program. MPD is a program for PIQ graduates leading to AC certification. MPD pilots are not ACs. The MPD program consists of the PIQ (or ACIQ) formal training course followed by continuation training and seasoning in a primary aircraft, then progresses to the MPD pilot's upgrade to and certification as an AC. Note: PIQ/ACIQ and AC upgrade programs are described elsewhere in this manual. MPD continuation training and seasoning is divided into multiple phases: MPD Phase I, MPD Phase II, GRACC, Pilot Checkout

Course (PCO), and commander certification to AC. All MPD pilots will be dual-seat qualified in their assigned aircraft and will maintain qualification requirements according to AFI/AFMAN 11-2C-130JV2. (T-2). Note: See minimum flying hour requirements in **Table 5.1** The commander's assessment of the MPD pilot's performance drives the timeline required to upgrade to AC. Unit commanders should tailor continuation training and seasoning programs to the individual pilot's knowledge, skill, and experience level. The success of the MPD program depends on MPD pilots being effectively mentored and provided with sufficient training and development opportunities for success.

5.3. MPD Continuation Training thru Aircraft Commander Upgrade.

5.3.1. Documentation. Document MPD training using ARMS as follows: MPD Phase I uses ARMS code CP15Y, MPD Phase II uses ARMS code CP17Y, GRACC uses ARMS code CP11Y, and aircraft commander certification uses ARMS code CP03Y. Document full-course completion and Sq/CC (AFRC Sq/CC or Sq/DO) certification using the AF Form 4324 (or electronically using GTIMS).

5.3.2. Training Guides. MPD Phase I & II guides are available for download at the AMC/A3TA Public SharePoint site (link found in **paragraph 5.1**). Guides should be carried, or on an Electronic Flight Bag (EFB), if using an electronic version) on all sorties to maximize training opportunities.

5.3.3. MPD Phase I Certification (CP15Y). MPD Phase I consists of core aircraft commander development activities for new pilots. The center of this training is the MPD Phase I Training Guide that focuses on communications, checklist discipline, aircraft systems knowledge, and basic mission planning to build the MPD pilot's knowledge and understanding of their assigned aircraft and its mission. MPD Phase I pilots are not expected or authorized to act as aircraft commanders. The program's intent is to provide them with a variety of opportunities to observe and learn aircrew leadership fundamentals from aircraft commanders in multiple settings. MPD Phase I pilots should not be assigned additional duties in the squadron during their training period to allow them to focus on study and flying the mission to the maximum extent possible. MPD Phase I pilots will complete the MPD Phase I Training Guide NLT 180 days (365 days for ARC) after becoming mission ready. **(T-3)**. **Note:** Pilots crossflowing from First Assignment Instructor Pilot (FAIP), Operational Support Aircraft (OSA), or non-MAF weapons systems are not required to complete MPD Phase I.

5.3.3.1. MPD Phase I pilots normally fly in the right seat for day-to-day operations. They may fly in either seat, but will adhere to guidance and restrictions in this manual and AFMAN 11-2C-130JV3.

5.3.3.2. MPD Phase I may be considered complete no earlier than 6 months after training start date (as defined in **paragraph 1.7.1**), provided the pilot has attained a minimum of 200 PAI hours and has completed the MPD Phase I Training Guide. Sq/CC's (AFRC Sq/CC or Sq/DO) may waive the 6 month requirement but should be used judiciously. Document approval via the STRP and transition the pilot to MPD Phase II.

5.3.4. MPD Phase II Certification (CP17Y). This phase consists of completing the MPD Phase II guide, which focuses on the core tasks of flying skills, mission situational awareness, and crew management required for Aircraft Commander Certification. Pilots in this phase are defined as "FPQ."

5.3.4.1. Training in all stages will ensure a balanced exposure to both left and right seats in the aircraft with an AC or above. **(T-2).** Good judgment and Risk Management (RM) will dictate with whom they fly and what seat they occupy. **(T-2).** As Phase II MPD pilots advance in knowledge, they are encouraged to practice actual mission management skills and decision making under the guidance of their AC or IP.

5.3.4.2. MPD Selection for Aircraft Commander Upgrade/Certification**.** FPQs (to include previously qualified RPA pilots) will meet pre-requisites defined in **Table 5.1** and will have completed the MPD Phase I and II guides. **(T-2).** Based upon performance, experience, and requisite flight hours, FPQs will be identified for upgrade by squadron leadership via the STRP. **(T-2)**. FPQs will have a minimum of one AF Form 8 evaluation after FP mission ready certification and prior to entry into Aircraft Commander Upgrade (ACU) (N/A for MAF cross-flow, FAIP/OSA, or non-mobility weapon system pilots.) **(T-3)**.

5.3.5. Global Reach Aircraft Commander Course (GRACC) Certification (CP11Y). This event is an essential familiarization with the operational command and control structures and mission management oversight that resides at the headquarters level. See **paragraph 1.17.2** for scheduling and **Chapter 7** for additional course details. Attendance is mandatory for AMC pilots and highly-encouraged for all others during upgrade and prior to certification as an aircraft commander. The intent is for MPD pilots to attend GRACC after completion of MPD Phase II (CP17Y) and prior to beginning ACU.

5.3.6. Aircraft Commander Upgrade (ACU). After the Sq/CC (AFRC Sq/CC or Sq/DO) determines (via the STRP) an upgrade training start date, training time begins and the upgrade candidate will begin applicable ACU training events, as required as defined in **paragraph 1.7.1** (see **Table 1.2** for in-unit training time limitations). **(T-2).** Prior to starting training, the training office will open and maintain a training folder, preferably electronically using GTIMS, or MAJCOM-approved electronic equivalent, until the upgrade candidate is certified as an Aircraft Commander. **(T-2).** Units using multiple folders to document a pilots training progress may combine those into a single training folder at the unit's discretion. Training guides are authorized.

5.3.6.1. Current and qualified aircraft commander candidates accomplishing ACU training events require IP supervision during non-critical phases of flight and direct IP supervision during critical phases of flight. Two aircraft commander candidates may sit in the left and right seats under IP supervision in the simulator, as required.

5.3.6.2. The aircraft commander candidate will accomplish all requirements prior to the Aircraft Commander Review and Certification Board. **(T-2).**

5.3.7. Evaluation and Certification. A current MP Evaluation is required prior to Aircraft Commander Certification, per AFMAN 11-2C-130JV2. Complete certification in accordance with this manual and document via STRP. Assign the appropriate Mobility Pilot Designation Code in accordance with AFI 11-401 AMCSUP I*, Aviation Management,* Table A2.4.

5.4. Aircraft Commander Certification (Prior Certified in another MWS). Sq/CCs determine requirements in coordination with MAJCOM/A3T (or equivalent) for prior-certified aircraft commanders from another MWS.

5.5. Aircrew Instructor Program. This course is designed to teach selected crewmembers fundamentals and concepts of instructing. Select instructor candidates based on experience, judgment, ability to instruct, flying skill, and technical knowledge. Upon Sq/CC selection for instructor upgrade, a training start date will be established and documented via the STRP and preparatory actions begin to meet training start date. (T-2).

5.5.1. See **Table 5.1** and the ETCA website's course requirements for instructor upgrade prerequisites.

5.5.2. Upgrade Method.

5.5.2.1. Primary Method. The primary method for C-130J instructor upgrade is via the FTU. Initial instructor candidates and prior Remotely Piloted Aircraft (RPA) instructors who have never been certified as instructors in a manned MWS will attend the C-130J Instructor Course at the FTU. **(T-2).**

5.5.2.2. Secondary Method. Secondary method (in-unit) waiver requests may be approved by the OG/CC on a case-by-case basis in coordination with MAJCOM/A3T (or equivalent) when formal school course allocations are not available. Sq/CCs determine training required for secondary method (in-unit) upgrade. However, all secondary method upgrades will culminate in an Initial Instructor evaluation (INIT INSTR) in accordance with AFMAN 11-202V2. **(T-1).** Refer to **Table 1.2** for in-unit training time limits. **Note**: If previously certified as an instructor in the C-130J, the requalification checkride, may include RQ INSTR at the discretion of the Sq/CC, in accordance with AFMAN 11-2C-130JV2. **Exception:** Instructor candidates who previously attended a manned MWS formal instructor course and were certified as an instructor in any US Air Force aircraft may upgrade in-unit, with Sq/CC approval, without completing the MATS course (a secondary method waiver is not required). Unit commanders may require prior instructors to upgrade via the primary method at their discretion.

5.5.3. Prior to training start date, instructor candidates will:

5.5.3.1. Meet or exceed flying hour requirements. **(T-3).**

5.5.3.2. Complete the Instructor Preparatory Course before training start date. **(T-2).** Those attending the FTU are required to complete both the academics and flying portions of the course. **(T-2).** Those completing secondary method (in-unit) upgrade, require only the academic portion of the courseware. **(T-2).** Courseware is available from the MATS contractor.

5.5.3.3. Demonstrate to a flight examiner or most appropriate, highly experienced instructor their potential to instruct and perform selected items/maneuvers in accordance with applicable directives. **(T-3). Note:** Sq/CC, Sq/DO, or equivalent will determine the most appropriate instructor if a flight examiner is not readily available. **(T-3).**

5.5.3.4. Complete instructor preparatory course prerequisites defined by ETCA and AMC syllabi. **(T-2).** Candidates who report for upgrade training without the required prerequisites or an approved waiver will be returned to home unit. **(T-2). Note:** An approved AETC waiver is required prior to course start date, should course prerequisites be incomplete.

5.5.3.5. Complete training on the principles of instruction at the appropriate formal school for both ground and flight training requirements. **(T-2).**

5.5.3.6. Arrive for instructor training course both current and qualified in their unit-assigned aircraft (Waiver Authority: MAJCOM/A3T or equivalent). Formation airdrop pilots may attend the instructor course prior to Multi-Element Flight (Formation) Lead (MEFL) certification, but will be certified in MEFL prior to instructor certification (Waiver Authority: MAJCOM/A3T or equivalent). Previously-qualified Multi-Element Flight (Formation) Lead-Certified Instructor Pilots pursuing in-unit requalification may (with OG/CC approval) accomplish Multi-Element Flight (Formation) Lead Certification (CQ19Y) in conjunction with Instructor Requalification following the Sq/CC-directed training plan.

5.5.4. Documentation and Certification.

5.5.4.1. Training (preparatory and actual course) shall be documented using an approved training folder (or MAJCOM-approved electronic equivalent such as GTIMS). **(T-2). Note:** 714 TRS documents training conducted at/by the FTU.

5.5.4.2. A crewmember who successfully completes the applicable instructor course, and is certified by their commander, is qualified to instruct all mission qualification events in which he/she maintains currency.

5.5.5. Instructor Responsibilities:

5.5.5.1. Maintain competency as subject matter experts adept in the methodology of instruction. Instructors also require proficiency in evaluating, diagnosing, and critiquing student performance, identifying learning objectives and student difficulties; and prescribing and conducting remedial instruction using both platform and in-flight instruction**.**

5.5.5.2. Provide thorough preflight briefings, post-flight briefings, and critiques. Instructors will comply with requirements of mission outlines, as appropriate, for the type mission being flown**.**

5.5.5.3. Review each student's training record prior to each training session; observe, document, and report student performance during each training session; provide unbiased constructive feedback to the student regarding their specific performance during the training period; and accurately document student performance and instructor recommendations in the student's training record.

5.5.5.4. Ensure all required upgrade training items are completed, signed off, and proficiency demonstrated in accordance with AFMAN 11-2C-130JV2 grading criteria before recommending the student for evaluation, or certifying the student as qualified in a tactic or mission. Instructors should further ensure training, operations sections, and the flight commander (or designated representative) is apprised of the student's status.

5.5.5.5. Instructor Pilots. IPs are responsible at all times for flight conduct and aircraft safety. Should the trainee's judgment or proficiency at the controls raise a question in the instructor's mind as to the trainee's ability to safely complete a prescribed maneuver at any time during the flight, the instructor will immediately assume aircraft control. The instructor should then explain and demonstrate proper tactics, techniques, and procedures

for the maneuver prior to the trainee resuming control of the aircraft. All instructors will place special emphasis on procedures for positively identifying emergency conditions before initiating corrective action.

5.5.5.6. Instructor Loadmasters. Instructor loadmasters are responsible for student supervision and safety regardless of rank. Should the judgment or proficiency of the trainee raise a question in the instructor's mind as to the trainee's ability to safely execute the duties of the aircrew position at any time during the flight, the instructor will immediately take over those duties. The instructor should then explain and demonstrate the proper method of executing those duties prior to the trainee resuming duties.

5.6. Flight Examiner Certification. The Flight Examiner Course (GD33Y) is designed to teach selected instructors the fundamentals and concepts of evaluating aircrew performance against a variety of aviation performance and knowledge standards. Select evaluator candidates based on experience, proficiency, judgment, flying skill, instructional performance, and technical knowledge. Flight examiner prerequisites are found in **Table 5.3**

5.6.1. Sq/CC (AFRC Sq/CC or Sq/DO) will recommend instructors for flight examiner certification. **(T-2).** Instructors identified for certification as flight examiner are required to possess superior knowledge of training and evaluation policies and procedures and the ability to administer evaluations according to applicable publications.

5.6.2. Flight examiner candidates will:

5.6.2.1. Attend the MATS flight evaluator course (where available) for their crew position. **(T-2).** The Sq/CC (AFRC Sq/CC or Sq/DO) may direct a unit-level OGV course/guide when MATS course is not available or waive this requirement if the candidate is a previously-qualified flight examiner in any manned USAF aircraft.

5.6.2.2. Observe qualified examiners conducting a cross-section of evaluations, to include techniques used to evaluate aircraft systems and flight directive knowledge. **(T-3). Exception:** Optional for previously-qualified MAF examiners.

5.6.2.3. Demonstrate comprehensive knowledge and application of command policies, AFMAN 11-202V1, AFMAN 11-202V2, AFMAN 11-2C-130JV2, this manual, and MAJCOM supplements. **(T-3). Exception:** Previously-qualified AMC examiners may accomplish via a thorough examiner-led briefing of these items to update their knowledge and understanding.

5.7. Multi-Element Flight (Formation) Lead Certification (CQ19Y). The syllabus developed by AMC/A3T, located at the AMC/A3TA Public SharePoint site (link found in **paragraph 5.1**), prescribes the prerequisites, qualifications, and training requirements necessary for upgrade to lead multi-element formations for aircraft commanders. Accomplish the upgrade training in-unit. Graduates of an FTU mission qualification course are 2-ship formation lead certified.

5.8. Night Vision Goggle (NVG) Training. NVGs are standard for night tactical operations in the C-130J. NVGs should be available for all night training flights.

5.8.1. NVG training is primarily accomplished at the FTU during IQT. Units may complete NVG training (including assaults) in-unit as a part of the AETC mission transition course.

5.8.2. NVG Conversion Training. Academic training may be required if a unit or a crewmember converts to a different type of NVG. Unit commanders determine flight training requirements during conversion situations.

5.9. Phoenix Banner/Silver/Copper Certification (CQ33Y). Sq/CCs and/or Sq/DO will ensure that only highly-capable crewmembers are selected for these missions and certification is accomplished in accordance with the parent publication and **paragraph 5.9.1** (T-3). Selection should be based on qualification, proficiency, experience, maturity, and mission complexity.

5.9.1. Units will establish and maintain Phoenix Banner/Silver/Copper training programs. **(T-2).** As a minimum, training will consist of an instructor-led in-depth review of AFI 11-289, *Phoenix Banner, Silver, and Copper Operatio*n, discussion of tasking and execution agencies for Phoenix Banner/Silver/Copper missions, and how the aircrew interfaces with various agencies. **(T-1).** Furthermore, the program will address the personnel to coordinate with, in case of diversion or delay, including the presidential Advance Agent, US Secret Service, or HMX-1 representative. **(T-1).**

5.9.2. The goal of training is to educate crewmembers on the requirements for these individuals/agencies and illustrate their ability to help accomplish the mission. Following the review, an open book examination of AFI 11-289 will be accomplished, with a minimum score of 80 percent, corrected to 100 percent. **(T-1).** Training and certification will be complete in accordance with AFI 11-289 prior to a crewmember flying unsupervised on a Phoenix Banner/Silver/Copper mission. **(T-1).**

5.10. Joint Precision Airdrop System (JPADS) Certifications.

5.10.1. General. The JPADS training program is designed for all airdrop-qualified crewmembers. This program allows MAF combat delivery aircrews to improve airdrop accuracy during high altitude airdrop employment. Crewmembers who previously completed the interim JPADS training syllabi are considered JPADS certified for the phases completed. If completing JPADS in-unit training, contact MATS for suggested training aids. **Note**: Award crewmembers JPADS Certifications following training and squadron certification. Sq/CCs will determine how many crewmembers are certified and maintain JPADS training and currency to meet appropriate Manning Documents and Unit Designed Operational Capability (DOC) Statements. **(T-2). Note:** Crewmembers who previously completed the Interim JPADS Training Syllabus are considered JPADS II and may be certified as such by the commander.

5.10.1.1. PADS Operator (PO) Certification (CD31Y). May be assigned to any JPADS Phase II-certified rated officer (pilot or navigator) from any MDS. PO is a designated additional crewmember certified to direct JPADS airdrops using guided or unguided I-CDS procedures. JPADS airdrop training is accomplished with the PADS mission planner and either normal ballistic loads or JPADS guided loads depending on availability. When ballistic loads (e.g., I-CDS) are used in lieu of JPADS guided loads, an in-flight wireless update will be completed to a static AGU for training prior to the drop. **(T-2).** Training is normally accomplished at the FTU, but may be completed in-unit using the AMC-approved JPADS PO syllabus located on the AMC/A3T SharePoint (see **paragraph 1.14**). Document training via GTIMS or MAJCOM-approved training folder and certification via the STRP. **Note:** Sq/CC (or Sq/DO) determines PO certification requirements when syllabus-required training equipment is unavailable/insufficient. **(T-2).** See **Table 5.2** below for consolidated training and certification requirements. **Note:** PADS Operators who

become non-current as a PO require supervision of an instructor pilot or navigator who is current as PO when performing PO duties. The PO instructor need not be of like-specialty (e.g., a navigator PO may instruct a pilot PO on events AG43Y or AG45Y).

5.10.1.2. JPADS Phase I Certification (CD33Y). All crewmembers will complete Phase I training. **(T-2).** Any crewmember following completion of appropriate JPADS Phase I training syllabus. Upon certification, crewmembers may conduct unguided JPADS airdrops using I-CDS procedures. Units may document Phase I training on AF Form 1522, *ARMS Additional Training Accomplishment Report* for non-PO pilots.

5.10.1.2.1. Pilots. Training is normally accomplished at the FTU, but may be completed in-unit using the AMC-approved JPADS Phase I syllabus located on the AMC/A3T SharePoint (see **paragraph 1.14**). Document training via GTIMS or MAJCOM-approved training folder and certification via the STRP.

5.10.1.2.2. Loadmaster. Training is accomplished either at the FTU or in-unit using the AMC-approved JPADS Phase I syllabus located on the AMC/A3T SharePoint (see **paragraph 1.14**). Document training via GTIMS or MAJCOM-approved training folder and certification via the STRP.

5.10.1.3. JPADS Phase II Certification (CD35Y). Prerequisite: Successful completion of JPADS Phase I training and certification. Crewmembers performing PADS Operator (PO) or Phase II loadmaster (LM) duties are required to complete JPADS Phase II certification. **(T-2).** May be assigned to any crewmember upon completion of JPADS Phase II training. Training is conducted in accordance with the JPADS Phase II syllabus. **Note:** LM's shall complete hands-on AGU training or may only be Phase I Certified until required training is complete. **(T-3).** Document training via GTIMS or MAJCOM-approved training folder and certification via the STRP. Upon certification, crewmembers may conduct unguided or guided JPADS airdrops directed by a qualified PO using I-CDS procedures.

5.10.2. Mobile Training Team. PADS Operator (PO) Mobile Training Team (MTT) instructors will be Phase II-certified instructor pilot (IP) or instructor navigator (IN). **(T-2).** MTT instructors are not required to be qualified in the MDS (e.g., a Phase II-certified C-130H IN may perform primary or instructional PO duties on a C-130J or C-17).

5.10.3. Additional Requirements. PO from any MWS will log "other time" in their crew duty position when performing PO duties. When simulated events are used for training purposes, those events will be thoroughly debriefed by the instructor. **(T-2).** For example, if a unit has dropsondes but no AGU, consider the PO syllabus Wireless Transfer Event complete if the student imports dropsonde data and simulates Wireless AGU Data Transfer.

Table 5.2. JPADS Capabilities Based on Training Accomplished.

Event ID	Name	Position	Prerequisites	Training Guidance	Certified to Perform
CD33Y	JPADS Phase I Certification	P	Phase 1 Academics	RAP Tasking Memo	JPADS or I-CDS drops as Pilot Flying or Monitoring
CD33Y	JPADS Phase I Certification	L	Phase 1 Academics	RAP Tasking Memo	I-CDS drops

CD35Y	JPADS Phase II Certification	L	Phase 1 & 2 Academics	RAP Tasking Memo	JPADS or I-CDS drops
CD31Y	PADS Operator Certification	Rated Officer	Phase 1 & 2 Academics	RAP Tasking Memo	PO for JPADS/I-CDS drops

5.11. Extracted Container Delivery System (XCDS) Airdrop Certification (CD39Y). Units may train and certify pilots and loadmasters to perform XCDS operations, as needed. Training materials are located on the AMC/A3TA Public SharePoint site (link found in **paragraph 5.1**). Document training via GTIMS or MAJCOM-approved training folder and certification via the STRP.

5.12. Low Cost, Low Altitude (LCLA) Airdrop Training (CD41Y). Units may train and certify pilots and loadmasters to perform LCLA. Training materials are located on the AMC/A3TA Public SharePoint site (link found in **paragraph 5.1**). Document training via GTIMS or MAJCOM-approved training folder and certification via the STRP.

5.13. Wireless Gate Release System (WGRS) Airdrop Certification (CD42Y). Units may train and certify pilots and loadmasters to perform airdrop using WGRS. Training materials are located on the AMC/A3TA Public SharePoint site (link found in **paragraph 5.1**). Document training via GTIMS or MAJCOM-approved training folder and certification via the STRP.

5.14. Wet Wing Defuel/Hot Refuel Certification (CT11Y). Units may train and certify pilots and loadmasters to perform Wet Wing Defuel / Hot Refuel operations. Training materials are located on the AMC/A3TA Public SharePoint site (link found in **paragraph 5.1**). Document training via GTIMS or MAJCOM-approved training folder and certification via the STRP.

5.15. Instrument Landing System (ILS)/Precision Runway Monitoring (PRM) Training and Certification (CE09Y). ILS/PRM training is located in ADLS, AMC Gateway, under "Aircrew Training" and titled: "ILS Precision Runway Monitoring (PRM) Certification." Additional training materials are located on the AMC/A3TA Public SharePoint site (link found in **paragraph 5.1**).

5.16. Aircraft Commander Touch-and-Go Landing Certification (CP09Y) and NVG Touch-and-Go Landing (Aircraft Commander) Certification (CH19Y). Touch-and-go training (day and NVG) is conducted as part of initial qualification at the FTU. Unit commanders may certify aircraft commanders in conjunction with AC certification upon completion of required training. See AFMAN 11-2C-130JV3, Chapter 9, for touch-and-go restrictions.

5.17. Functional Check Flight (FCF) Certification (CQ21Y). Refer to AFMAN 11-2C-130JV3 for FCF requirements. FCF pilots will be selected from highly-qualified instructors. (T-2). Candidates will complete a review of applicable technical orders. (T-3). The pilot candidate will fly as the PM on a minimum of one FCF prior to unit commander certification. (T-3).

5.18. Semi-Prepared Landing Certification (CQ55Y). Pilots will be trained and certified by a qualified instructor pilot for semi-prepared airfield operations. (T-2). See AFI 13-217, *Drop Zone and Landing Zone Operations*, for the definition of semi-prepared runway surface. See the current RTM for currency requirements.

5.19. Modular Airborne Fire Fighting System (MAFFS). See **Attachment 3**.

Chapter 6

C-130J MAINTENANCE AND AIRCREW SYSTEM (MATS)

6.1. Overview. MATS is a civilian contractor-provided maintenance and aircrew training system. The MATS contractor provides academic and simulator training. The Air Force conducts all flight training and administers all evaluations. The MATS contract guarantees trained students meet government standards. AFMAN 11-202V1 is the source document for MATS. All MATS-specific contract questions will be directed to AMC/A3TR, the command liaison to the COR. (T-2).

6.2. Unsatisfactory Student Progress. (See **paragraph 1.16**). If the MATS instructor considers training progress unsatisfactory, or there is a lack of preparation or participation, etc. any time during a trainee's MATS ground instruction for formal school or unit-level continuation training, the MATS contractor will notify the unit training manager. (T-2). Once the appropriate government representative (wing training, operations officer, etc.) is notified, the appropriate government representative will review the student's record and will determine whether to continue or terminate training. (T-2).

6.2.1. The contractor will document substandard performance for FTU students in accordance with the course syllabus. **(T-2).**

6.2.2. Failure to Progress. If a student fails to progress according to syllabus requirements, the command accomplishing the training will conduct a Progress Review in accordance with AFMAN 11-202V1. **(T-1).** The Progress Review can recommend continuation in training or AFMAN 11-402, *Aviation and Parachute Service*, action, (e.g., a Flying Evaluation Board (FEB)) to the individual's unit commander. The MATS contractor will identify students who fail to progress according to the MATS contract. **(T-2).**

6.3. Scheduling.

6.3.1. General. Local procedures will be developed at each main operating base (MOB) for scheduling MATS trainees. **(T-2).** MOB wing or group training offices will ensure procedures minimize schedule changes and turbulence. **(T-2).**

6.3.2. Enrollment. Enrollment for all MATS courses (upgrade and continuation) will be accomplished through the MOB wing or group training office (appropriate ARC chain-of-command for ARC upgrades). **(T-3).** Each Regular Air Force wing and group training office will establish procedures to accommodate ARC unit training requirements. **(T-2).** Names and other personal data required by MATS contractor will be passed to their scheduler not later than the time established by host wing or group training office. **(T-2).**

6.3.3. Class Surging. Class surging will be coordinated between MAJCOMs due to relationships of the many MATS resources. **(T-2).** Refer to the MATS contract class capacity allowances.

6.3.4. Class Size. Annual throughput for specific MATS courses is established in the MATS contract. The AETC PFT document reflects formal school throughput based on Air Force requirements and what is authorized by contract. If the contract throughput for any MOB (formal school or otherwise) will be exceeded, AMC/A3T will coordinate those requirements through appropriate Air Force and MATS contractor channels. **(T-2).** In conjunction with their

COR office, wing or group training offices will monitor annual throughput (current or projected) according to their MOB MATS authorized throughput and notify AMC/A3T of differences either above or below what is authorized in the contract. **(T-2).** Every attempt will be made by MOB wing or group training office to ensure all classes are filled before requesting secondary method. **(T-2).**

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

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

    6.3.6.1. Cancellation procedures will be developed at each MOB between contractor and wing training. **(T-2).**

    6.3.6.2. Cancellation for MATS Formal School Courses. Units will notify 19 AF/DOP 45-days before a formal school start date if a course allocation cancellation (or no-fill) is pending. **(T-2).** This suspense should enable the class quota to be reallocated. Formal school cancellations will be made not later than 30-days before class start date, due to the impact of scheduling changes on the PFT. **(T-2). Exception:** Emergency leave. 19 AF/DOP will remove quotas and either reallocate or cancel affected quota or class. **(T-2).**

6.3.7. Late or No-Show. Course completion credit may be withheld when trainee tardiness and/or absenteeism interferes with class training. While MATS contractor personnel are not required to substitute for missing or late crewmembers, contractor personnel may fill a crew position per existing contractor/government agreements.

6.4. Administration. The COR is the liaison between the Administrative Contracting Officer/Procuring Contracting Officer (ACO/PCO) and the MATS contractor. CORs are the only Air Force personnel empowered to evaluate any component of contract compliance. These individuals are entrusted with quality assurance, are the only appropriate office (unit-level) to direct a contractor to perform or stop work via the ACO/PCO's direction, and are accountable for these actions. Each wing or group commander will establish MATS COR positions and enforce directives, requirements, and procedures established by Department of Defense (DoD) and MAJCOM directives and publications. (T-2). MATS CORs will maintain a current copy of the MATS contract(s), designated quality assurance regulations and directives, and quality assurance procedures. (T-2).

Chapter 7

ARMS IDENTIFIERS AND DESCRIPTIONS

7.1. Description.

7.1.1. ARMS event identifiers have been revised and standardized across mobility platforms and grouped to provide improved functionality for the MAF.

7.1.2. In accordance with SECAF guidance, ancillary training CBT events may be completed via other methods by an appropriately-qualified trainer using the approved training outlines downloaded from ADLS. Always update the correct training system of record following completion of any training event.

7.1.3. Records and Documentation. Units are responsible to ensure that training accomplishment is appropriately recorded in the Training System of Record (e.g., ADLS) for the specific training course/event, when tracked for convenience in another system (e.g., GTIMS, ARMS). ARMS or GTIMS (or MAJCOM-approved electronic equivalent) may be used to generate a computerized letter of X's; however, ARMS remains the system of record for aircrew training. Course instructors deliver required forms to the appropriate scheduling and training documentation sections within one duty day after teaching a course. AFI 33-360 or governing functional publication may prescribe alternate/additional forms to document certain training. **(T-3). Exception:** Small Arms training is recorded on AF Form 522, *USAF Ground Weapons Training Data*, and provided to the student upon completion of the training course, as prescribed by AFI 36-2654, *Combat Arms Program*. Students must then log the training with the appropriate scheduling/training/tracking section. **(T-3).**

Table 7.1. ARMS Identifier Groups.

Identifier	Group	Paragraph
AA	USAF-Directed Evaluation Events	**7.2.**
AB	USAF-Directed Examination Events	**7.3.**
AC	General Evaluation Events	**7.4.**
AF	Formation Events	**7.5.**
AG/AH	Airdrop and En Route - High-Level Events	**7.6.**
AL	Landing Events	**7.7.**
AM	MAFFS Events	**7.8**
AN	NVG Events	**7.9.**
AP	Approach Events	**7.10.**
AT	Start, Taxi, Takeoff (STTO) Events	**7.11.**
CD	Airdrop Certifications	**7.12.**
CE	General Certifications	**7.13.**
CG	Ground Training Instructor Certifications	**7.14.**
CH/CJ	Night Vision Goggle Certifications	**7.15.**

CP	Aircraft Commander/Mobility Pilot Development Certification Events	**7.16.**
CQ/CS	Specialized Certification Events	**7.17.**
CT	Tactical Certification Events	**7.18.**
FF	Flight Surgeon Events	**7.19.**
GB/GC/GD	Ground/Computer-Based Training Events	**7.20.**
GE	Expeditionary Training Events	**7.21.**
GF	MAFFS Ground Training Events	**7.22**
GH	Communications Training/Equipment Events	**7.23.**
GM	Mobility Training Events	**7.24.**
GN	NVG Ground Training Events	**7.25.**
GS/GV	Senior Officer Course and Ground Exercise Events	**7.26.**
GX/GY	Simulator Events	**7.27.**
LL/PP	Aircrew Flight Equipment Events	**7.28.**
MB	Mission/Sortie Events	**7.29.**
PC	Aircraft Communications Equipment Events	**7.30.**
SS	SERE Events	**7.31.**
TG	Tactical Ground Training Events	**7.32**
TW	Tactical Aircraft Events	**7.33.**
X	Unit-Defined Events	**7.34.**

7.2. Headquarters USAF-Directed Evaluation (AA) Events. See AFI 11-202V2 and AFMAN 11-2C-130JV2.

7.2.1. **AA01** – Qualification Evaluation.

7.2.2. **AA02** – Qualification Evaluation, Simulator.

7.2.3. **AA11** – Instrument Evaluation.

7.2.4. **AA12** – Instrument Evaluation, Simulator.

7.2.5. **AA21** – Combined Qualification and Instrument Evaluation.

7.2.6. **AA22** – Combined Qualification and Instrument Evaluation, Simulator.

7.3. Headquarters USAF-Directed Examination (AB) Events. See AFI 11-202V2 and AFMAN 11-2C-130JV2.

7.3.1. **AB01Y** – Qualification Open Book Examination.

7.3.2. **AB03Y**   – Qualification Closed Book Examination.

7.3.3. **AB07Y** – Emergency Procedures Examination.

7.3.4. **AB09Y** – Instrument Refresher Course (IRC) Examination.

7.3.5. **AB11Y** – Mission (Open and Closed Book) Examination.

7.3.6. **AB21Y** – Tactics Open Book Examination.

7.3.7. **AB41Y** – AFDL Flight Surgeon Examination.

7.3.8. **AB61Y** – Examination, MAFFS Procedures.

7.4. General Evaluation (AC) Events.

7.4.1. **AC19Y** – Instructor Evaluation.

7.4.2. **AC23Y** – Mission Evaluation.

7.4.3. **AC29Y** – Operational Mission Evaluation (OME).

7.4.4. **AC41Y** – Flight Evaluation Folder (FEF) Review.

7.4.5. **AC43Y** – Flight Publications Check.

7.5. Formation (AF) Events.

7.5.1. **AF35Y** – Formation Recovery Visual.

7.5.1.1. Purpose: Continuation training for formation qualified pilots.

7.5.1.2. Description: See AFTTP 3-3.C-130J and/or AFMAN 11-2C-130JV3 for formation visual recovery techniques/procedures.

7.5.1.3. OPR: AMC/A3T; OCR: AMC/A3D

7.5.1.4. Training Media: Aircraft or WST

7.5.1.5. Instructor: Not required for continuation training.

7.5.2. **AF37Y** – Formation Departure SKE.

7.5.2.1. Purpose: Continuation training for SKE qualified pilots.

7.5.2.2. Description: See AFMAN 11-2C-130JV3 for SKE formation techniques/procedures.

7.5.2.3. OPR: AMC/A3T; OCR: AMC/A3D

7.5.2.4. Training Media: Aircraft or WST

7.5.2.5. Instructor: Not required for continuation training.

7.5.2.6. Additional Information: Both pilots may log this event simultaneously.

7.5.3. **AF39Y** – Formation Recovery SKE.

7.5.3.1. Purpose: Continuation training for SKE qualified pilots.

7.5.3.2. Description: See AFMAN 11-2C-130JV3 and/or AFTTP 3-3.C-130J for SKE formation techniques/procedures.

7.5.3.3. OPR: AMC/A3T; OCR: AMC/A3D

7.5.3.4. Training Media: Aircraft or WST

7.5.3.5. Instructor: Not required for continuation training.

7.5.3.6. Additional Information: Both pilots may log this event simultaneously.

7.6. Airdrop and En Route – High Level (AG and AH) Events. Log an airdrop event when a successful airdrop is accomplished. If a no-drop condition occurs after the run-in checklist is completed, aircraft commanders need to determine if enough training was accomplished to credit the airdrop for any crew position. See event descriptions for further guidance. Both pilots may credit the airdrop event.

7.6.1. Employment Altitudes. Use the following altitude definitions: **Note:** These definitions are separate from the altitude definitions in AFTTP 3-1 and *General Planning* which are not applicable to C-130 training. In the event of overlap (e.g., more than 10,000' MSL, but less than 3000' AGL due to mountainous terrain), use the most logical category for the type of airdrop being flown, and procedures being used. See AFMAN 11-2C-130JV3, AFTTP 3-3.C-130J, and AFI 11-231, *Computed Air Release Point Procedures* for additional information on employment altitudes.

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

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

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

7.6.1.4. High Altitude. 10,000' MSL to 17,999' MSL. Airdrops conducted at these altitudes may have special oxygen requirements. See AFMAN 11-202V3 and AFMAN 11-2C-130JV3.

7.6.1.5. Very-High Altitude. 18,000' MSL and above. Airdrops conducted at these altitudes have special oxygen requirements, including pre-breathing. See AFMAN 11-202V3 and AFMAN 11-2C-130JV3.

7.6.2. **AG01Y** – Airdrop-Event.

7.6.3. **AG02Y** – Airdrop-Boat.

7.6.4. **AG03Y** – Airdrop-CDS.

7.6.4.1. Purpose: Continuation training for airdrop qualified crewmembers.

7.6.4.2. Description: See AFMAN 11-2C-130JV3 for CDS airdrop (including SATB-C) procedures.

7.6.4.3. OPR: AMC/A3T; OCR: AMC/A3D

7.6.4.4. Training Media: Aircraft or WST (Pilot only)

7.6.4.5. Instructor: Not required for continuation training.

7.6.4.6. Additional Information: Loadmasters log this event when an actual CDS bundle is loaded, rigged, all checklists through the run-in checklist are accomplished, and there is not a no-drop condition due to either loadmaster. Pilots may also log when dropping an

SATB-C or when all checklists through the run-in checklist are accomplished, and there is not a no-drop condition due to either pilot. If non-current for this event, loadmasters are authorized to drop SATB-C without instructor supervision. The following requirement may be waived by the Sq/CC (AFRC Sq/CC or Sq/DO) in accordance with **paragraph 1.5.1.1** Consecutive periods need to alternate between static-line retriever and manual gate-cut procedures to satisfy continuation requirements (i.e., if a manual gate cut is used to credit the requirement, a static-line retriever initiated airdrop needs to be accomplished for the next period).

7.6.5. **AG15Y** – Airdrop-Equipment.

　7.6.5.1. Purpose: Continuation training for airdrop qualified crewmembers.

　7.6.5.2. Description: AFMAN 11-2C-130JV3 for equipment airdrop (including SATB-H) procedures.

　7.6.5.3. OPR: AMC/A3T; OCR: AMC/A3D

　7.6.5.4. Training Media: Aircraft or WST (Pilot only)

　7.6.5.5. Instructor: Not required for continuation training.

　7.6.5.6. Additional Information: Loadmasters log this event when an actual heavy equipment load is loaded, rigged, all checklists through the run-in checklist are accomplished, and there is not a no-drop condition due to either loadmaster. Pilots may log this event for drogue chute only training drops, SATB-H or when all checklists through the run-in checklist are accomplished, and there is not a no-drop condition due to either pilot. If non-current for this event, loadmasters are authorized to drop SATB-H without instructor supervision. Consecutive periods should alternate between towplate and non-towplate procedures to satisfy continuation requirements (i.e., if a towplate airdrop is used to credit the requirement, a non-towplate airdrop should be accomplished for the next period).

7.6.6. **AG23Y** – Airdrop-Extracted Container Delivery System (XCDS).

　7.6.6.1. Purpose: Continuation training for aircrew certified to perform XCDS airdrop.

　7.6.6.2. Description: Perform an XCDS airdrop.

　7.6.6.3. OPR: AMC/A3T; OCR: AMC/A3D

　7.6.6.4. Training Media: Aircraft or WST (pilot only)

　7.6.6.5. Instructor: Not required for continuation training.

　7.6.6.6. Additional Information: Loadmasters log this event when an actual XCDS bundle is loaded, rigged, all checklists through the run-in checklist are accomplished, and there is not a no-drop condition due to either loadmaster.

7.6.7. **AG25Y** – Airdrop-High Altitude Low Opening/High Altitude High Opening (HALO/HAHO) Airdrop.

　7.6.7.1. Purpose: Continuation training for pilots.

　7.6.7.2. Description: Perform a HALO/HAHO airdrop for pilots.

　7.6.7.3. OPR: AMC/A3T; OCR: AMC/A3D

7.6.7.4. Training Media: Aircraft or WST

7.6.7.5. Instructor: Not required for continuation training.

7.6.7.6. Additional Information: Pilots may log this event anytime they perform HALO/HAHO operations. Not required for crewmembers assigned to 314 AW and BMC/BAQ aircrew unless specified in this AFMAN or AOR SPINS.

7.6.8. **AG31Y** – Airdrop-JPADS/I-CDS.

7.6.8.1. Purpose: Continuation training for JPADS Phase 1 certified pilots and JPADS/I-CDS Phase 2 certified loadmasters.

7.6.8.2. Description: JPADS/I-CDS (guided or unguided) airdrop to include flight station and cargo compartment configuration JPADS checklists, and JPADS/I-CDS airdrop to an appropriate DZ. Certified loadmasters need to drop an actual JPADS/I-CDS bundle. If DZ requirements prevent actual drop, simulate a guided bundle drop through completion of the airdrop run-in checklist.

7.6.8.3. OPR: AMC/A3T; OCR: AMC/A3D

7.6.8.4. Training Media: Aircraft

7.6.8.5. Instructor: Not required for continuation training.

7.6.8.6. Additional Information: If dropping an actual JPADS guided bundle is not practical, loadmasters still require an AGU rigged on a bundle aboard the aircraft to simulate all necessary checklist steps. Loadmasters may credit the event if all checklists through the run-in checklist are complete. Requirement may be waived by the Sq/CC (AFRC Sq/CC or Sq/DO) in accordance with **paragraph 1.5.1.1** Mission planning and discussions need to include understanding how the calculations are performed by the CNI-MU and what various fields mean (e.g., changing the safety factor and what that means).

7.6.9. **AG37Y** – Airdrop-Low Cost/Low Altitude (LCLA).

7.6.9.1. Purpose: Continuation training for aircrew certified to perform LCLA airdrop.

7.6.9.2. Description: Perform an LCLA airdrop.

7.6.9.3. OPR: AMC/A3T; OCR: AMC/A3D

7.6.9.4. Training Media: Aircraft or WST (pilot only)

7.6.9.5. Instructor: Not required for continuation training.

7.6.9.6. Additional Information: Loadmasters log this event when an actual LCLA bundle is loaded, rigged, all checklists through the run-in checklist are accomplished, and there is not a no-drop condition due to either loadmaster. Pilots log this event when all checklists through the run-in checklist are accomplished and there is not a no-drop condition due to either pilot. Not required for crewmembers assigned to MAJCOM Headquarters, 314 AW, NAF, AOC, and USAF Expeditionary Center or BMC/BAQ aircrew unless specified in this AFMAN or AOR SPINS.

7.6.10. **AG43Y** – Airdrop-PADS Operator (Guided).

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

7.6.10.2. Description: Conduct a JPADS airdrop to include mission planning, JPADS computer preflight and in-flight actions, flight station and cargo compartment configuration, JPADS checklists, airdrop damage estimate, and guided system airdrop. Crews need to comply with all requirements of AFI 13-217, *Drop Zone and Landing Zone Operations*. The guided system airdrop is considered complete with update of the release point and launch acceptability region (LAR) using the JPADS computer (with or without dropsonde data) and completion of all checklists through the run-in checklist. Minimum altitudes for actual guided airdrops are in accordance with specific requirements of each guided system and AFI 13-217.

7.6.10.3. OPR: AMC/A3T; OCR: AMC/A3D

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

7.6.10.5. Instructor: Not required for continuation training. For members who are non-current/N-MR, an instructor is not required to regain currency as long as a certified and current/MR PO supervises the member.

7.6.10.6. Additional Information: PADS Operators need to perform all PADS duties to credit the event. PADS operators may not log this event while occupying either pilot's seat. May dual log with Airdrop-Equipment, Airdrop-Med/High Altitude and Airdrop-PADS Operator (Unguided) if all requirements of the events are met.

7.6.11. **AG45Y** – Airdrop-PADS Operator (Unguided).

7.6.11.1. Purpose: Continuation training for PO certified pilots.

7.6.11.2. Description: Conduct a I-CDS (JPADS unguided) airdrop to include mission planning, JPADS computer preflight and in-flight actions, flight station and cargo compartment configuration, JPADS checklists, dropsonde release/monitoring, airdrop damage estimate, and I-CDS airdrop to an appropriate DZ. Crews need to comply with all requirements of AFI 13-217, *Drop Zone and Landing Zone Operations*. The I-CDS airdrop is considered complete with successful deployment of the dropsonde(s), update of the release point via PADS computer and airdrop of the bundle. There is no minimum altitude for this event when accomplished in the aircraft, other than the minimum altitude to release a dropsonde. Aircrews should use the highest altitude possible based on airspace and DZ restrictions.

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

7.6.11.4. OPR: AMC/A3T, OCR: AMC/A3D

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

7.6.11.6. Instructor: Not required for continuation training. For members who are non-current/N-MR, an instructor is not required to regain currency as long as a certified and current/MR PO supervises the member.

7.6.11.7. Additional Information: Perform all PO duties to credit the event. POs may credit this event in any MDS. POs may not log this event while occupying either pilot's seat. May dual log with Airdrop-Med/High Altitude and Airdrop-PADS Operator (Guided) (in any combination) if all requirements of each of the respective events are met. If performing PO duties in a different MDS, POs only log this event.

7.6.12. **AG47Y** – Airdrop-Personnel.

7.6.12.1. Purpose: Continuation training for airdrop qualified crew members.

7.6.12.2. Description: See AFMAN 11-2C-130JV3 for SATB-P procedures.

7.6.12.3. OPR: AMC/A3T; OCR: AMC/A3D

7.6.12.4. Training Media: Aircraft or WST

7.6.12.5. Instructor: Not required for continuation training.

7.6.12.6. Additional Information: Loadmasters are authorized to drop SATB-P without instructor supervision while non-current for AG49Y (Actual Personnel). Pilots log this event when an SATB-P is loaded or when checklists through the run-in checklist are accomplished, and there is not a no-drop condition due to either pilot.

7.6.13. **AG49Y** – Airdrop-Personnel (Actual).

7.6.13.1. Purpose: Continuation training for airdrop qualified crewmembers.

7.6.13.2. Description: See AFMAN 11-2C-130JV3 for personnel airdrop procedures.

7.6.13.3. OPR: AMC/A3T   OCR: AMC/A3D

7.6.13.4. Training Media: Aircraft or WST (Pilot only)

7.6.13.5. Instructor: Not required for continuation training.

7.6.13.6. Additional Information: Pilots log AG47Y after accomplishing an actual Personnel Airdrop event. Loadmasters log this event only when actual personnel are loaded, rigged, all checklists through the run-in checklist are accomplished, and there is not a no-drop condition due to either loadmaster. Loadmasters should utilize TPRS for static line retrieval at least once during a paratroop door exit personnel airdrop mission. **Note:** FTU instructor loadmasters and USAF Weapons School loadmasters are exempt from this requirement.

7.6.14. **AG61Y** – Airdrop-Wireless Gate Release System (WGRS) Event.

7.6.14.1. Purpose: Continuation training for loadmasters to use the WGRS during airdrop.

7.6.14.2. Description: Perform an actual CDS airdrop utilizing the WGRS. Credit can be logged after all checklists through the run-in checklist are accomplished and there is not a no-drop condition due to either loadmaster.

7.6.14.3. OPR: AMC/A3T; OCR: AMC/A3D.

7.6.14.4. Training Media: Aircraft.

7.6.14.5. Instructor: Not required for continuation training.

7.6.14.6. Additional Information: The following requirement(s) may be waived by the Sq/CC (AFRC Sq/CC or Sq/DO) in accordance with **paragraph 1.5.1.1**

7.7. Landing (AL) Events. Unless otherwise stated, pilots log only as PF.

   7.7.1. **AL01Y** – Landing.

      7.7.1.1. Purpose: Training for pilots to maintain proficiency landing the aircraft.

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

      7.7.1.3. OPR: AMC/A3T

      7.7.1.4. Training Media: Aircraft or WST

      7.7.1.5. Instructor: Not required for continuation training.

      7.7.1.6. Additional Information: N/A

   7.7.2. **AL13Y** – Landing-Left Seat.

      7.7.2.1. Purpose: Training for MPD pilots to maintain left seat proficiency landing the aircraft

      7.7.2.2. Description: Any landing accomplished (full stop, touch-and-go, stop-and-go) from the left seat.

      7.7.2.3. OPR: AMC/A3T

      7.7.2.4. Training Media: Aircraft or WST

      7.7.2.5. Instructor: Not required for continuation training.

      7.7.2.6. Additional Information: Dual log with other events for the pilot flying the aircraft (e.g., Landing).

   7.7.3. **AL15Y** – Landing-Night Unaided.

      7.7.3.1. Purpose: Training for pilots to maintain proficiency landing the aircraft at night.

      7.7.3.2. Description: Any unaided night landing accomplished (full stop, touch and go, stop and go) between the end of evening civil twilight and the beginning of morning civil twilight.

      7.7.3.3. OPR: AMC/A3T

      7.7.3.4. Training Media: Aircraft or WST

      7.7.3.5. Instructor: Not required for continuation training.

      7.7.3.6. Additional Information: Dual log with Landing. Do not dual log with NVG Landing.

   7.7.4. **AL19Y** – Landing-Right Seat.

      7.7.4.1. Purpose: Training for MPD pilots to maintain right-seat proficiency landing the aircraft.

7.7.4.2. Description: Any landing accomplished (full stop, touch-and-go, stop-and-go) from the right seat.

7.7.4.3. OPR: AMC/A3T

7.7.4.4. Training Media: Aircraft or WST

7.7.4.5. Instructor: Not required for continuation training.

7.7.4.6. Additional Information: Dual log with other events for the pilot flying the aircraft (e.g., Landing).

7.7.5. **AL27Y** – Landing-Semi-Prepared Surface.

7.7.5.1. Purpose: Continuation training for pilots.

7.7.5.2. Description: Landing on any semi-prepared runway/LZ as defined by AFI 13-217.

7.7.5.3. OPR: AMC/A3T

7.7.5.4. Training Media: Aircraft

7.7.5.5. Instructor: Not required for continuation training.

7.7.5.6. Additional Information: The PF may dual log with the appropriate normal landings. If an FP is certified to perform, the expectation is that MP's will perform the event on operational missions or perform under supervision of a certified and current MP.

7.7.6. **AL51Y** – Landing-Assault.

7.7.6.1. Purpose: Training designed to give pilots experience landing the aircraft at short airfields, which require maximum effort procedures.

7.7.6.2. Description: Accomplish assault landings in accordance with C-130J technical orders (1C-130J-1), AFMAN 11-2C-130JV3, on appropriately marked landing zones (zone may be marked on larger runways to satisfy assault continuation training). Meet the following requirements in order to log the landings: (1) Touchdown within the first 500-feet and (2) normally, do not credit a go-around or touch and go.

7.7.6.3. OPR: AMC/A3T; OCR: AMC/A3D

7.7.6.4. Training Media: Aircraft or WST

7.7.6.5. Instructor: Not required for continuation training.

7.7.6.6. Additional Information: See the C-130J technical orders (1C-130J-1) for detailed procedures and AFMAN 11-2C-130JV3 for training restrictions. See AFTTP 3.3.C-130J for techniques. May be dual logged with Landing by the PF. May be dual logged with Unaided Night Landing by the PF if accomplished at night. The following requirement may be waived by the Sq/CC (AFRC Sq/CC or Sq/DO) in accordance with **paragraph 1.5.1.1** LZ needs to be a max width of 80 ft. up to 50% of assault landings can be logged on runways with non-standard markings (e.g., spot landing to the captain's bars).

7.7.7. **AL53Y** – Landing-Assault (Heavyweight).

7.7.7.1. Purpose: Continuation training for pilots.

7.7.7.2. Description: Accomplish an assault landing on appropriately marked landing zones of 3000 feet or more (zone may be marked on larger runways to satisfy assault continuation training) at an aircraft gross weight of 135,000 pounds or greater for C-130J-30. For C-130J (short) gross weight is 115,000 pounds or greater. Meet the following requirements in order to log the landings: (1) Touchdown within the first 500-feet and (2) normally, do not credit a go-around or touch and go.

7.7.7.3. OPR: AMC/A3T

7.7.7.4. Training Media: Aircraft or WST

7.7.7.5. Instructor: Not required for continuation training.

7.7.7.6. Additional Information: Mission planning and crew briefings should include discussions on how to run brake energy charts for hot brakes, brake energy management, and taxi considerations above 155,000 lbs. Dual log with Landing-Assault. The PF may also dual log with the appropriate normal landings. The following requirements may be waived by the Sq/CC (AFRC Sq/CC or Sq/DO) in accordance with **paragraph 1.5.1.1** LZ needs to be a max width of 80 ft. Up to 50% of assault landings can be logged using runways with non-standard markings (e.g., spot landing to the captain's bars).

7.8. Modular Airborne Firefighting System (MAFFS) (AM) Events. Event descriptions are located in **Attachment 3**.

7.8.1. **AM29Y** – MAFFS Training Drop.

7.8.2. **AM31Y** – MAFFS-Training Drop (Wet).

7.8.3. **AM33Y** – MAFFS-Training Emergency Escape.

7.8.4. **AM35Y** – MAFFS-Training Heavy Weight Go Around.

7.8.5. **AM51Y** – MAFFS-Actual Fire Drop (Pilot Flying).

7.8.6. **AM53Y** – MAFFS-Actual Fire Drop.

7.8.7. **AM55Y** – MAFFS-Actual Fire Drop (Pilot Monitoring).

7.9. Night Vision Goggle (NVG) Aircraft (AN) Events. All NVG events are considered Night Events. Darkness is defined as the time between the end of evening civil twilight and the beginning of morning civil twilight, unless performed in a WST or fuselage trainer (FuT).

7.9.1. **AN03Y** – NVG Airland Event (All).

7.9.1.1. Purpose: Continuation training sortie for loadmasters to perform an NVG Airland event.

7.9.1.2. Description: Log only when performing a cargo onload on NVG's. May be accomplished on a ground aircraft trainer without an associated flying sortie.

7.9.1.3. OPR: AMC/A3T

7.9.1.4. Training Media: Aircraft or FuT

7.9.1.5. Instructor: Not required for continuation training. This event may only be logged when accomplishing a cargo onload.

7.9.2. **AN05Y** – NVG Airdrop Event (All).

7.9.2.1. Purpose: Continuation training sortie for loadmasters to perform an Airdrop event.

7.9.2.2. Description: May be logged when performing airdrop on NVG's, all checklists are performed through the run-in checklist, and there is not a no-drop condition caused by either pilot or loadmaster.

7.9.2.3. OPR: AMC/A3T

7.9.2.4. Training Media: Aircraft

7.9.2.5. Instructor: Not required for continuation training.

7.9.3. **AN11Y** – NVG Takeoff (Pilot Flying).

7.9.3.1. Purpose: Continuation training for conducting takeoffs for pilots while using NVGs.

7.9.3.2. OPR: AMC/A3T

7.9.3.3. Training Media: Aircraft or WST

7.9.3.4. Instructor: Not required for continuation training.

7.9.3.5. Additional Information: Needs to be PF to credit. PF can dual log with Takeoff. See AFMAN 11-2C-130JV3 for tactics, techniques and procedures.

7.9.4. **AN13Y** – NVG Takeoff, Assault (Pilot Flying).

7.9.4.1. Purpose: Continuation training for conducting assault takeoffs while using NVGs.

7.9.4.2. OPR: AMC/A3T

7.9.4.3. Training Media: Aircraft or WST

7.9.4.4. Instructor: Not required for continuation training.

7.9.4.5. Additional Information: Needs to be PF to credit. PF can dual log with appropriate events (e.g., Takeoff). See AFTTP 3-3.C-130J and AFMAN 11-2C-130JV3 for tactics, techniques and procedures.

7.9.5. **AN21Y** – NVG Low Level.

7.9.5.1. Purpose: Continuation training for crewmembers operating in the low altitude environment using single-ship or formation procedures while utilizing NVGs.

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

7.9.5.3. OPR: AMC/A3T; OCR: AMC/A3D

7.9.5.4. Training Media: Aircraft or WST

7.9.5.5. Instructor: Not required for continuation training.

7.9.5.6. Additional information: See AFMAN 11-2C-130JV3. Both pilots may credit this event.

7.9.6. **AN25Y** – NVG Low Level, Visual Formation (Wing).

7.9.6.1. Purpose: Continuation training for pilots operating in the low altitude environment using visual formation procedures using NVGs.

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

7.9.6.3. OPR: AMC/A3T; OCR: AMC/A3D

7.9.6.4. Training Media: Aircraft or WST

7.9.6.5. Instructor: Not required for continuation training.

7.9.6.6. Additional Information: See AFMAN 11-2C-130JV3. Dual log with NVG Low Level. Both pilots may credit this event.

7.9.7. **AN33Y** – NVG Landing (Pilot Flying).

7.9.7.1. Purpose: Continuation training for conducting landings while using NVGs.

7.9.7.2. OPR: AMC/A3T

7.9.7.3. Training Media: Aircraft or WST

7.9.7.4. Instructor: Not required for continuation training.

7.9.7.5. Additional Information: Needs to be PF to credit. PF can dual log with Landing. See AFMAN 11-2C-130JV3 for tactics, techniques and procedures.

7.9.8. **AN35Y** – NVG Landing, Assault (Pilot Flying).

7.9.8.1. Purpose: Continuation training for conducting assault landings while using NVGs.

7.9.8.2. OPR: AMC/A3T

7.9.8.3. Training Media: Aircraft or WST

7.9.8.4. Instructor: Not required for continuation training.

7.9.8.5. Additional Information: Needs to be PF to credit. PF can dual log with appropriate events (e.g., Landing, Assault Landing). See AFMAN 11-2C-130JV3 for tactics, techniques and procedures.

7.9.9. **AN41Y** – NVG Backing Event.

7.9.9.1. Purpose: Continuation training for pilots and ensures proper CRM/TEM is being rehearsed between pilots and loadmasters.

7.9.9.2. Description: Perform aircraft backing on NVG's. May be accomplished on a ground aircraft trainer without an associated flying sortie.

7.9.9.3. OPR: AMC/A3T

7.9.9.4. Training Media: Aircraft

7.9.9.5. Instructor: Not required for continuation training.

7.9.9.6. Additional Information: All crew members that directly participate in aircraft backing may credit this event.

7.10. Approach (AP) Events. Unless otherwise stated, pilots log only as PF.

7.10.1. **AP07Y** – Approach-Circling.

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

7.10.1.2. Description: Any circling approach may be credited if the crew could safely land out of the circling approach.

7.10.1.3. OPR: AMC/A3T

7.10.1.4. Training Media: Aircraft or WST

7.10.1.5. Instructor: Not required for continuation training.

7.10.1.6. Additional Information: The entire IAP is not required; the portion from the final approach fix through decision height or missed approach needs to be flown to a landing or an ATC coordinated missed approach procedure. May be dual logged with other events if they were performed (e.g., Landing).

7.10.2. **AP11Y** – Approach-Head-Down.

7.10.2.1. Purpose: Training for pilots to fly instrument approach procedures using the Head-Down Display (HDD) rather than the Head-Up Display (HUD).

7.10.2.2. Description: Head Down approaches can be flown with or without flight director cues.

7.10.2.3. OPR: AMC/A3T

7.10.2.4. Training Media: Aircraft or WST

7.10.2.5. Instructor: Not required for continuation training.

7.10.2.6. Additional Information: May be flown and credited if the crew could safely land out of the IAP. The entire IAP is not required; the portion from the final approach fix through decision height or missed approach needs to be flown to a landing or an ATC coordinated missed approach procedure. May dual log with Precision and Non-Precision events.

7.10.3. **AP15Y** – Approach-Instrument.

7.10.3.1. Purpose: Training for pilots to fly IAP.

7.10.3.2. Description: Any precision or non-precision approach.

7.10.3.3. OPR: AMC/A3T

7.10.3.4. Training Media: Aircraft or WST

7.10.3.5. Instructor: Not required for continuation training.

7.10.3.6. Additional Information: May be flown and credited if the crew could safely land out of the IAP. The entire IAP is not required; the portion from the final approach fix through decision height or missed approach needs to be flown to a landing or an ATC coordinated missed approach procedure.

7.10.4. **AP17Y** – Approach-Instrument (Coupled).

7.10.5. **AP19Y** – Approach-Instrument (Manual).

7.10.5.1. Purpose: Training for pilots to hand fly instrument approaches without using automation.

7.10.5.2. Description: An IAP flown without autopilot or auto throttles engaged in accordance with flight manual procedures. Do not simulate emergencies as the intent is for pilots to focus on their instrument crosscheck using the HUD or HDD Primary Flight Display (PFD).

7.10.5.3. OPR: AMC/A3T

7.10.5.4. Training Media: Aircraft or WST

7.10.5.5. Instructor: Not required for continuation training.

7.10.5.6. Additional Information: May be flown and credited if the crew could safely land out of the IAP. The entire IAP is not required; the portion from the final approach fix through decision height or missed approach needs to be flown to a landing or an ATC coordinated missed approach procedure. May dual log with Precision and Non-Precision events.

7.10.6. **AP23Y** – Approach-Instrument Landing System (ILS) Category II.

7.10.6.1. Purpose: Training for pilots to fly CAT II approaches.

7.10.6.2. Description: Any CAT II approach may be logged if the crew could have safely landed out of it.

7.10.6.3. OPR: AMC/A3T

7.10.6.4. Training Media: Aircraft or WST

7.10.6.5. Instructor: Not required for continuation training.

7.10.6.6. Additional Information: May be flown and credited if the crew could safely land out of the IAP. The entire IAP is not required; the portion from the final approach fix through decision height or missed approach needs to be flown to a landing or an ATC coordinated missed approach procedure. May dual log Precision Approach.

7.10.7. **AP33Y** – Approach-Non-Precision.

7.10.7.1. Purpose: Training for pilots to fly a non-precision IAP.

7.10.7.2. Description: Any very high frequency omnidirectional range (VOR), tactical air navigation system (TACAN), non-directional beacon (NDB), localizer, airport surveillance radar (ASR), or approved non-precision self-contained approach (SCA) may be credited if the crew could safely land out of the approach.

7.10.7.3. OPR: AMC/A3T

7.10.7.4. Training Media: Aircraft or WST

7.10.7.5. Instructor: Not required for continuation training.

7.10.7.6. Additional Information: May be flown and credited if the crew could safely land out of the IAP. The entire IAP is not required; the portion from the final approach fix through decision height or missed approach needs to be flown to a landing or an ATC coordinated missed approach procedure. For Block 8.1 aircraft, this is also an RNAV approach with a Minimum Descent Altitude (MDA).

7.10.8. **AP39Y** – Approach-Non-Precision RMI Only (NDB/VOR/TACAN).

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

7.10.8.2. Description: Any NDB/VOR/TACAN may be credited if the crew could safely land out of the approach. For Block 6.0 aircraft, this needs to flown using only the RMI and no white line overlay. The intent is to focus on the instrument crosscheck and pilot training techniques of ensuring the aircraft is established and correcting as needed, especially if you were in a BIU backup situation having to fly an RMI approach. Block 8.1 aircraft may fly with the overlay in accordance with AFMAN 11-271V1, AFMAN 11-202V3, AFMAN 11-2C-130JV3, and FAR/AIM.

7.10.8.3. OPR: AMC/A3T

7.10.8.4. Training Media: Aircraft or WST

7.10.8.5. Instructor: Not required for continuation training.

7.10.8.6. Additional Information: May be flown and credited if the crew could safely land out of the IAP. The entire IAP is not required; the portion from the final approach fix through decision height or missed approach needs to be flown to a landing or an ATC coordinated missed approach procedure. May be dual logged with Approach-Non-Precision. For units not co-located with an NDB, aircrews may fly VOR/TACAN approaches using RMI only procedures and credit a NDB approach.

7.10.9. **AP41Y** – Approach-Precision.

7.10.9.1. Purpose: Training for pilots to fly precision IAPs.

7.10.9.2. Description: Any precision approach radar (PAR), ILS, or approved SCA approaches may be credited if the crew could safely land out of the IAP.

7.10.9.3. OPR: AMC/A3T

7.10.9.4. Training Media: Aircraft or WST

7.10.9.5. Instructor: Not required for continuation training.

7.10.9.6. Additional Information: May be flown and credited if the crew could safely land out of the IAP. The entire IAP is not required; the portion from the final approach fix through decision height or missed approach needs to be flown to a landing or an ATC coordinated missed approach procedure. For Block 8.1 aircraft, this is also an RNAV approach with a Decision Altitude (DA) listed on the approach plate.

7.10.10. **AP49Y** – Approach-Self-Contained (Mission Computer/Flight Management System/Airborne RADAR).

7.10.10.1. Purpose: Training for pilots to fly SCA Procedures.

7.10.10.2. Description: Any SCA approach may be credited if the crew utilizes an appropriately approved procedure and could safely land out of it. For Block 6.0, this can only be logged on an Integrated Precision Radar Approach (IPRA). For Block 8.1, this can be credited on either IPRAs or LZs.

7.10.10.3. OPR: AMC/A3T

7.10.10.4. Training Media: Aircraft or WST

7.10.10.5. Instructor: Not required for continuation training.

7.10.10.6. Additional Information: May be flown and credited if the crew could safely land out of the IAP. The entire IAP is not required; the portion from the final approach fix through decision height or missed approach needs to be flown to a landing or an ATC coordinated missed approach procedure. Both pilots may credit the IPRA Approach. The PF may dual log with other events if performed (e.g., Landing).

7.11. Start, Taxi, Takeoff (AT) Events. Unless otherwise stated, pilots log only as PF.

7.11.1. **AT59Y** – Takeoff.

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

7.11.1.2. Training Media: Aircraft or WST.

7.11.2. **AT61Y** – Takeoff-Assault.

7.11.2.1. Purpose: Training designed to give pilots experience taking off from short and semi prepared/austere airfields within a relatively short distance.

7.11.2.2. Description: Accomplish a max-effort takeoff. This event does not have to be accomplished on a short or semi-prepared airfield.

7.11.2.3. OPR: AMC/A3T; OCR: AMC/A3D

7.11.2.4. Training Media: Aircraft or WST

7.11.2.5. Instructor: Not required for continuation training

7.11.2.6. Additional Information: See the C-130J technical orders (1C-130J-1) for detailed procedures and AFMAN 11-2C-130JV3 for training restrictions. May be dual logged with Takeoff by the PF.

7.11.3. **AT69Y** – Takeoff-Left Seat.

7.11.3.1. Purpose: Training for MPD pilots to maintain left seat proficiency flying the aircraft.

7.11.3.2. Description: Any takeoff accomplished from the left seat.

7.11.3.3. OPR: AMC/A3T

7.11.3.4. Training Media: Aircraft or WST

7.11.3.5. Instructor: Not required for continuation training.

7.11.3.6. Additional Information: Dual log with Takeoff.

7.11.4. **AT77Y** – Takeoff-Right Seat.

7.11.4.1. Purpose: Training for MPD pilots to maintain right-seat proficiency flying the aircraft.

7.11.4.2. Description: Any takeoff accomplished from the right seat.

7.11.4.3. OPR: AMC/A3T

7.11.4.4. Training Media: Aircraft or WST

7.11.4.5. Instructor: Not required for continuation training.

7.11.4.6. Additional Information: Dual log with Takeoff.

7.12. Airdrop Certification (CD) Events.

7.12.1. **CD01Y** – Airdrop Certification (Aircraft Commander).

7.12.2. **CD03Y** – Airdrop Certification (Single Ship).

7.12.3. **CD05Y** – Airdrop Certification (Single-Ship IMC).

7.12.4. **CD07Y** – Airdrop Certification (Element Lead).

7.12.5. **CD09Y** – Airdrop Certification (Formation Lead).

7.12.6. **CD11Y** – Airdrop Certification (Formation).

7.12.7. **CD13Y** – Airdrop Certification (Instructor).

7.12.8. **CD17Y** – Airdrop Certification (Medium/High-Altitude).

7.12.9. **CD31Y** – PADS Operator Certification.

7.12.10. **CD33Y** – JPADS Phase I Certification.

7.12.11. **CD35Y** – JPADS Phase II Certification.

7.12.12. **CD39Y** – Extracted Container Delivery System (XCDS) Airdrop Certification.

7.12.13. **CD41Y** – Low Cost Low Altitude (LCLA) Airdrop Certification.

7.12.14. **CD42Y** – Wireless Gate Release System (WGRS) Airdrop Certification.

7.12.15. **CD43Y** – Airdrop Certification (Boat).

7.12.16. **CD45Y** – Airdrop Certification (Dual Row).

7.12.17. **CD51Y** – Joint Airdrop Inspector Certification.

7.13. General Certification (CE) Events.

7.13.1. **CE03Y** – Concealed Carry Certification.

7.13.2. **CE05Y** – Flight Line Driver Certification.

7.13.3. **CE09Y** – ILS PRM Certification.

7.13.3.1. Purpose: Special certification required for pilots operating at airports with ILS Precision Runway Monitoring (PRM) approach capability.

7.13.3.2. Description: AFMAN 11-202V3 requires aircrews operating aircraft equipped with TCAS to receive training and be certified prior to operating at ILS PRM-capable airports. Training should be accomplished at the FTU to the maximum extent possible.

When training is not accomplished at the FTU, it may be accomplished in-unit according to **paragraph 5.15** and the Sq/CC (or designated representative) certifies the pilot via electronic training record (e.g., GTIMS) or an AF Form 4324 as "ILS PRM-Certified."

7.13.3.3. OPR: AMC/A3V.

7.13.3.4. Training Media: Self-study of FAA-designated CBT and training materials.

7.13.3.5. Instructor: Required to sign-off training accomplishment via GTIMS or AF Form 4324.

7.13.3.6. Additional Information: Training program consists of a review of ILS PRM requirements defined in the Airman's Information Manual, Part 5-4-15 and viewing the FAA video, "*ILS PRM Approach Information for Air Carrier Pilots*" (all training resources are available for download on the FAA's website **http://www.faa.gov/training_testing/training/prm/**).

7.14. Ground Instructor Certification (CG) Events.

7.14.1. **CG11Y** – Advanced Instrument School (AIS)/Instrument Refresher Course (IRC) Instructor Certification.

7.14.2. **CG21Y** – Crew Resource Management (CRM)/Threat and Error Management (TEM) Instructor Certification.

7.14.3. **CG31Y** – Night Vision Goggle (NVG) Academic Instructor Certification.

7.14.4. **CG41Y** – Self-Aid Buddy Care Instructor Certification.

7.14.5. **CG51Y** – Tactical Combat Casualty Care (TCCC) Level 1 Instructor Certification.

7.14.6. **CG52Y** – Tactical Combat Casualty Care (TCCC) Level 2 Instructor Certification.

7.15. C-130 and Night Vision Goggle (NVG) Certification (CH and CJ) Events.

7.15.1. **CH11Y** – NVG Airland (Non-Assault) Certification.

7.15.2. **CH13Y** – NVG Assault Certification.

7.15.3. **CH15Y** – NVG Airdrop Certification.

7.15.4. **CH17Y** – NVG Formation Certification.

7.15.5. **CH19Y** – NVG Touch-and-Go Landing (Aircraft Commander) Certification.

7.15.6. **CH23Y** – High Altitude Low Opening (HALO)/High Altitude High Opening (HAHO) Certification.

7.15.7. **CJ60Y** – C-130J Block 6.0 Certification.

7.15.8. **CJ81Y** – C-130J Block 8.1 Certification.

7.16. Aircraft Commander and Mobility Pilot Development Certification (CP) Events. See **Chapter 5** for additional information.

7.16.1. **CP01Y** – Aircraft Commander (AC) Tactics Certification.

7.16.2. **CP03Y** – Aircraft Commander Certification.

7.16.3. **CP11Y** – Global Reach Aircraft Commander Course (GRACC) Certification.

7.16.3.1. Purpose. Familiarize aircraft commander candidates with Headquarters AMC Staff functions and global mission management activities in support of AMC's worldwide mobility mission sets.

7.16.3.2. Description. Attendance is mandatory for AMC pilots and highly-encouraged for all others during upgrade and prior to certification as an aircraft commander. This event is an essential familiarization with the operational command and control structure, staff functions, and mission management oversight resident at the headquarters level. The course consists of a series of staff-level briefings and face-to-face interaction with the headquarters-level staff to provide each pilot with knowledge and tools they will need as they execute their worldwide mission. Attendees are also provided a familiarization tour of certain headquarters facilities relating to HQ AMC, HQ 18 AF, 618 AOC (TACC), and HQ USTRANSCOM.

7.16.3.3. OPR: AMC/A3T

7.16.3.4. Training Media. In-person attendance at Headquarters AMC, Scott AFB, IL.

7.16.3.5. Instructor. Headquarters-Level Staff Officer.

7.16.3.6. Additional Information. GRACC is transferable between all mobility weapon systems. If unable to complete CP11Y prior to AC certification, AMC units may schedule attendance up to 90 days post-certification with no special provisions required. Attendance beyond 90 days post-certification requires OG/CC approval. See **paragraph 1.19.8** for scheduling   details.   Further   course   details   are   available   at: **https://cs2.eis.af.mil/sites/10218/sitepages/home.aspx**.

7.16.4. **CP15Y** – Mobility Pilot Development (MPD) Phase I Certification.

7.16.5. **CP17Y** – Mobility Pilot Development (MPD) Phase II Certification.

7.17. Specialized Crew Certification (CQ and CS) Events.

7.17.1. **CQ07Y** – DRC Instructor Certification.

7.17.2. **CQ09Y** – Two-Ship Element Lead Certification.

7.17.3. **CQ15Y** – Flight Evaluator Certification.

7.17.4. **CQ17Y**   – Flight Instructor Certification.

7.17.5. **CQ19Y** – Multi-Element Flight (Formation) Lead Certification.

7.17.6. **CQ21Y** – Functional Check Flight (FCF) Certification.

7.17.7. **CQ23Y**   – Instructor (FTU) Certification.

7.17.8. **CQ30Y** – Night Vision Goggle (NVG) Certification.

7.17.9. **CQ31Y**   – Personnel Reliability Program (PRP) Certification.

7.17.10. **CQ33Y**   – Phoenix Banner/Silver/Copper Certification.

7.17.11. **CQ50Y**   – Tactical Data Link Certification.

7.17.12. **CQ55Y** – Unimproved Landing Certification.

7.17.13. **CQ63Y** – Large Aircraft Infra-Red Counter Measures (LAIRCM) Certification.

7.17.14. **CS01Y** – Aerial Demo (Basic Crewmember) Certification.

7.17.15. **CS03Y** – Aerial Demo (Pilot Flying) Certification.

7.17.16. **CS05Y** – Aerial Demo (Pilot Monitoring) Certification.

7.17.17. **CS31Y** – Modular Airborne Fire Fighting System (MAFFS) Basic Crewmember Certification.

7.17.18. **CS33Y** – Modular Airborne Fire Fighting System (MAFFS) Aircraft Commander Certification.

7.17.19. **CS35Y** – Modular Airborne Fire Fighting System (MAFFS) Instructor Certification.

7.18. Tactical Certification (CT) Events.

7.18.1. **CT01Y** – Basic Aircrew Tactics Study (BATS) Certification.

7.18.2. **CT03Y** – Combat Aircrew Tactics Studies -Mobility Electronic Combat Officer Course (CATS-MECOC) Certification.

7.18.3. **CT11Y** – Wet Wing Defuel/Hot Refuel Certification.

7.18.4. **CT21Y** – Drop Zone Safety Officer (DZSO) Certification.

7.18.5. **CT23Y** – Landing Zone Safety Officer (LZSO) Certification.

7.19. Flight Surgeon Sortie (FF) Events.

7.19.1. **FF00** – Sortie-Total Flight Surgeon.

7.19.2. **FF11** – Sortie-Primary Aircraft Day Flight Surgeon.

7.19.3. **FF12** – Sortie-Primary Aircraft Night Flight Surgeon.

7.19.4. **FF21** – Sortie-Non-Primary Aircraft Day Flight Surgeon.

7.19.5. **FF22** – Sortie-Non-Primary Aircraft Night Flight Surgeon.

7.20. General Ground Training and Computer Based Training (GB, GC, and GD) Events.

7.20.1. **GC32Y** – Combating Trafficking in Persons (CTIP).

7.20.1.1. Purpose: Training program to provide annual by-law training in compliance with DoDI 2201.01 related to trafficking in persons (TIP).

7.20.1.2. Description: [By-Law Requirement] Program was developed to deter activities of Air Force Service members, civilian employees, indirect hires, contract personnel, and command-sponsored dependents that would facilitate or support TIP, domestically and overseas. TIP is defined as the recruitment, transportation, transfer, harboring or receipt of persons by means of threat, use of force, coercion, abduction, fraud, deception, abuse or exploitation.

7.20.1.3. OPR: AF/A1SRQ (Air Force Policy Integration Branch)

7.20.1.4. Training Media: CBT or In-Person Briefing.

7.20.1.5. Instructor: Unit-Identified Training Instructor for In-Person. N/A for CBT.

7.20.1.6. Additional Information: Refer to AFI 36-2921, *Combating Trafficking in Persons (CTIP)*, for additional information. **Note:** ARMS is not the training system of record for this training, but may be used for tracking purposes in addition to the training system of record.

7.20.2. **GC33Y** – Crewmember Anti-Hijacking Training.

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

7.20.2.2. Description: Course provides scenario-based training of anti-hijacking theory, guidance, procedures, and scenarios for crewmembers who are authorized by their commander to arm for anti-hijacking purposes.

7.20.2.3. OPR: AMC/A3T

7.20.2.4. Instructor: Unit-designated instructor or SFS instructor using MAJCOM-approved training outline for classroom training. No instructor required for CBT or exercise participants.

7.20.2.5. Training Media: CBT on ADLS via AMC Gateway at **https://amc.adls.af.mil/kc/main/kc_frame.asp**, classroom session, or participation in a hijacking prevention exercise.

7.20.2.6. Additional Information: Per AFI 13-207-O, *Preventing and Resisting Aircraft Piracy (Hijacking),* training for aircrew members (passenger carrying aircraft) is required annually, not to exceed 365 days from previous date accomplished. **Exception:** OG/CC may waive the requirement for crewmembers on a case-by-case basis not to exceed 24 months from previous date accomplished.

7.20.3. **GC39Y** – Force Protection.

7.20.3.1. Purpose: Provide Air Force members with basic awareness training related to force protection and anti-terrorism considerations.

7.20.3.2. Description: Provides general awareness-level training in Intro to Force Protection, Level I Antiterrorism Awareness Training, Active Shooter Training, and Counterintelligence Awareness Training. Annual completion required (military and civilian); contractors not required to complete unless specified in their Statement of Work.

7.20.3.3. OPR: AFSFC/S3M

7.20.3.4. Training Media: CBT or in-person briefing using approved course outline.

7.20.3.5. Instructor: N/A for CBT. Designated instructor may provide in-person briefing using approved course outline.

7.20.3.6. Additional Information: Training References: AFI 71-101V4, *Counterintelligence,* AFMAN 31-201V4, *High-Risk Response*, AFTTP 3-4.6, *Active Shooter*, DoDD 5240.06, *Counterintelligence Awareness and Reporting*, DoDI 2000.16, Volume 2, *DoD Antiterrorism (AT) Program Implementation, DoD Force Protection Condition (FPCON) System*, and DoDIO-2000.16, Volume 1 – AFI 10-245-O, *Antiterrorism (AT) Program Implementation (FOUO)*. **Note:** ADLS is the training system

of record for this course. ARMS tracking is authorized in addition to ADLS, but is not a substitute for the ADLS tracking requirement.

7.20.4. **GC43Y** – Information Protection.

7.20.4.1. Purpose: Training program designed to provide Air Force members with recurring training related to the importance of information assurance (IA) to the organization and to authorized users.

7.20.4.2. Description: AF-level training that addresses relevant laws, policies, and procedures; examples of external threats; examples of internal threats; how to prevent self-inflicted damage to system information security through disciplined application of IA procedures; prohibited or unauthorized activity on DoD systems; categories of information classification and differences between handling information on the NIPRNet or SIPRNet; and requirements and procedures for transferring data to/from a non-DoD network.

7.20.4.3. OPR: AF/A6

7.20.4.4. Training Media: CBT (Cyber Awareness Challenge) on ADLS.

7.20.4.5. Instructor: N/A.

7.20.4.6. Additional Information: Tasking Authority: DoD 8570.01-M, *Information Assurance Workforce Improvement Program*, 19 Dec 05. ADLS is the training system of record for this course. ARMS tracking is authorized in addition to ADLS, but is not a substitute for the ADLS tracking requirement.

7.20.5. **GC47Y** – Privacy Act Training.

7.20.5.1. Purpose: "By-law" training program designed to provide Air Force members with recurring training related to handling and protection of personally identifiable information (PII).

7.20.5.2. Description: AFI 33-332, *Air Force Privacy and Civil Liberties Program,* requires commanders to train base/unit personnel annually regarding privacy and civil liberties subject matter to include handling, use, and protection of PII.

7.20.5.3. OPR: Base Privacy Manager or Unit Privacy Monitor (determined at the installation level).

7.20.5.4. Training Media: Developed and implemented at the installation level. Training may include in-person, slideshow, video, and/or CBT (e.g., cyber.mil web-based training, **https://public.cyber.mil/training/identifying-and-safeguarding-personally-identifiable-information-pii/**).

7.20.5.5. Instructor: Privacy Manager (base) or Privacy Monitor (unit).

7.20.5.6. Additional Information: Reference AFI 33-332 and consult Unit Privacy Monitor/Base Privacy Manager for locally-developed training requirements. Advanced training is required for personnel who maintain a System of Record. **Note:** ARMS is not the training system of record for this training, but may be used for tracking purposes in addition to the training system of record (maintained and reported by the Unit Privacy Monitor).

7.20.6. **GC49Y** – Sexual Assault Awareness and Prevention (SAPR)/Suicide Prevention Training (Green Dot).

7.20.6.1. Purpose: Provide recurring Total Force Awareness Training (TFAT) to all Air Force members related to SAPR and suicide prevention.

7.20.6.2. Description: [By-Law Requirement] Formalized training course that offers a comprehensive multi-faceted approach to preserving our Air Force heritage by utilizing awareness and prevention education, recognizing and presenting effective victim advocacy, clarifying reporting options and the response process, promoting societal change through individual and community collaboration in accordance with DoDI 6495.02, *Sexual Assault Prevention and Response Program Procedures*, and methods for recognizing potential indicators and accessing available resources to combat suicide in the force. Green Dot also includes resilience and suicide prevention training in compliance with AFI 90-5001, *Integrated Resilience*.

7.20.6.3. OPR: Installation Sexual Assault Response Coordinator (SARC).

7.20.6.4. Training Media: CBT or in-person briefing (determined at the installation level).

7.20.6.5. Instructor: N/A for CBT. SARC-trained instructor for in-person briefing.

7.20.6.6. Additional Information: Annual requirement per AFI 90-6001, *Sexual Assault Awareness and Prevention (SAPR) Program* and AFI 90-5001. All personnel are required to be current in annual training prior to and throughout the duration of a deployment. **Note:** ARMS is not the training system of record for this training, but may be used for tracking purposes in addition to the training system of record.

7.20.7. **GC51Y** – Sexual Assault Awareness and Prevention (SAPR)/Suicide Prevention Post-Deployment Training.

7.20.7.1. Purpose: Provide a focused "Return and Reunion" briefing for all personnel following a deployment.

7.20.7.2. Description: The SARC conducts post-deployment SAPR reintegration training within 30 days of members returning from a deployment.

7.20.7.3. OPR: Installation Sexual Assault Response Coordinator (SARC).

7.20.7.4. Training Media: In-person briefing (determined at the installation level).

7.20.7.5. Instructor: SARC-trained instructor.

7.20.7.6. Additional Information: Does not meet requirements for annual training. This is a post-deployment requirement per AFI 90-6001 **Note:** ADLS is the training system of record for this course. ARMS tracking is authorized in addition to ADLS, but is not a substitute for the ADLS tracking requirement.

7.20.8. **GD02Y** – ADS-B/Mode 5 Ground Training.

7.20.8.1. Purpose: Ground training session to teach pilots the fundamentals of Automatic Dependent Surveillance-Broadcast (ADS-B) and IFF Mode 5 operations and procedures.

7.20.8.2. Description: ADS-B equipment determines an aircraft's position based on satellite navigation and periodically broadcasts details to enable tracking by both ground

stations and other suitably equipped aircraft. Mode 5 is a military component of IFF that provides encrypted secure Mode S and ADS-B positioning to receiver stations. This event is a ground training session with an instructor (or CBT where developed) that provides the trainee with information on ADS-B and IFF Mode 5 background, equipment components, equipment operation, operational and airspace requirements, system limitations, procedures and exemptions, key loading, and tactical considerations.

7.20.8.3. OPR: AMC/A3T

7.20.8.4. Training Media: In-person training (one-on-one or group sessions), video, and/or CBT.

7.20.8.5. Instructor: Varies by MDS.

7.20.8.6. Additional Information: Training may be incorporated into initial and/or periodic refresher training sessions provided by ATS contractors or may be conducted in-unit using a locally-developed training program and instructor aircrew members.

7.20.9. **GD05Y** – AIR Card® User Training.

7.20.9.1. Purpose. Ensure the AIR Card® primary and alternate Agency Program Coordinators (APC) and users have a detailed knowledge and understanding of policies, guidance and procedures related to the off-station procurement of aviation fuel and ground services, and understand the consequences of inappropriate actions.

7.20.9.2. Description. Complete initial AIR Card® user training in accordance with AFI 11-253, *Managing Off-Station Purchases of Aviation Fuel and Ground Services*. Course provides AIR Card® users with an understanding of the program, authorized purchases, documentation, and restrictions related to the card's use.

7.20.9.3. OPR: AF/A3TF

7.20.9.4. Training Media: AIR Card® course hosted on the Joint Knowledge Online website, **https://jkodirect.jten.mil** (course number J4OP-US1185 or under the title AIR Card® User Training).

7.20.9.5. Additional Information. Complete initial training prior to using the AIR Card®; complete refresher training at least once every 3 years.

7.20.10. **GD07Y** – Aircraft Commander Responsibilities.

7.20.11. **GD17Y** – Aircrew Intelligence Training (AIT).

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

7.20.11.2. Description. Course will provide aircrew with details concerning how, when and what to include in Mission Reports (MISREP), Ops-Intel interface, Request for Information, Escape and Evasion procedures and the development and coordination of Evasion Plans of Action (EPA).

7.20.11.3. OPR. AMC/A2T

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

7.20.11.5. Instructors. Certified Unit Intelligence Trainer.

7.20.11.6. Training Media. Lecture and examination. CBT not currently authorized.

7.20.11.7. Additional Information: USAFWS (WIC & AIC) instructors, cadre, and students may credit this event with completion of formal weapons course syllabus instruction. See AFI 14-202V1.

7.20.12. **GD25Y** – Crew Resource Management (CRM)/Threat & Error Management (TEM) Initial Training.

7.20.12.1. Purpose: To provide aircraft and crew-specific initial CRM/TEM training (including effective Pilot Monitoring (PM) and Verbalize, Verify, and Monitor (VVM) behaviors).

7.20.12.2. Description: Introduces common CRM/TEM core subjects, current CRM/TEM Topic(s) of the Year, effective PM behaviors, and relevant VVM skills. This training is normally conducted within a classroom with interactive exercises. See AFI 11-290, *Cockpit/Crew Resource Management Program* and/or MAJCOM supplement, as applicable.

7.20.12.3. OPR: AMC/A3TO

7.20.12.4. Curriculum Development: MATS contractor

7.20.12.5. Training Media: CBT and WST lesson

7.20.12.6. Instructor: MATS contractor.

7.20.12.7. Additional Information: Initial CRM/TEM training is normally conducted during formal school initial qualification training. Crewmembers upgrading in-unit require initial CRM/TEM training from a certified instructor IN ACCORDANCE WITH AFI 11-290. Initial CRM/TEM should be dual-logged to credit CRM/TEM Refresher for ARMS tracking purposes. Crewmembers will log this event utilizing the initial checkride completion date.

7.20.13. **GD27Y** – Crew Resource Management (CRM)/Threat & Error Management (TEM) Refresher Training.

7.20.13.1. Purpose: To provide classroom-presented CRM/TEM refresher training (including effective Pilot Monitoring (PM) and Verbalize, Verify, and Monitor (VVM) behaviors).

7.20.13.2. Description: Reinforces initial CRM/TEM training through an academic review of the CRM/TEM skills common core subjects, effective PM behaviors, and relevant VVM skills, with emphasis on CRM/TEM Topic(s) of the Year. See AFI 11-290 and/or MAJCOM approved supplement, as applicable.

7.20.13.3. OPR: AMC/A3TO

7.20.13.4. Curriculum Development: AMC/A3T and MATS contractor

7.20.13.5. Training Media: Classroom and WST.

7.20.13.6. Instructor: MATS Instructor (Primary), Designated IP/IL (Secondary).

7.20.13.7. Additional Information. Refer to AFI 11-290 and the associated MAJCOM supplement to employ USAF instructors to teach CRM/TEM. USAF IPs may instruct pilots or loadmasters. USAF loadmasters may only instruct their own crew position. Prior to instructing, the instructor is required to have accomplished the current year's GD27Y and be designated in writing by the OG/CC as a "CRM/TEM Instructor." In addition, designated CRM/TEM Instructors are required to complete AF-mandated MATS Instructor training. Contact local MATS to obtain CRM/TEM training materials. GD27Y CRM/TEM seats are typically pre-purchased under the MATS contract for assigned crewmembers. Therefore, units are expected to utilize MATS instructor-led GD27Y to the maximum extent possible. AF instructor-led training should be by exception only (e.g., when the MATS option is not available).

7.20.14. **GD29Y** – CRM/TEM Instructor Training.

7.20.14.1. Purpose: Qualifies new instructors (any crew position) as CRM/TEM Instructors.

7.20.14.2. Description: A course of instruction designed for new unit aircrew instructors (any crew position) to become CRM/TEM Instructors. The TEM portion of CRM/TEM applies pending incorporation into AFI 11-290, or MAJCOM approved supplement.

7.20.14.3. OPR: AMC/A3T

7.20.14.4. Curriculum Development: MATS Contractor.

7.20.14.5. Training Media: CBT

7.20.14.6. Instructor: Additional Information: The intent of this training is for instructors (any crew position) to be able to instruct CRM/TEM concepts/techniques to crewmembers of the same crew position (e.g., Instructor LM to teach LMs).

7.20.15. **GD30Y** – Dynamic Retasking Capability (DRC) Ground Training.

7.20.16. **GD31Y** – Emergency Nuclear Airlift Operations (ENAO) Training.

7.20.16.1. Purpose: Gives Regular Air Force airlift aircrews familiarity in the procedures for handling, protecting, and moving weapons of mass destruction during contingencies.

7.20.16.2. Description: Gives aircrews familiarity in the procedures for handling, protecting, and transporting nuclear cargo during contingency scenarios.

7.20.16.3. OPR: AMC/A3T

7.20.16.4. Training Media: Academics for all Regular Air Force crewmembers (N/A for AFRC and NGB members).

7.20.16.5. Curriculum Development: MATS contractor

7.20.16.6. Instructor: MATS contractor and FTU.

7.20.16.7. Additional information: See AFMAN 13-526, *Nuclear Airlift Operations*.

7.20.17. **GD33Y** – Flight Examiners Course.

7.20.18. **GD35Y** – Flight Line Security and Drivers Training and Exam.

7.20.19. **GD36Y** – Flight Safety Briefing (Initial/Periodic).

7.20.20. **GD39Y** – Hazardous Cargo Ground Training.

7.20.20.1. Purpose: To familiarize pilots and loadmasters with procedures and restrictions when carrying hazardous materials.

7.20.20.2. Description: Complete MATS/squadron provided instruction reviewing AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*. Use AFJI 11-204 in conjunction with Air Force Manual AFMAN 24-204, *Preparing Hazardous Materials for Military Air Shipments*.

7.20.20.3. OPR: AMC/A3T

7.20.20.4. Curricular Development: MATS contractor or squadron instructor

7.20.20.5. Training Media: Academic instruction.

7.20.20.6. Instructor: Qualified Instructor Loadmaster.

7.20.20.7. Additional Information: Aircraft commanders are not required to take a written test. Sq/CC's (AFRC Sq/CC or Sq/DO) may allow crew members N-MR for this event to fly on local training missions as long as hazardous cargo will not be on the aircraft.

7.20.21. **GD40Y** – Human Relations Education / Equal Opportunity (EO) Training.

7.20.21.1. Purpose: Training program to provide annual by-law training in compliance with AFPD 36-27, *Equal Opportunity*, related to unlawful discrimination, harassment, and reprisal by military personnel.

7.20.21.2. Description: [By-Law Requirement] Program was developed to educate military and civilian personnel in an effort to eradicate unlawful discrimination against, harassment of, intimidation of, or threatening of another Airman on the basis of race, color, religion, sex (including pregnancy, gender identity, and sexual orientation), national origin, age (40 or older), disability, genetic information, or reprisal. This training applies to all military and civilian Air Force (AF) personnel, including Air Force Reserve Command (AFRC) Units. This publication applies to Air National Guard (ANG) personnel in federal active duty status under Title 10 United States Code. It does not apply to contract employees (unless authorized by law or regulation to file a federal agency complaint), employees or applicants of the Army and Air Force Exchange Service, members of the ANG (to include ANG Technicians) in a duty status under Title 32, United States Code, refer to Air National Guard Instruction (ANGI) 36-7, *Air National Guard Military Equal Opportunity Program*.

7.20.21.3. OPR: AFPC/EO

7.20.21.4. Training Media: In-Person Briefing.

7.20.21.5. Instructor: Appropriately-certified EO instructor.

7.20.21.6. Additional Information: Refer to AFI 36-2706, *Equal Opportunity Program, Military and Civilian*, for additional information. **Note:** ARMS is not the training system of record for this training, but may be used for tracking purposes in addition to the training system of record.

7.20.22. **GD41Y** – Initial Qualification Academic Course.

7.20.23. **GD45Y** – Instructions/Directives Knowledge/Use.

7.20.24. **GD47Y** – Instructor Academic Training.

7.20.25. **GD55Y** – Instrument Refresher Course (IRC).

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

7.20.25.2. Description: Guidance for development of unit IRC programs, including topics and subject outlines, course length, instructor prerequisites, and methods of instruction is contained in AFMAN 11-210, *Instrument Refresher Program*. Familiarity with AFMAN 11-210 is essential for unit program developers and IRC instructors. For units that receive contractor provided IRC on an annual basis or units that teach IRC on an annual basis with a certified IRC instructor, log IRC upon completion of the IRC course. See the Air Force Flight Standards Agency (AFFSA) Portal website for current list of topics. **https://cs3.eis.af.mil/sites/OO-ED-SA**- 01/default.aspx .

7.20.25.3. OPR: HQ AFFSA, OCR: AMC/A3T

7.20.25.4. Curriculum Development: Air Force Flight Standards Agency (AFFSA) and local units.

7.20.25.5. Training Media: Full academic lecture, web-based training or a CBT and a 1-hour (minimum) academic lecture. This short-version lecture will cover applicable USAF, MAJCOM, NAF, and MDS-specific "Hot Topics" and applicable techniques and procedures for C-130 aircraft (by variant or model). **(T-2).** For the extended academic lecture, the USAF Core IRC available from HQ AFFSA fulfills part of AFMAN 11-210 IRC requirements. Additional support is available from AMC/A3T. Unit program development assistance can be obtained by contacting HQ AFFSA, as part of their "IRC Roadshow."

7.20.25.6. Instructor: IRC-qualified instructor.

7.20.25.7. Additional Information: Only log completion after completing the course and instructor-led Hot Topics.

7.20.26. **GD56Y** – Joint Airdrop Inspector Ground Training.

7.20.27. **GD58Y** – Joint Mission Planning System (JMPS) Advanced User Training.

7.20.28. **GD59Y** – Joint Mission Planning System (JMPS) Basic User Training.

7.20.29. **GD61Y** – Loadmaster Refresher Training.

7.20.29.1. Purpose: Continuation training for Loadmasters.

7.20.29.2. Description: All loadmasters complete loadmaster refresher training (airland and airdrop course segments applicable to the crewmember's qualification) in a frequency established in the RTM. Complete refresher training according to MATS courseware. This event should be completed prior to attending Simulator-CRM/TEM MOST. Loadmaster initial qualification and loadmaster mission qualification satisfy refresher training requirements for the annual training cycle for airland and airdrop qualifications, respectively.

7.20.29.3. OPR: AMC/A3T

7.20.29.4. Curriculum Development: MATS Contractor

7.20.29.5. Training Media: CBT, Lecture, FuT, Aircraft and WST

7.20.29.6. Instructor: Qualified instructor loadmasters or MATS instructors.

7.20.29.7. Additional Information: Recommendations for course updates and/or "Hot Topics" are routed through the OST to AMC/A3TA for approval. Approved items will be sent to TSSC for implementation.

7.20.30. **GD71Y** – Requalification Course.

7.20.31. **GD72Y** – Safety Privilege Training.

7.20.32. **GD75Y** – Tactics Training.

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

7.20.32.2. Description: This event needs to be administered using courseware approved by AMC/A3D. The courseware is posted on the AMC Combat Operations SIPRNET website **www.amc.scott.af.smil.mil/hosted_orgs/dok/**. The course is based on information found in AFTTP 3-1.C-130J, and AFMAN 11-2C-130JV3 as well as any other documents pertaining to the execution of the unit's mission. Additional information may be added to the course by the unit tactician, weapons officer (if applicable) or by the direction of the OG/CC. Crew position specific courseware approved by AMC/A3D may be utilized as it becomes available.

7.20.32.3. OPR: AMC/A3D

7.20.32.4. Course Development: AMC/A3D

7.20.32.5. Training Media: Instructor-led lecture.

7.20.32.6. Instructor: Instructor will be a graduate of the USAFWS (WIC or AIC), the USAF EC Combat Aircrew Tactics School, the Advanced Airlift Tactical Training Center (AATTC) Course, or instructors appointed by the Wg or OG Weapons and Tactics Flight Commander. Instructor requirements may be waived by the Sq/CC (AFRC Sq/CC or Sq/DO) **paragraph 1.5.1.1**

7.20.32.7. Additional Information: Tactics instructors who teach this event may credit their requirement. USAFWS instructors, cadre and students may credit this event with completion of formal weapons course syllabus.

7.20.33. **GD77Y** – Theater Indoctrination (TI) Training.

7.20.33.1. Purpose: Provides theater-assigned and deploying/deployed aircrews with the information necessary to safely operate throughout the assigned geographic region.

7.20.33.2. Description: AFMAN 11-202V1 mandates minimum training requirements. Theater indoctrination training is developed by each MAJCOM for their specific area of responsibility (e.g., PACAF, USAFE, AFCENT). Permanently-assigned aircrews may accomplish this training in conjunction with Unit Indoctrination training. Aircrews tasked to deploy to a specific theater of operations complete the training no earlier than 60 days

prior to arrival in the theater or may accomplish upon arrival, as coordinated between the unit and theater tasking authority.

7.20.33.3. OPR: MAJCOM/A3T (or equivalent).

7.20.33.4. Training Media: Various, as determined by the MAJCOM-approved training syllabus/guide.

7.20.33.5. Instructor: Various, as determined by the MAJCOM-approved training syllabus/guide.

7.20.33.6. Additional Information: One-time event for theater-assigned aircrews. Deploying aircrews complete training prior to or upon arrival for each deployment to a given theater. Units may supplement theater-developed training at the discretion of the deploying unit commander.

7.20.34. **GD81Y** – Unit Indoctrination Training.

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

7.20.34.2. Description: This training is a requirement for all newly assigned and attached aircrew members. Each unit publishes specific ground and flight requirements. This training prepares crewmembers for the unit's operational mission and, as a minimum, consists of ground training.

7.20.34.3. OPR: Individual Flying Units

7.20.34.4. Additional Information: Crewmembers do not have to be at the controls to credit event. More than one crewmember may be trained at a time. This training is intended to familiarize them with the local flying area, available facilities/support agencies and introduce any unit/mission unique procedures. The following requirement may be waived by the Sq/CC (AFRC Sq/CC or Sq/DO) **paragraph 1.5.1.1** Unit Indoctrination will include a local orientation flight.

7.20.35. **GD98Y** – Required Events Not Accomplished for Flight or Simulator.

7.20.36. **GD99Y** – Supervisory Status/Non-Mission Ready (N-MR).

7.21. Expeditionary Training (GE) Events.

7.21.1. **GE01Y** – Chemical, Biological Radiological, & Nuclear (CBRN) Defense CBT. (Not required for aircrew personnel based on AFI 10-2501, Attachment 4, Non-Exempt Listing).

7.21.2. **GE03Y** – Chemical, Biological Radiological, & Nuclear (CBRN) Defense (Hands-On) Training.

7.21.2.1. Purpose: Hands-on training in the use of CBRN (ground) defense equipment and associated procedures.

7.21.2.2. Description: Externally-driven ancillary training requirements defined by functional publication and/or guidance. Aircrew members comply with AFI 10-2501 requirements and refer to most current RTM for training frequency. When tasked to deploy

for other than aircrew duties, crewmembers comply with AEF Online ERT Checklist frequency found at (**https://aef.afpc.randolph.af.mil/Predeployment.aspx**).

7.21.2.3. OPR: AF/A4CXR.

7.21.2.4. Training Media: Classroom/Lab.

7.21.2.5. Instructor: Certified Trainer.

7.21.2.6. Additional Information: Per AFI 10-2501, Attachment 4, aircrew members are "non-exempt" status and require only GE03Y.

7.21.3. **GE05Y**   – Law of War (Basic) CBT (Formerly LOAC).

7.21.3.1. Purpose: Periodic training for all Airmen on the Law of War.

7.21.3.2. Description: Requirement derived from AFI 51-401, *The Law of War*. Training course designed to provide basic understanding of the need for Law of War, describes the five principles of Law of War, and introduces the 10 Rules for Airmen.

7.21.3.3. OPR: AF/JAO Air Force Operations and International Law Directorate

7.21.3.4. Training Media: CBT or briefing using downloaded training guide located on ADLS.

7.21.3.5. Instructor: Not required for CBT. Appropriately authorized instructor required for in-person presentation using downloaded training outline.

7.21.3.6. Additional Information: Aircrew members refer to most current RTM for required frequency, where indicated. Otherwise, comply with frequency requirement established   by   the   ERT   checklist   found   at (**https://aef.afpc.randolph.af.mil/Predeployment.aspx**).

7.21.4. **GE06Y**   – Law of War (Advanced) CBT.

7.21.4.1. Purpose: Periodic scenario-based training for specified Airmen on the Law of War.

7.21.4.2. Description: Requirement derived from AFI 51-401. Training covers legal requirements related to an individual's mission-specific roles and responsibilities during armed conflict.

7.21.4.3. OPR: AF/JAO

7.21.4.4. Training Media: CBT or briefing using downloaded training guide located on ADLS.

7.21.4.5. Instructor: Not required for CBT. Appropriately authorized instructor required for in-person presentation using downloaded training outline.

7.21.4.6. Additional Information: Crewmembers complete the "Combat Aircrew" training course. Aircrew comply with the frequency specified in the most current RTM, where published. Otherwise, comply with requirements published via the ERT Checklist located at (**https://aef.afpc.randolph.af.mil/Predeployment.aspx**).

7.21.5. **GE07Y**   – Use of Force (L-6) CBT.

7.21.5.1. Purpose: To provide aircrews with training on US Air Force policy and guidance on Use of Force.

7.21.5.2. Description: This training covers topics on Air Force assets, Use of Force policy, and the Use of Force Model as outlined in AFI 31-117, *Arming and Use of Force by Air Force Personnel*.

7.21.5.3. OPR: AMC/A3T

7.21.5.4. Training Media: CBT (L6–Use of Force) or via a qualified instructor using AF-approved training outline (e.g., group settings), both available via ADLS.

7.21.5.5. Instructor: Required only for group method using the AF-approved training outline downloaded from ADLS.

7.21.5.6. Additional Information: Failure to comply with Use of Force training requirements defined in AFI 31-117, may result in prosecution under Article 92 of the Uniform Code of Military Justice (or equivalent state law). Crewmembers complete the "L6-Use of Force" CBT or attend an in-person briefing by a locally-designated instructor using the downloaded training outline, both located on ADLS, at the assigned frequency prior to attending Small Arms Training. Each unit is responsible to provide use of force training for assigned personnel. In accordance with AFI 31-117, **paragraph 2.5.1.4**, the use of force familiarization and ROE training conducted by combat arms during weapons training does not meet this requirement. Per AFI 13-117, Arming Group A personnel (e.g., aircrew members arming for anti-hijacking) personnel require Use of Force training annually not to exceed 12 months. Arming Group B personnel require Use of Force training prior to authorization to be armed and then annually thereafter as long as they are assigned to a deployable UTC (e.g., AEF Indicator (AEFI) that is posture- (P)-coded as A/DW (worldwide deployable), A/DX (deployed in place), YR/DW (enabler status), YR/DX (enabler status)). **Note**: See AFI 31-117, AFI 36-2654, AMCI 10-403, *Air Mobility Command Force Deployment*, and AEF Online for latest classification and validity period. Refer to most current RTM for training frequency, where published. Otherwise, refer to AEF Online ERT Checklist for guidance regarding training frequency found at (**https://aef.afpc.randolph.af.mil/Predeployment.aspx**).

7.21.6. **GE11Y**   – Self-Aid Buddy Care (SABC) CBT.

7.21.6.1. Purpose. Course provides basic knowledge to minimize injury and prevent death or disability in deployed environments or home station emergencies. It is required only for those personnel who are exempted by AFI 36-2644, *Self-Aid and Buddy Care Training*, Attachment 2.

7.21.6.2. Description. CBT that provides updated information on battlefield care concepts and the Individual First Aid Kit (IFAK) components. SABC CBT is a basic knowledge online training course.

7.21.6.3. OPR: AMC/SG

7.21.6.4. Training Media: ADLS and/or qualified instructor using AF-approved training outline (e.g., group settings).

7.21.6.5. Instructor: CBT or instructor-guided session (e.g., group settings)

7.21.6.6. Additional Information. Non-exempt personnel are required to complete the "hands-on" course (GE12Y), which incorporates training from the CBT into the classroom training session. Line crewmembers are normally considered "non-exempt", therefore, aircrew members are required to complete GE12Y, which includes the training provided by the CBT in the hands-on classroom training session. Aircrew members refer to most current RTM for required frequency, where indicated. Otherwise, refer to AEF Online ERT Checklist for guidance regarding training frequency found at (**https://aef.afpc.randolph.af.mil/Predeployment.aspx**). Document training in accordance with AFI 36-2644 in addition to ARMS.

7.21.7. **GE12Y** – Self-Aid Buddy Care (SABC) Hands-On Training.

7.21.7.1. Purpose. Course provides basic skills to minimize injury and prevent death or disability in deployed environments or home station emergencies.

7.21.7.2. Description. Hands-on training session provided by a trained classroom instructor that emphasizes skills performance to increase competence with battlefield care and use of Individual First-Aid Kit (IFAK) components. Completion of this course satisfies requirement for both GE11Y and GE12Y. AFI 36-2644 requires non-exempt personnel (e.g., crewmembers) to complete hands-on classroom training that also incorporates the training objectives covered by the SABC CBT.

7.21.7.3. OPR: AMC/SG

7.21.7.4. Curriculum Development: HAF/SG and Unit-Level SG Couse Owner

7.21.7.5. Training Media: Hands-on session requires demonstration and use of various components found in the IFAK.

7.21.7.6. Instructor: Classroom/Lab using a qualified SABC instructor and components of the IFAK in accordance with AFI 36-2644.

7.21.7.7. Additional Information. GE11Y is no longer a prerequisite for GE12Y. During hands-on training, trainees are provided a demonstration of proper techniques and procedures, then evaluated by their assigned instructor using a skills performance system or checklist. Aircrew members refer to most current RTM for required frequency, where indicated. Otherwise, refer to AEF Online ERT Checklist for guidance regarding training frequency found at (**https://aef.afpc.randolph.af.mil/Predeployment.aspx**). Document training in accordance with AFI 36-2644 in addition to ARMS. **Note:** DoD is developing a new course, Tactical Combat Casualty Care (TCCC) course that will replace SABC when released. GE11Y and GE12Y will become obsolete upon implementation of the TCCC courses (GE21Y and GE22Y).

7.21.8. **GE21Y** – Tactical Combat Casualty Care (TCCC) Training (Level 1).

7.21.8.1. Purpose: Teach Airmen essential skills required to administer basic life-saving medical care in a combat environment.

7.21.8.2. Description: Course is under development and will be released when available. Projected availability is FY20.

7.21.8.3. OPR: AF/SG

7.21.8.4. Curriculum Development: AF/SG

7.21.8.5. Training Media: Classroom and/or Lab.

7.21.8.6. Instructor: Certified TCCC Instructor.

7.21.8.7. Additional Information: Projected to replace SABC. Aircrew members refer to most current RTM for required frequency, where indicated. Otherwise, refer to AEF Online ERT Checklist for guidance regarding training frequency found at (**https://aef.afpc.randolph.af.mil/Predeployment.aspx**). **Note:** Course availability projected in FY20.

7.21.9. **GE22Y** – Tactical Combat Casualty Care (TCCC) Training (Level 2).

7.21.9.1. Purpose: Teach Airmen essential skills required to administer life-saving medical care to others in a combat environment.

7.21.9.2. Description: Course is under development and will be released when available. Projected availability is FY20.

7.21.9.3. OPR: AF/SG

7.21.9.4. Training Media: Classroom and/or Lab.

7.21.9.5. Instructor: Certified TCCC Instructor.

7.21.9.6. Aircrew members refer to most current RTM for required frequency, where indicated. Otherwise, refer to AEF Online ERT Checklist for guidance regarding training applicability and frequency found at (**https://aef.afpc.randolph.af.mil/Predeployment.aspx**). **Note:** Course availability projected in FY20.

7.22. Modular Airborne Firefighting System (MAFFS) Ground Training (GF) Events. Event descriptions are located in **Attachment 3**.

7.22.1. **GF41Y** – I-MAFFS Initial/Annual Refresher Training.

7.22.2. **GF43Y** – I-MAFFS Initial/Annual Loading Retardant Air Servicing Procedures Ground Training.

7.22.3. **GF61Y** – MAFFS Aircraft Performance Ground Training.

7.22.4. **GF63Y** – MAFFS Checklist Procedures Ground Training.

7.22.5. **GF65Y** – MAFFS CRM/ORM/Aircrew Discipline/Crew Coord Ground Training.

7.22.6. **GF67Y** – MAFFS Emergency Procedures Ground Training.

7.22.7. **GF69Y** – MAFFS Ground and Pit Operations Ground Training.

7.22.8. **GF71Y** – MAFFS Hazards of Mountain Flying Ground Training.

7.22.9. **GF73Y** – MAFFS In-Flight Procedures Ground Training.

7.22.10. **GF75Y** – MAFFS System Components & Functions Ground Training.

7.22.11. **GF77Y** – MAFFS Annual Refresher Training.

7.22.12. **GF79Y** – MAFFS Chemicals Ground Training.

7.22.13. **GF81Y** – MAFFS Fire Tactics and Behavior Ground Training.

7.22.14. **GF82Y** – MAFFS FM Radio Operations/Flight Following Procedures Ground Training.

7.22.15. **GF83Y** – MAFFS Loading Retardant Air Servicing Procedures Ground Training.

7.22.16. **GF85Y** – MAFFS Operating in MAFFS Environment Refresher Training.

7.22.17. **GF87Y** – MAFFS Tanker Base Operations Ground Training.

7.22.18. **GF89Y** – MAFFS Communications and Dispatch Procedures Ground Training.

7.23. Communications Training and Communications Equipment (GH) Events.

7.23.1. **GH01Y** – Communications/COMSEC Procedures Ground Training.

7.23.1.1. Purpose: Ensures crewmembers possess a thorough knowledge of all communication equipment/procedures and communications security (COMSEC) requirements.

7.23.1.2. Description: This course includes a detailed discussion of unit equipped communication devices, their associated operations and procedures as applicable to peacetime and wartime communications operations. It includes the proper use, protection, disposition, and accountability of COMSEC material.

7.23.1.3. OPR: AMC/A3T; OCR: AMC/A6X, AMC/A3A

7.23.1.4. Curriculum Development: Units

7.23.1.5. Training Media: Lecture.

7.23.1.6. Instructor: Qualified instructor, WIC graduate, or MATS instructors (if included in MATS contract)

7.23.2. **GH03Y** – COMSEC Emergency Action Plan (EAP) Dry-Run/Actual Event.

7.23.3. **GH05Y** – COMSEC Emergency Action Plan (EAP) Ground Training.

7.23.4. **GH07Y** – HAVE QUICK Ground Training.

7.23.5. **GH13Y** – Secure Radio Ground Training.

7.24. Mobility Training (GM) Events.

7.24.1. **GM01Y** – Mobility Briefing.

7.24.2. **GM03Y** – Mobility Folder Review.

7.24.2.1. Purpose: Ensure Air Force personnel are prepared for deployment to locations specified by tasking order.

7.24.2.2. Description: The unit commander prepares his/her unit for deployment in accordance with this manual and AFI 10-403 *Deployment Planning and Execution*. In addition to the aircrew-specific training items contained in this manual, Air Force members have Air Force-specific and theater-specific training that is required prior to a deployment. The UDM is tasked to ensure all personnel meet readiness training requirements.

7.24.2.3. OPR: Unit-Level UDM.

7.24.2.4. Training Media: N/A.

7.24.2.5. Instructor: N/A

7.24.2.6. Additional Information: See AFI 10-403, ERT Checklist found at (**https://aef.afpc.randolph.af.mil/Predeployment.aspx**), and local guidance. Frequency of this event is determined by the Installation Deployment Officer and should be published in the Installation Deployment Plan.

7.24.3. **GM09Y** – Isolated Personnel Report (ISOPREP) Review.

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

7.24.3.2. Description: Complete review of DD Form 1833, *Isolated Personnel Report (ISOPREP)*.

7.24.3.3. OPR: AMC/A3D

7.24.3.4. Instructor: Unit Intelligence officer

7.24.3.5. Additional Information. See JP 3-50*, Personnel Recovery*. Review of the crewmember's ISOPREP card within 90 calendar days prior to AEF deployments is mandatory.

7.24.4. **GM11Y** – Official Passport-Primary (No-fee).

7.24.4.1. Purpose: Facilitate short-notice worldwide mobility response capability.

7.24.4.2. Description: Certain locations require no-fee passports (valid for 5 years) for entry, as communicated in the *DoD Foreign Clearance Guide* (**https://www.fcg.pentagon.mil/**). In accordance with AFI 10-403, AMC/A3 designates that a primary no-fee passport is a mission-essential item for mobility aircrew readiness to support peacetime deployment/employment requirements and United Nations mission support. **Note:** OG/CC may waive this mobility requirement when a crewmember has applied for and passport is pending or has applied for and was denied a primary official passport to permit the crewmember to fly tasked missions to locations that do not require passports for entry/transit. Waivers should be documented using GTIMS for tracking purposes.

7.24.5. **GM12Y** – Official Passport-Secondary (No-fee).

7.24.5.1. Purpose: Facilitate worldwide mobility response capability to locations requiring an entry visa.

7.24.5.2. Description: Certain locations require a no-fee passport (valid for 4 years) and entry visa, as communicated in *DoD Foreign Clearance Guide* (**https://www.fcg.pentagon.mil/**). In order to maintain short-notice worldwide mobility status, secondary passports may be required to facilitate entry visas for designated crewmembers. As entry visas often require long processing periods and submission of an official passport, a secondary passport enables crewmembers to remain worldwide mobile while one of the their two passports is submitted for visa application processing. In accordance with AFI 10-403, AMC/A3 designates OG/CCs as the determination authority for secondary passport requirements. OG/CCs should document crewmembers designated to maintain a secondary official passport and track requested/denied applications for those

crewmembers. **Note:** US Department of State policy governs passport issuance. Refer to latest DoD Policy Memoranda regarding passport requests.

7.24.6. **GM21Y** – Small Arms Training.

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

7.24.6.2. Description: Course established to meet the requirements of AFI 36-2654 and AFI 31-117. Crewmembers are assigned an arming group based on their ground and/or in-flight arming requirements and complete training based on the assigned arming group requirement(s) and purpose for arming. Training frequency is determined by the crewmember's assigned arming group and/or purpose (e.g., anti-hijacking versus deployment). Additionally, pre-deployment requirements may apply. Refer to AEF Online ERT Checklist for guidance regarding training frequency found at (**https://aef.afpc.randolph.af.mil/Predeployment.aspx**).

7.24.6.3. OPR: AMC/A4S

7.24.6.4. Instructor: Qualified Security Forces Squadron Combat Arms Instructor

7.24.6.5. Training Aids: Academics and firing range exercise; includes use of force and live fire or simulator training. Simulator training may not be used for initial qualification (AFI 36-2654, AFI 31-117*).*

7.24.6.6. Additional Information: ARC may define alternate frequency requirements. Accomplish (based on assigned arming group) in accordance with AFI 36-2654: 12 months for Arming Group A (MAJCOM extendable to 24 months), 36 months for Arming Group B assigned to a deployable UTC (e.g., YR/DW enabler aircrews), or when tasked by name to deploy with associated arming requirement for all other Group B personnel. **Note:** Crewmembers are required to complete the AF-approved "L6-Use of Force" course via ADLS or in a group setting using an AF-approved instructor and course outline/presentation prior to attending GM21Y.

7.25. Night Vision Goggle (NVG) Ground Training (GN) Events.

7.25.1. **GN01Y** – NVG Initial Ground Training.

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

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

7.25.1.3. OPR: AMC/A3T

7.25.1.4. Curriculum Development: AETC or local unit.

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

7.25.1.6. Instructor: Any qualified instructor.

7.25.1.7. Additional Information: Directed by AFMAN 11-202V1.

7.25.2. **GN03Y** – NVG Refresher Ground Training.

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

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

7.25.2.3. OPR: AMC/A3T

7.25.2.4. Curriculum Development: AMC/A3, AMC/A3D, and local unit.

7.25.2.5. Training Media: Academic Instruction.

7.25.2.6. Instructor: Any mobility NVG-certified instructor.

7.25.2.7. Additional Information: Directed by AFMAN 11-202V1. If a crewmember is N-MR for this event, they may continue to fly unsupervised on missions not requiring NVG use.

7.26. Senior Officer Course and Ground Exercise (GS and GV) Events.

7.26.1. **GS01Y** – Senior Officer Course (SOC).

7.26.2. **GV41Y** – Mass Casualty Exercise.

7.27. Simulator (GX and GY) Events.

7.27.1. **GX29Y** – Simulator-CRM/TEM MOST.

7.27.1.1. Purpose: To provide a practical, hands-on application of classroom-presented CRM/TEM refresher concepts (including effective Pilot Monitoring (PM) and relevant Verbalize, Verify, and Monitor (VVM) behaviors) through problem solving and human factors issues during a realistic, demanding mission scenario.

7.27.1.2. Description: CRM/TEM MOST event is accomplished in an appropriate ATD to reinforce CRM/TEM proficiency, effective pilot monitoring behaviors, and relevant VVM skills. See AFI 11-290 and/or MAJCOM supplement, as applicable.

7.27.1.3. OPR: AMC/A3TO

7.27.1.4. Curriculum Development: MATS Contractor.

7.27.1.5. Training Media: CBT and WST

7.27.1.6. Instructor: MATS contractor

7.27.1.7. Additional Information. Minimum crew size for this course is an MP, FP, and Loadmaster. If MAJCOMs authorize less than this crew complement to attend refresher training, the affected units need to ensure that the MATS contractor is able to support the missing crewmembers. This event should be accomplished in conjunction with CRM/TEM Refresher academics. LMs should complete Loadmaster Refresher Training (GD61Y) prior to attending this event. This is a MATS course as defined by **Chapter 6.** A separate CRM/TEM simulator profile is not required if, during Simulator-Refresher, CRM/TEM is briefed, utilized, and debriefed for each simulator mission. The performance of each

individual crewmember (student) needs to be critically assessed and documented by simulator instructors/observers in accordance with AFI 11-290 and/or MAJCOM supplement, as applicable.

7.27.2. **GX79Y** – Simulator-Proficiency Sortie.

7.27.3. **GX83Y** – Simulator-Refresher.

7.27.3.1. Purpose: Continuation training for pilots to review and practice normal, emergency, and tactical procedures.

7.27.3.2. Description: Satisfactory completion of the C-130 MATS qualification or re-qualification course satisfies the pilot refresher training requirement for the annual training cycle.

7.27.3.3. OPR: AMC/A3T

7.27.3.4. Curriculum Development: MATS Contractor

7.27.3.5. Training Media: WST

7.27.3.6. Instructor: MATS contractor

7.27.3.7. Additional Information. This is a MATS course as defined by **Chapter 6**. Units or crewmembers who desire to practice specific events need to identify those requirements on the first day of training.

7.28. Aircrew Flight Equipment (AFE) Training (LL and PP) Events. MAJCOMs may combine and/or supplement AFE courses to fulfill their needs, unless otherwise noted in the event description. Refer to AFI 11-301V1 for basic course descriptions. Aircrew Flight Equipment Continuation Training (AFECT) event instruction may be consolidated as long as curriculum requirements are met and individual events are tracked by the designated identifiers in ARMS.

7.28.1. **LL01** – Aircrew Flight Equipment Familiarization Training.

7.28.1.1. Purpose: The event should familiarize aircrew members with local AFE policies and procedures to include equipment issue, use, local aircraft and equipment configurations (includes survival components), inspection and fit-check cycles, preflight, and post-flight requirements.

7.28.1.2. Description: One-time event, per every base assignment prior to the first flight. It should be conducted during aircrew in-processing.

7.28.1.3. OPR: AMC/A3T.

7.28.1.4. Unit: Squadron Aircrew Flight Equipment.

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

7.28.1.6. Instructor: Qualified Aircrew Flight Equipment Technician. The AFE technician does not need to be a certified AFE Continuation Training Instructor to conduct and sign off LL01. Technicians providing LL01 to assigned aircrew must be familiar with local AFE operations, aircraft and equipment configurations and signed off in the Training Business AREA/Total Force Training Records on the fundamentals of all equipment discussed in LL01.

7.28.1.7. Training Aids: Instructor based training with AFE training aids.

7.28.1.8. Additional Information: N/A

7.28.2. **LL03** – Emergency Egress Training - Non-Ejection Seat.

7.28.2.1. Purpose: Understand aircraft egress procedures.

7.28.2.2. Description: Evaluates aircrew and passenger ability to demonstrate proficiency in air and ground emergency egress procedures. Stress the importance of aircrew coordination, aircrew and passenger responsibilities and use of appropriate emergency egress equipment. Ensure aircrews are aware of their responsibilities for conducting safety and passenger briefings in accordance with AFMAN 11-202V3.

7.28.2.3. OPR: AMC/A3T.

7.28.2.4. Unit: Squadron Aircrew Flight Equipment.

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

7.28.2.6. Instructor: Aircrew Flight Equipment Officer or qualified instructor crewmember.

7.28.2.7. Training Aids: Aircraft and Instructor based training with AFE training aids.

7.28.2.8. Additional Information: N/A.

7.28.3. **LL04** – Aircrew Chemical, Biological, Radiological, Nuclear (ACBRN) Ground Training.

7.28.3.1. Purpose: Understand ACBRN procedures.

7.28.3.2. Description: An academic and equipment training session in which the aircrew member demonstrates and performs donning, doffing, and buddy dressing procedures using ACRBN equipment. This training also includes information on hazards and limitations of wearing the equipment properly and improperly, preflight procedures, aircraft integration and aircrew processing. Furthermore, instruction will include aircraft emergency considerations, limitations to consider during emergency ground egress, and the Aircrew Contamination Control Area (ACCA). Each aircrew will demonstrate procedures (i.e., complete dress out) for no less than one hour during the training event for initial and subsequent classes. Aircrew are required to process through ACCA during their initial LL04 event; subsequent classes require a minimum of 10 percent of aircrew demonstrate ACCA processing procedures. Crewmembers who accomplish initial ACBRN at a Technical Training Unit, Replacement Training Unit, or FTU receive credit for initial training on arrival at their permanent duty station. Aircrew may be credited with LL04 during local Attack Response Exercises; provided all AFECT requirements and objectives are satisfied, (i.e., crewmember donned ACBRN equipment and subsequently processed through ACCA). **Note:** CBRN Defense Training (GE01Y/GE03Y) is a separate requirement that is not allowed to be combined with this training.

7.28.3.3. OPR: AMC/A3T.

7.28.3.4. Unit: Squadron Aircrew Flight Equipment.

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

7.28.3.6. Instructor: Qualified Aircrew Flight Equipment Continuation Training instructor.

7.28.3.7. Training Aids: Instructor based training with AFE training aids.

7.28.4. **LL05** – Egress Training with Aircrew Chemical, Biological, Radiological, Nuclear (ACBRN).

7.28.4.1. Purpose: Train crewmembers to egress the aircraft while wearing ACBRN equipment.

7.28.4.2. Description: A one-time event, or change of MDS to evaluate the aircrew's ability to demonstrate proficiency in the use of primary as well as secondary, air and ground egress procedures while wearing ACBRN equipment. Training stresses the unique changes in procedures to include added difficulties aircrew would and could experience as a result of wearing ACBRN equipment. This training must be accomplished before the aircrew's ACBRN flight requirement. This event should be taught concurrently with LL04 so that the AFE instructor (LL04) can assist/guide the LL05 instructor if needed. Accomplishing this training also satisfies the requirements in LL03 if all LL03 objectives are met.

7.28.4.3. OPR: AMC/A3T.

7.28.4.4. Unit: Squadron Aircrew Flight Equipment.

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

7.28.4.6. Instructor: Aircrew Flight Equipment Officer or qualified instructor crewmember.

7.28.4.7. Training Aids: Aircraft and Instructor based training with AFE training aids.

7.28.4.8. Additional Information: N/A.

7.28.5. **LL06** – Aircrew Flight Equipment Training (AFET).

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

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

7.28.5.3. OPR: AMC/A3T.

7.28.5.4. Unit: Squadron Aircrew Flight Equipment.

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

7.28.5.6. Instructor: Qualified Aircrew Flight Equipment Continuation Training Instructor.

7.28.5.7. Training Aids: Instructor based training with AFE training aids.

7.28.5.8. Additional Information: LL06 may be accomplished in conjunction with SS02, LL03, or SS05 if the appropriate instructors are available.

7.28.6. **LL07** – Aircrew Flight Equipment (AFE) Fit Check.

7.28.6.1. Purpose: Ensure a comprehensive sizing and fit check of all individually sized/fitted AFE gear.

7.28.6.2. Description: Periodic training requirement that ensures AFE gear worn during flight in non-ejection seat aircraft is fit checked and verified for size and fit (e.g., any sized/fitted item to include protective eyewear, NVGs, ACBRN ensemble). Refer to current RTM for continuation training frequency.

7.28.6.3. OPR: AMC/A3T.

7.28.6.4. Unit: Squadron Aircrew Flight Equipment.

7.28.6.5. Curriculum Development: None. AFE technician are required to use appropriate technical order references.

7.28.6.6. Instructor: Performed by 1P0X1 technicians who are task-certified in for the event, and all applicable equipment tasks involved in completing a detailed fit check (e.g., fundamentals, donning, fit, inspection, operational checkout). The AFE technician does not need to be qualified AFE Continuation Training Instructor to conduct and sign off LL07.

7.28.6.7. Training Aids: None

7.28.6.8. Additional Information: N/A.

7.28.7. **PP15** – High Pressure Oxygen System (HPOS) Training.

7.29. Mission/Sortie (MB) Events.

7.29.1. **MB10Y** – Proficiency Sortie.

7.29.1.1. Purpose: Ensure crewmembers are familiar with actual operation of C-130J aircraft.

7.29.1.2. Description: For Loadmasters: Log Proficiency Sorties on local or operational missions that include appropriate pre-mission planning, preflight according to flight publications, preparation of performance, takeoff and landing data, weather and crew or passenger briefings, flight plan filing, and post-mission procedures. MAJCOM and NAF assigned loadmasters require one proficiency sortie every 90 days.

7.29.1.3. For Pilots: Proficiency sorties allow pilots to practice instrument, transition, and emergency procedures while under the supervision of an IP or simulator instructor pilot. Pilots should emphasize left seat flying duties; however, they may fly in the right seat for proficiency. The following are the minimum required maneuvers to credit a proficiency sortie (comply with restrictions in AFMAN 11-2C-130JV3): review of boldface emergency procedures, one precision approach, one non-precision approach, one holding pattern or procedure turn, one circling approach (traffic permitting), one simulated engine-out go-around, one simulated engine-out landing, and one Visual Flight Rules (VFR) traffic pattern (weather permitting).

7.29.1.4. OPR: AMC/A3T

7.29.1.5. Instructor: IP required for pilots if flown in the aircraft. An IP performing this event does not require an additional IP for supervision. IP not required if flown in the simulator under simulator instructor pilot supervision.

7.29.1.6. Additional Information: Complete all maneuvers to an acceptable level of proficiency as determined by the IP to log this event. Pilots need not accomplish all the events on a single sortie. Credit this event after completing the last event. Do not credit this event on the same flight as an evaluation. See AFMAN 11-2C-130JV3 for restrictions. Two loadmasters may log this event on the same sortie if the requirements of this event are met. **Exception:** ARC units are required to develop guidelines to remain within their programmed flying hours. Should weather, maintenance or operational restrictions preclude completing the planned profile, the instructor will determine whether the entire sortie will be re-accomplished or just those events not completed. **(T-3)**.

7.29.2. **MB14Y**   – Long Range Navigation Mission/Oceanic Sortie.

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

7.29.2.2. Description: Consists of oceanic procedures (previously known as CAT I Sortie) to allow the pilots to demonstrate all procedures and mission tasks normally encountered on an over-water mission. These tasks include, but are not limited to, mission planning, preflight fuel planning, equal time point (ETP) computation, chart preparation, deviation checks, coast-out/in procedures, aircraft position fixing using appropriate/available navigation aids, log work, use of navigation systems/computers, pacing, in-flight fuel management, and other appropriate procedures. Includes demonstrating knowledge of mission planning documents, such as *Foreign Clearance Guide* (**https://www.fcg.pentagon.mil**), flight information publications (FLIP), Mobility Air Forces Management (AMCI11-208), airfield suitability guidance and information in GDSS Airfield Detail and the Airfield Suitability and Restrictions Report (ASRR), altitude reservation (ALTRV), Special Pilot in Command airports and associated airport qualification products and guidance found in AMCI11-211, etc.

7.29.2.3. OPR: AMC/A3T

7.29.2.4. Training Media: Aircraft, WST, or CPT

7.29.2.5. Instructor: Not required for continuation training. Can be regained in the WST with a WST operator that is also an IP.

7.29.3. **MB28Y**   – Aircrew Chemical, Biological, Radiological, or Nuclear Task Qualification Trainer (ACBRNTQT) Sortie.

7.29.3.1. Purpose: Enable crewmembers to become aware of their limitations while wearing ACBRN.

7.29.3.2. Description: An exercise emphasizing hands-on training, dressed out in ACBRN equipment. To credit this event, the aircrew member is required to don ACBRN gear and perform, at a minimum: aircraft preflight, at least one mission element (e.g., low level or ERO), and a critical phase of flight. Any approved aircrew flight uniform can be used in

lieu of the CWU-66/P coverall for training. This event can be performed on all mission sets with all crewmembers dressed out with a safety observer present in the cockpit and cargo compartment. The cockpit safety observer needs to be a pilot of sufficient qualification as to be able to take over controls should one of the dressed out pilots become incapacitated (e.g., if the two pilots at the controls are both IPs, then the safety observer may be a FP). If the pilots at the controls are a basic AC and an FP, then the safety observer needs to be an AC at a minimum. The specialty and qualification level for the cargo compartment observer is at the discretion of the Sq/CC.

7.29.3.3. OPR: AMC/A3T

7.29.3.4. Curriculum Development: AMC/A3T

7.29.3.5. Training Media: Aircraft or WST. Every other event may be accomplished in the simulator. Currency can be maintained or regained in the simulator assuming the previous event was accomplished in the aircraft.

7.29.3.6. Instructor: Not required for continuation training. An instructor in like specialty is required to regain currency.

7.29.3.7. Prior to being scheduled for this event, each crewmember need to have completed LL03 and LL04, including LL05 criteria.

7.29.3.8. Additional Information: Applicable only to crewmembers filling a wing level position or below. Exempted members include MAJCOM/NAF staff, SOC graduates, BAQ/BMC, and FTU crewmembers unless theater SPINS or reporting instructions are more restrictive. Only one event may be logged per FDP. Crewmembers current upon day of deployment remain current through the end of the quarter following redeployment (e.g., if a crewmember returns from a deployment on 30 June, they remain current through 30 September and go non-current on 1 October unless an event was accomplished between 1 July – 30 September).

7.29.4. **MB52Y** – Integrated Mission Sortie.

7.29.4.1. Purpose: An integrated mission scenario flown to ensure aircrews are familiar with integration with blue assets, to include Intel, C2ISR, CAF, SOF, etc.

7.29.4.2. Description: The intent of the sortie is to provide aircrew with the experience required to operate and survive in a near peer, A2/AD, or Contested, Degraded, Operationally limited (CDO) environment that requires integration with blue assets and Intel. In order to credit this event, the mission planning and sortie is required to include the following:

7.29.4.2.1. Mission Planning: Aircrew need to participate in the mission planning process. Participation in a mission planning cell (MPC), while not mandatory, is highly recommended. In addition, Objective Area (OA) analysis, communications (HQII, Secure Voice, etc.), brevity, integration contracts, and kill box/keypad operations need to be discussed during the integrated brief/debrief and performed during the sortie. The following requirement may be waived by the Sq/CC (AFRC Sq/CC or Sq/DO) in accordance with **paragraph 1.5.1.1** As part of the mission planning process, aircrew need to develop a combat mission folder in accordance with AFTTP 3-3C-130J and

incorporate applicable products (e.g. Intel, Air Tasking Order (ATO), Special Instructions (SPINS), Threats, Bullseye, ROZs, Kill box/Keypad)

7.29.4.2.2. OSK and squadron tactics (DOK) and IN Objective/Scenario Development**:** As part of the mission planning process, aircrew need to develop a combat mission folder in accordance with AFTTP 3-3C-130J and incorporate applicable products (e.g., Intel, Air Tasking Order (ATO), Special Instructions (SPINS), Threats, Bullseye, ROZs, Kill box/Keypad) AMC/A3D provides semi-annual scenario guidance. Mission planning includes input from OSK/DOK and IN in an effort to develop Desired Learning Objectives and a realistic flying training plan for the sortie that replicates an advanced real-world threat country. This input can be in the form of either a pre-developed tactical scenario developed by OSK/DOK and IN or approval by OSK and IN to a scenario developed by the mission planning instructor.

7.29.4.2.3. Intel participation needs to be part of the scenario/objective development, mission planning cell, mission execution day (preferably Mission Essential Personnel (MEP) status on aircraft), and mission debrief. **Note:** Requirement may be waived by the Sq/CC (AFRC Sq/CC or Sq/DO) in accordance with **paragraph 1.5.1.1**

7.29.4.2.4. Blue Asset Integration: Mission planning, execution, and debrief includes C2, escort, and/or strike assets. If real-world assets are not available, this can be provided by a scenario script developed by OSK and IN or the mission planning instructor, and approved by OSK and IN.

7.29.4.2.5. At a minimum, plan three threats from the following list: IR, ADA, RF, airborne, jamming, passive detection, and/or nuclear threats. Furthermore, these threats need to fit within the scenario flown. **Note:** Requirements may be waived by the Sq/CC (AFRC Sq/CC or Sq/DO) in accordance with **paragraph 1.5.1.1**

7.29.4.2.6. Sorties should include: Formation (multi-element desired), SKE/VIS profile, Tactical Formation Maneuvering (TFM), tactical arrivals, and max effort landings. For loadmasters, participation in the pre-brief is required, including at least one loadmaster-led brief (examples: combat offload, LM airdrop procedures, backing, or ERO ops). A CRM/TEM element involving loadmasters is also required, such as reading a low-level/bullseye chart, assisting in tracking comms via the comm card, threat responses, or talking through a simulated emergency (without degrading actual aircraft performance or situational awareness). Additionally, for loadmasters, performing a tactical event during the sortie, such as a combat offload, airdrop, backing, or ERO, is required. The intent of the required items is not to be restrictive or limiting in the scenario, but provide a framework for development of a robust scenario.

7.29.4.3. Mission Debrief: Mission debrief includes an aircrew debrief analyzing success and failures of objectives, execution, intel/blue asset integration, and scenario development.

7.29.4.4. OPR: AMC/A3T, OCR: AMC/A3D

7.29.4.5. Training Media: Aircraft or WST. Crews may credit in the WST provided it is a Distributed Mission Operations (DMO) mission and the above requirements are met. Furthermore, mission planning needs to be conducted with Intel involvement and an OSK

approved threat scenario/scenario script is provided to the WST operator. Currency may be regained via DMO mission.

7.29.4.6. Instructor: Not required for continuation training.

7.29.4.7. Crew Requirements: The max crew complement allowed is basic plus two additional crew members, or an augmented crew compliment, whichever is higher. The intent is to fly the mission with the crew compliment as it would be flown in combat. The following requirement may be waived by the Sq/CC (AFRC Sq/CC or Sq/DO) in accordance with **paragraph 1.5.1.1** In order to log this event, crewmembers need to occupy a primary crew position or act as an augmenting crewmember for their MDS during the above listed events. All members of the crew need to be actively integrated into the scenario, to include mission planning.

7.29.4.8. Operational Missions: Operational missions and validated exercises, where the required events were performed, count towards credit for this event.

7.29.4.9. Additional Information: Applicable only to crew members filling a wing position or below. Exempted members include SOC graduates, BAQ/BMC, and FTU crewmembers unless theater SPINS or reporting instructions are more restrictive. Only one event may be logged per FDP. Crewmembers current upon day of deployment remain current through the end of the quarter following redeployment (e.g., if a crewmember returns from a deployment on 30 June, they remain current through 30 September and go non-current on 1 October unless an event was accomplished between 1 July – 30 September). The following requirement may be waived by the Sq/CC (AFRC Sq/CC or Sq/DO) in accordance with **paragraph 1.5.1.1** Crew members not current or qualified are not allowed to perform crew duties in combat zones.

7.29.5. **MB53Y** – Incomplete Integrated Mission Sortie (Maintenance).

7.29.6. **MB54Y** – Incomplete Integrated Mission Sortie (Weather).

7.29.7. **MB55Y** – Incomplete Integrated Mission Sortie (Operations).

7.29.8. **MB56Y** – Incomplete Integrated Mission Sortie (Other).

7.29.9. **MB60Y** – C-130J Block 6.0 Sortie.

7.29.9.1. Purpose: Continuation training sortie required for aircrew certified in both Block 6.0 and 8.1 aircraft.

7.29.9.2. Description: Perform a minimum of one takeoff, approach, and landing in a Block 6.0 aircraft. Ideally, perform a full mission profile.

7.29.9.3. OPR: AMC/A3T

7.29.9.4. Training Media: Aircraft or WST.

7.29.9.5. Instructor: Not required for continuation training.

7.29.10. **MB81Y** – C-130J Block 8.1 Sortie.

7.29.10.1. Purpose: Continuation training sortie required for aircrew certified in both Block 6.0 and 8.1 aircraft.

7.29.10.2. Description: Perform a minimum of one takeoff, approach, and landing in a Block 8.1 aircraft. Ideally, perform a full mission profile.

7.29.10.3. OPR: AMC/A3T

7.29.10.4. Training Media: Aircraft or WST.

7.29.10.5. Instructor: Not required for continuation training.

7.29.11. **MB85Y** – Tactical Data Link Proficiency Sortie.

7.29.11.1. Purpose: Continuation training for crews to ensure they are proficient in using TDL in support of Full Spectrum Readiness (FSR) and COCOM requirements.

7.29.11.2. Description: Perform TDL operations on a sortie during a scenario developed by OST/OSK in line with unit mission requirements. For Block 6.0, log this event when using any of the following systems: Dynamic Retasking Capability (DRC), Real-Time Information in the Cockpit (RTIC), or Tactical Airlift Mission Software Suite (TAMSS). Do not log this event when using Combat Track II. For Block 8.1, use Link 16.

7.29.11.3. OPR: AMC/A3T

7.29.11.4. Training Media: Aircraft or WST (if appropriate systems are installed).

7.29.11.5. Instructor: Not required for continuation training.

7.29.11.6. Additional Information: Not required for crewmembers assigned to MAJCOM Headquarters, 314 AW, NAF, 618 AOC (TACC), and USAF Expeditionary Center or BMC/BAQ aircrew unless specified in this AFMAN or AOR SPINS.

7.30. Aircraft Communications Equipment (PC and PP) Events.

7.30.1. **PC35Y** – HAVE QUICK Event.

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

7.30.1.2. Description: Training consists of properly configuring the radio for HAVE QUICK operation and making at least one transmission and reception using HAVE QUICK mode of operation with any source.

7.30.1.3. OPR: AMC/A3T

7.30.1.4. Instructor: Not required for continuation training.

7.30.2. **PC39Y** – Secure Voice Event.

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

7.30.2.2. Description: Training consists of correctly loading secure voice equipment with the proper communication protocols and communicating with another station (ground or air, beyond your own aircraft) in the secure-voice mode.

7.30.2.3. OPR: AMC/A3T

7.30.2.4. Training Media: Aircraft

7.30.2.5. Instructor: Not required for continuation training. Not required for crewmembers assigned to 314 AW or BMC/BAQ aircrew unless specified in this AFMAN or AOR SPINS.

7.31. Survival, Evasion, Resistance, Escape (SERE) (SS) Events. MAJCOMs may combine and/or supplement courses to tailor training to fulfill their needs. Refer to AFI 16-1301 for general instructions and course descriptions.

7.31.1. **SS01** – Local Area Survival.

7.31.1.1. Purpose: Provide familiarity with local SERE policies and procedures and preparation for deployment. Identify environmental aspects that could affect an aircrew member in a local area, survival scenario. Identify personnel recovery tactics, techniques, and procedures applicable to local area flying operations.

7.31.1.2. Description: SS01 is a one-time requirement, to be accomplished prior to the first flight each base of assignment.

7.31.1.3. OPR: AMC/A3D

7.31.1.4. Additional Information: Each unit is responsible for tailoring training to meet unit needs. This course should be taught by 1T0x1 SERE Specialists or other personnel trained in accordance with SERE training plans validated by the SERE MAJCOM Functional Manager and Approved by the Career Field Manager (HAF/A3TS).

7.31.2. **SS02** – Combat Survival Training (CST).

7.31.2.1. Purpose: Mandatory for mobility personnel required to maintain currency in S-V80-A SERE TTPs. Academics and field Training designed for crewmembers whose duties require them to fly over or deploy to enemy territory. CST provides the crewmember an opportunity to demonstrate their ability to operate aircrew flight equipment, employ survival/evasion techniques, and rescue procedures under simulated combat conditions.

7.31.2.2. Description: See AFI 16-1301 and MAJCOM supplements. Mission Ready (MR)/Combat Mission Ready (CMR) and personnel assigned to combat-coded units receive CST not to exceed 36 months between events. CST will be completed prior to awarding mission ready status. MAJCOMs tailor training based on mission, type of aircraft, and level of risk (combat aircraft vs. transport aircraft requirements vs. special operations). Aircrews demonstrate proficiency in tactics, techniques and procedures for survival and recovery under field conditions, while in a simulated combat environment using weapons system specific survival equipment. This training is designed to enforce learning objectives through hands-on experiential training.

7.31.2.3. OPR: AMC/A3D

7.31.2.4. Additional Information: This course is taught by 1T0x1 SERE Specialists or other personnel trained in accordance with SERE training plans validated by the SERE MAJCOM Functional Manager and approved by the Career Field Manager (HAF/A3TS).

7.31.3. **SS02A** – Combat Survival Training Academics.

7.31.4. **SS03** – Conduct after Capture (CAC).

7.31.4.1. Purpose: Training designed for crewmembers in units with a war fighting responsibility.

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

7.31.4.3. OPR: AMC/A3D

7.31.4.4. Additional Information: This course is taught by 1T0x1 SERE Specialists or other personnel trained in accordance with SERE training plans validated by the SERE MAJCOM Functional Manager and Approved by the Career Field Manager (HAF/A3TS).

7.31.5. **SS05** – Water Survival Training (WST).

7.31.5.1. Purpose: To provide aircrews with the information necessary for a water survival situation.

7.31.5.2. Description: Mission Ready (MR)/Combat Mission Ready (CMR) and personnel assigned to combat-coded units receive water survival training with a currency not to exceed 36 months between events. Water survival training is completed prior to being awarded mission ready status. See AFI 16-1301 and MAJCOM supplements. Aircrews demonstrate proficiency in TTP for survival and recovery from a water environment using weapons system specific survival equipment. This training should be conducted in natural waters (pond, lake, or ocean) or an environmental pool if logistically possible. Training in swimming pools is authorized if overall training objectives are not compromised. Water survival training utilizes the demonstration and performance method of instruction.

7.31.5.3. OPR: AMC/A3D.

7.31.5.4. Additional Information: This course is taught by 1T0x1 SERE Specialists or other personnel trained in accordance with SERE training plans validated by the SERE MAJCOM Functional Manager and Approved by the Career Field Manager (HAF/A3TS)." As consistent with SS02/SS03.

7.31.6. **SS05A** – Water Survival Training Academics.

7.31.7. **SS06** – Emergency Parachuting Training (EPT).

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

7.31.7.2. Description: All personnel assigned to aircraft with parachutes, as a means of egress or bailout, complete this training. **Exception:** Only required if parachutes are installed on the aircraft. See AFI 16-1301 and MAJCOM supplements.

7.31.7.3. OPR: AMC/A3D

7.31.8. **SS07** – Contingency SERE Indoctrination (CSI). CSI is a Combatant Commander-directed training activity and is designed to prepare high risk of isolation personnel deploying to a specific theater of operations or contingency. It may be activated by any CCMD for deploying personnel. Comply with CCMD guidance when requirement has been established.

7.31.9. **SS20** – Level-C, (SERE Training, S-V80-A).

7.31.10. **SS21** – Level-B CoCT.

7.31.11. **SS24** – Governmental Detention Level-C (Survival Training SERE 220 (alt name S-V83-A)).

7.31.12. **SS25** – Governmental Detention Level-C (High Risk Survival Training, S-V91-A).

7.31.13. **SS26** – Governmental Detention Level-B.

7.31.14. **SS27** – Hostage Survival Level C (Special Survival Training S-V93-A).

7.31.15. **SS28** – Hostage Survival Level B.

7.31.16. **SS30** – Underwater Egress Training S-V84-A.

7.31.17. **SS31** – Emergency Parachute Training/Water Survival Training, [S-V85-A (formally S-V80-B, S-V-86-A, S-V90-B)].

7.31.18. **SS33** – Arctic Survival Training S-V87-A.

7.31.19. **SS35** – Emergency Parachute Training, (S-V80-B) (replaced S-V85-A).

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

7.31.19.2. Description: All personnel assigned to aircraft carrying parachutes as a means of egress or bailout for that crew position complete this training. See AFI 16-1301 and MAJCOM supplements.

7.31.19.3. OPR: AMC/A3D

7.31.19.4. Additional Information: Personnel who have successfully completed S-V80-A prior to 31 December 2006 are not required to attend S-V80-B. If required, members should receive this course as soon as possible prior to mission certification due to the ability of being retasked to a combat zone.

7.32. Tactical Ground Training (TG) Events. Visual Threat Recognition Awareness Trainer (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 ADA rate-of-fire, as seen from the scanner's viewpoint in the aircraft. Instruction in VTRAT is delivered in the context of flight over a simulated threat environment. The student views this environment on a high-resolution display system, from the perspective of his/her duty position. The student hears the instructional text through a headset, and interacts with the trainer via a voice recognition system, as well as the communication and flares countermeasures controls available on the real-world aircraft. VTRAT diagnoses weak areas of student performance and emphasizes training in these areas until mastery of the specific threat protocol is achieved. OG/CC is waiver authority for VTRAT training.

7.32.1. **TG02Y** – Visual Threat Recognition and Avoidance Trainer (VTRAT) Initial.

7.32.1.1. Purpose: Initial training for crewmembers.

7.32.1.2. Description: Trains crewmembers in the basics of ADA and MANPADS recognition and avoidance. Course is taught in a group setting (~3 hours) followed by ~30 minutes of individual simulator time on the VTRAT.

7.32.1.3. OPR: AMC/A3T, OCR: AMC/A3D

7.32.1.4. Training Media: VTRAT device.

7.32.1.5. Additional Information: See AFTTP 3-1. Event is only mandatory for units co-located with a VTRAT device. All crewmembers (including SOC graduates) flying in deployed/tactical (combat) environment needs to accomplish this event.

7.32.2. **TG03Y** – Visual Threat Recognition and Avoidance Trainer (VTRAT) Refresher.

7.32.2.1. Purpose: Continuation training for mission qualified crewmembers.

7.32.2.2. Description: Refreshes crewmembers on basics of ADA and MANPADS recognition and avoidance.

7.32.2.3. OPR: AMC/A3T, OCR: AMC/A3D

7.32.2.4. Training Media: VTRAT device or WST with operational Expert Common Immersive Theater Environment (XCITE) or Next Generation Threat System (NGTS) software.

7.32.2.5. Additional Information: See AFTTP 3-1.Threat Guide and 3-1.C-130. Event is only mandatory for units co-located with a VTRAT device. All crewmembers (including SOC graduates) flying in deployed/tactical (combat) environment need to accomplish this event. Pilots may credit this event in the WST if they perform the appropriate MAJCOM approved training plan.

7.33. Tactical Aircraft Training (TW) Events. Accomplish arrival and departure events according to C-130J and/or AFMAN 11-2C-130JV3. Only the PF may credit arrival and departure event(s) unless otherwise annotated below or in the RTM. SKE-qualified pilots may credit SKE events as PF or PM. Aircraft commanders are the final authority to determine if individual crewmembers accomplished enough training during visual low level events to credit the event. Pilots may credit visual low level events as PF or PM.

7.33.1. **TW10Y** – Tactical Route (SKE Lead).

7.33.1.1. Purpose: Continuation training for SKE flight lead and element lead pilots.

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

7.33.1.3. OPR: AMC/A3T, OCR: AMC/A3D

7.33.1.4. Training Media: Aircraft or WST

7.33.1.5. Instructor: Not required for continuation training.

7.33.1.6. Additional Information: See AFTTP 3-3.C-130J and/or AFMAN 11-2C-130JV3 for SKE formation procedures.

7.33.2. **TW11Y** – Tactical Route (SKE Wing).

7.33.2.1. Purpose: Continuation training for SKE qualified pilots using SKE formation procedures.

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

7.33.2.3. OPR: AMC/A3T, OCR: AMC/A3D

7.33.2.4. Training Media: Aircraft or WST

7.33.2.5. Instructor: Not required for continuation training.

7.33.2.6. Additional Information: See AFMAN 11-2C-130JV3 for SKE formation procedures. Credit if two or more aircraft are in the formation.

7.33.3. **TW20Y** – Tactical Route [Day Visual Low Level (VLL)].

7.33.3.1. Purpose: Continuation training for mission airdrop qualified pilots operating in the low altitude environment using visual single-ship or formation procedures during daylight.

7.33.3.2. Description: Log a visual low-level day event when a minimum of a 20-minute route from assembly to a TOT, TOA or rendezvous is accomplished when flying single-ship or in formation using day visual procedures.

7.33.3.3. OPR: AMC/A3T, OCR: AMC/A3D

7.33.3.4. Training Media: Aircraft or WST

7.33.3.5. Instructor: Not required for continuation training.

7.33.3.6. Additional Information: See AFTTP 3-3.C-130J and/or AFMAN 11-2C-130JV3.

7.33.4. **TW21Y** – Tactical Route [Formation Day Wing Visual Low Level (VLL)].

7.33.4.1. Purpose: Continuation training for mission qualified pilots operating in the low altitude environment using visual formation procedures during daylight.

7.33.4.2. Description: Log a visual low-level formation day event when a minimum of a 20-minute visual route from assembly to a TOT, TOA or rendezvous is accomplished when flying in a visual formation and in the wing position.

7.33.4.3. OPR: AMC/A3T, OCR: AMC/A3D

7.33.4.4. Training Media: Aircraft or WST

7.33.4.5. Instructor: Not required for continuation training.

7.33.4.6. Additional Information: See AFTTP 3-3.C-130J and/or AFMAN 11-2C-130JV3 for visual formation procedures. Dual log with VLL Day.

7.33.5. **TW22Y** – Tactical Route [Formation Lead Visual Low Level (VLL)].

7.33.5.1. Purpose: Continuation training for flight lead/element lead pilots. May be flown during the day or on NVGs.

7.33.5.2. Description: Log a visual formation lead event when a minimum of a 20 minute visual route from assembly to a TOT, TOA or rendezvous is accomplished when flying in the formation lead or element lead position.

7.33.5.3. OPR: AMC/A3T, OCR: AMC/A3D

7.33.5.4. Training Media: Aircraft or WST

7.33.5.5. Additional Information: See AFTTP 3-3.C-130J and/or AFMAN 11-2C-130JV3 for visual formation procedures. Dual log with other appropriate events (e.g., VLL Day if performed).

7.33.6. **TW25Y**   – Tactical Large Force Employment.

7.33.6.1. Purpose: Ensures aircrew apply force integration concepts in a multi-platform environment.

7.33.6.2. Description: Any mission where aircrew apply large force employment tactics, techniques, and procedures. To receive credit, the mission needs to include multiple MDSs in both planning and flying. Examples include RED FLAG, Joint Forcible Entry, and Battalion Mass Tactical Week. Can be logged on operational missions if the multiple-MDS intent is met. Creditable via DMO-linked missions when working with other MDSs, such as when participating in VIRTUAL FLAG.

7.33.6.3. OPR: AMC/A3T

7.33.6.4. Training Media: Aircraft or WST.

7.33.6.5. Instructor: Not required for continuation training.

7.33.6.6. Operational Missions: Operational missions and validated exercises, where the multiple-MDS requirement is met, may count towards TW25Y.

7.33.6.7. Additional Information: Not required for crewmembers assigned to MAJCOM Headquarters, 314 AW, NAF, 618 AOC (TACC), and USAF Expeditionary Center or BMC/BAQ aircrew unless specified in this AFMAN or AOR SPINS.

7.33.7. **TW31Y**   – Threat Event (IR).

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

7.33.7.2. Description: Proper application of tactics, techniques and procedures to recognize and defeat an IR guided threat (e.g., man-portable air-defense system (MANPADS), SA-9/13). Includes proper employment of aircraft counter measures systems (actual or simulated release of expendables) if equipped. See AFTTP 3-1.Threat Guide and AFTTP 3-3.C-130J for tactics, techniques and procedures.

7.33.7.3. OPR: AMC/A3T, OCR: AMC/A3D

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

7.33.7.5. Training Media: Aircraft or WST

7.33.7.6. Instructor: Not required for continuation training.

7.33.7.7. Additional Information: Pilots and loadmasters may log this event in the WST. The following requirement may be waived by the Sq/CC (AFRC Sq/CC or Sq/DO) in accordance with **paragraph 1.5.1.1** Needs to be performed to log credit.

7.33.8. **TW32Y**   – Threat Event (Optical).

7.33.8.1. Purpose: Continuation training for crewmembers to recognize and defeat optical guided threats.

7.33.8.2. Description: Proper application of tactics, techniques and procedures to recognize and defeat an optical guided threat (e.g., Air Defense Artillery (ADA), small arms). See AFTTP 3-1.Threat Guide and AFTTP 3-3.C-130J for tactics, techniques and procedures.

7.33.8.3. OPR: AMC/A3T, OCR: AMC/A3D

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

7.33.8.5. Training Media: Aircraft or WST

7.33.8.6. Instructor: Not required for continuation training.

7.33.8.7. Additional Information: Pilots and loadmasters may log this event in the WST. The following requirement may be waived by the Sq/CC (AFRC Sq/CC or Sq/DO) in accordance with **paragraph 1.5.1.1** Needs to be performed to log credit.

7.33.9. **TW33Y**   – Threat Event (Radar).

7.33.9.1. Purpose: Continuation training for crewmembers to recognize and defeat radar-guided threats.

7.33.9.2. Description: Proper application of tactics, techniques and procedures to recognize and defeat radar-guided threats. Normally the aircrew will react because of an ADS or radar warning receiver (RWR) indication or threat call, but this may be simulated by any crewmember.

7.33.9.3. OPR: AMC/A3D

7.33.9.4. Curriculum Development: Unit

7.33.9.5. Training Media: Aircraft or WST.

7.33.9.6. Instructor: Not required for continuation training.

7.33.9.7. Additional Information: The following requirement may be waived by the Sq/CC (AFRC Sq/CC or Sq/DO) in accordance with **paragraph 1.5.1.1** Needs to be performed to log credit.

7.33.10. **TW34Y**   – Threat Event (GPS-Denied Environment).

7.33.10.1. Purpose: Ensure crews are proficient in FSR requirements of operating in GPS denied environments.

7.33.10.2. Description: Perform a tactical route (minimum of 20 minutes from takeoff to TOT/TOA) and airdrop without using the GPS as a contributing solution.

7.33.10.3. OPR: AMC/A3T

7.33.10.4. Training Media: Aircraft

7.33.10.5. Instructor: Not required for continuation training. Not required for crewmembers assigned to MAJCOM Headquarters, 314 AW, NAF, 618 AOC (TACC), and USAF Expeditionary Center or BMC/BAQ aircrew unless specified in this AFMAN or AOR SPINS.

7.33.10.6. The following requirement(s) may be waived by the Sq/CC (AFRC Sq/CC or Sq/DO) in accordance with **paragraph 1.5.1.1** To log credit, a minimum of one airdrop needs to use a manually updated solution provided by the controlling EGI and visual/radar update.

7.33.11. **TW41Y** – Tactical Descent (Penetration/Rapid).

7.33.11.1. Purpose: Continuation training for qualified pilots. Pilots should attempt to practice penetration/rapid descents from 10,000 feet AGL and above.

7.33.11.2. Description: Provides a capability to transition from upper altitudes to a low-altitude tactical approach or slowdown and airdrop. See AFTTP 3-3.C-130J, TO 1C-MDS-1-1/-1 and/or AFMAN 11-2C-130JV3.

7.33.11.3. OPR: AMC/A3T, OCR: AMC/A3D

7.33.11.4. Training Media: Aircraft or WST

7.33.11.5. Instructor: Not required for continuation training.

7.33.11.6. Additional Information: Both pilots may log this event at the same time. If both pilots are current and qualified, this maneuver may be flown on continuation training and operational missions with passengers on board.

7.33.12. **TW50Y** – Tactical Arrival.

7.33.12.1. Purpose: These approaches are used to perform single ship TTP's including straight-ins, beams, teardrops, and penetration descents. Do not dual log with formation arrivals.

7.33.12.2. Description: See AFMAN 11-2C-130JV3 and/or AFTTP 3-3.C-130J

7.33.12.3. OPR: AMC/A3T, OCR: AMC/A3D

7.33.12.4. Training Media: Aircraft or WST

7.33.12.5. Instructor: Not required for continuation training.

7.33.12.6. Additional Information: Both pilots may log this event simultaneously. If both pilots are current and qualified, this maneuver may be flown on continuation training and operational missions with passengers on board.

7.33.13. **TW63Y** – Combat Offload Event (Method A).

7.33.13.1. Purpose: Continuation training for pilots and loadmasters to ensure proper CRM/TEM is being rehearsed.

7.33.13.2. Description: Perform a Combat Offload Method A. May be accomplished on a ground aircraft trainer without an associated flying sortie.

7.33.13.3. OPR: AMC/A3T, OCR: AMC/A3D

7.33.13.4. Training Media: Aircraft

7.33.13.5. Instructor: Not required for continuation training.

7.33.13.6. Additional Information: All crew members that directly participate in the combat offload may credit this event. OSTs, with help from OSKs, should develop training profiles based off the unit mission requirements.

7.33.14. **TW65Y** – Combat Offload Event (Method B).

7.33.14.1. Purpose: Continuation training for pilots and ensures proper CRM/TEM is being rehearsed between pilots and loadmasters.

7.33.14.2. Description: Perform a Combat Offload Method B. May be accomplished on a ground aircraft trainer without an associated flying sortie.

7.33.14.3. OPR: AMC/A3T, OCR: AMC/A3D

7.33.14.4. Training Media: Aircraft

7.33.14.5. Instructor: Not required for continuation training.

7.33.14.6. Additional Information: All crew members that directly participate (i.e., max of two loadmasters: one primary, one secondary) per offload may credit this event. OST, in coordination with OSK, should develop training profiles based off the unit mission requirements. Units may establish training profiles to certify large groups of crewmembers in a single training session. Not required for crewmembers assigned to MAJCOM Headquarters, NAF, AOC, 314 AW and USAF Expeditionary Center or BMC/BAQ aircrew unless specified in this AFMAN or AOR SPINS.

7.33.15. **TW67Y** – Onload/Offload (Bare Tine Forklift) Event.

7.33.15.1. Purpose: Continuation training sortie for loadmasters to perform bare tine forklift loading.

7.33.15.2. Description: Load palletized cargo or enhanced cargo handling system (ECHS) compatible container onto the aircraft utilizing a forklift without rollerized tines. All loadmasters participating may log credit. May be accomplished on a ground aircraft trainer or FuT without an associated flying sortie.

7.33.15.3. OPR: AMC/A3T

7.33.15.4. Training Media: Aircraft or FuT

7.33.15.5. Instructor: Not required for continuation training.

7.33.16. **TW69Y** – Onload/Offload (Covert Operations) Event.

7.33.16.1. Purpose: Continuation training sortie for loadmasters to perform a covert onload.

7.33.16.2. Description: All loadmasters participating may log credit. May dual log with Bare Tine Loading. For 314 AW personnel, the covert portion of onload is not required and should be treated as an NVG airland event. May be accomplished on a ground aircraft trainer or FuT without an associated flying sortie.

7.33.16.3. OPR: AMC/A3T

7.33.16.4. Training Media: Aircraft or FuT

7.33.16.5. Instructor: Not required for continuation training. Not required for crewmembers assigned to MAJCOM Headquarters, NAF, 618 AOC (TACC), and USAF Expeditionary Center or BMC/BAQ aircrew unless specified in this AFMAN or AOR SPINS.

7.33.16.6. Additional Information: The following requirement(s) may be waived by the Sq/CC (AFRC Sq/CC or Sq/DO) in accordance with **paragraph 1.5.1.1** To log credit, perform in a reduced light area on the airfield, ideally no light. Log when performing either bare-time loading or rolling stock while on NVG's and include at least the onload portion.

7.33.17. **TW71Y** – Onload/Offload (Winching) Event.

7.33.17.1. Purpose: Continuation training sortie for loadmasters.

7.33.17.2. Description: Perform winching of rolling stock on and off the aircraft. All loadmasters participating may log credit. May be accomplished on a ground aircraft trainer or FuT without an associated flying sortie.

7.33.17.3. OPR: AMC/A3T

7.33.17.4. Training Media: Aircraft or FuT.

7.33.17.5. Instructor: Not required for continuation training.

7.33.18. **TW73Y** – Wet-Wing Defuel/Hot Refuel Event.

7.33.18.1. Purpose: Continuation training for crews certified to perform Wet Wing Defuel / Hot Refuel operations.

7.33.18.2. Description: Log after performing a full iteration of the Wet Wing Defuel/Hot Refuel checklist. May be accomplished on a ground aircraft trainer without an associated flying sortie.

7.33.18.3. OPR: AMC/A3T

7.33.18.4. Training Media: Aircraft or WST (pilot only).

7.33.18.5. Instructor: Not required for continuation training.

7.34. Unit-Defined (X) Events. Contact MAJCOM ARMS Functional for list of allocated unit-defined codes by location. Unit-defined events for all MAF units begin with "X", are five characters long with the second, third and fourth characters allocated as numbers and or letters with the final character as a "Y." Once allocated by the MAJCOM, unit-defined events may be managed at the local level within the allocated codes and are not captured in the MAJCOM's ARMS database. They should be judiciously considered and/or approved at the OG/CC level and published in local guidance documenting event identifiers, associated ARMS nomenclature, volume, currency and/or frequency. OG/CCs should periodically review during the TRP, established X-events for continued relevancy to the unit's mission and document those reviews (when accomplished) in the TRP minutes along with any specific actions taken.

MARK D. KELLY, Lt Gen, USAF
Deputy Chief of Staff, Operations

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

5 United States Code (U.S.C.) § 552a, *The Privacy Act of 1974*. This instruction requires the collection and or maintenance of information protected by 5 United States Code (U.S.C.) § 552a, *The Privacy Act of 1974*. The authorities to collect or maintain the records prescribed in the publication are Title 10 United States Code § 9013, *Secretary of the Air Force*; and Executive Order 13478, *Amendments to Executive Order 9397 Relating to Federal Agency Use of Social Security Numbers.*

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AFTTP 3-1.C-130J, *Tactical Employment*, 27 July 2018

AFTTP 3-3.C-130J, *Tactical Doctrine Combat Aircraft Fundamentals--C-130J*, 27 July 2018

AFTTP 3-4.6, *Active Shooter*, 11 Feb 2018

AMCI 10-403, *Air Mobility Command Force Deployment,* 29 September 2019

ANGI 36-7, *Air National Guard Military Equal Opportunity Program*, 25 April 2003

DoD 8570.01-M, *Information Assurance Workforce Improvement Program*, 19 Dec 05

DoDD 4515.13R, *Air Transportation Eligibility*, 9 February 2018

DoDD 5240.06, *Counterintelligence Awareness and Reporting*, 21 July 2017

DODIO-2000.16, Volume 1-*AFI 10-245-O Antiterrorism (AT) Program Implementation,* 17 July 2017

DODI 2000.16, Volume 2, *DoD Antiterrorism (AT) Program Implementation, DoD Force Protection Condition (FPCON) System,* 17 November 2016

DoDI 6495.02, *Sexual Assault Prevention and Response Program Procedures*, 21 May 2015

JP 3-50, *Personnel Recovery*, 2 October 2015

Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 522, *USAF Ground Weapons Training Data*

AF Form 847, *Recommendation for Change of Publication*

AF Form 1522, *ARMS Additional Training Accomplishment Report*

AF Form 4022, *Aircrew Training Folder*

AF Form 4023, *Aircrew Training Progress Report*

AF Form 4024, *Aircrew Training Accomplishment Report*

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

AF Form 4324, *Aircraft Assignment/Aircrew Qualification Worksheet*

DD Form 1833, *Isolated Personnel Report (ISOPREP)*

DD Form 2992, *Medical Recommendation for Flying or Special Operational Duty*

Abbreviations and Acronyms

A—Annual

A3T—Headquarters AMC: Operations and Training Division

AATTC—Advanced Airlift Tactical Training Center

AC—Aircraft Commander

ACBRN—Aircrew Chemical Biological Radiological and Nuclear

ACBRNTQT—Aircrew Chemical, Biological, Radiological, or Nuclear Task Qualification Trainer

ACC—Air Combat Command

ACCA—Aircrew Contamination Control Area

ACIQ—Aircraft Commander Initial Qualification

ACO—Administrative Contracting Officer

ACU—Aircraft Commander Upgrade

AD—Airdrop

ADA—Air Defense Artillery

ADLS—Advanced Distributed Learning System

ADS—Aircraft Defensive System

ADS-B—Automatic Dependent Surveillance-Broadcast

ADSC—Active Duty Service Commitment

AE—Aeromedical Evacuation

AEF—Air Expeditionary Force

AETC—Air Education and Training Command

AF—Air Force

AFB—Air Force Base

AFE—Aircrew Flight Equipment

AFECT—Aircrew Flight Equipment Continuation Training

AFET—Aircrew Flight Equipment Training

AFFSA—Air Force Flight Standards Agency

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

AFRC—Air Force Reserve Command

AFSC—Air Force Service Code

AFSOC—Air Force Special Operations Command

AFTO—Air Force Technical Order

AFTRANS—Air Forces Transportation (Air Component of US Transportation Command)

AFTTP—Air Force Tactics, Techniques, and Procedures

AG—Airdrop and En Route Events

AGL—Above Ground Level

AGU—Autonomous Guidance Unit

AH—High Level Events

AIC—Advanced Instructor Course

AIS—Advanced Instrument School

AIT—Aircrew Intelligence Training

AM—Modular Airborne Firefighting System (MAFFS) Events

AMC—Air Mobility Command

AMCAOS—Air Mobility Command Air Operations Squadron

AMP—Avionics Modernization Program

ANG—Air National Guard

AOC—Air Operations Center

AOR—Area of Responsibility

ARC—Air Reserve Component (Air National Guard and Air Force Reserve)

ARMS—Aviation Resource Management System

ASR—Airport Surveillance Radar

ASRR—Airfield Suitability and Restrictions Report

AT—Start, Taxi, Takeoff (STTO) Events

ATC—Air Traffic Control

ATD—Aircrew Training Device

ATS—Aircrew Training System

AW—Airlift Wing

B—Biennial

BAQ—Basic Aircraft Qualified

BATS—Basic Aircrew Tactics Study

BIT—Break in Training

BMC—Basic Mission Capable

CAC—Conduct After Capture

CAF—Combat Air Forces

CAT—Category (Instrument Landing System Category)

CATS-MECOC—Combat Aircrew Tactics Studies - Mobility Electronic Combat Officer Course

CBRN—Chemical, Biological, Radiological, or Nuclear

CBT—Computer Based Training

CC—Commander

CCMD—Combatant Command

CCWG—Courseware Configuration Work Group

CDO—Contested, Degraded, Operationally Limited (Environment)

CDS—Containerized Delivery System

CEA—Career Enlisted Aviator

CM—Configuration Management

CMR—Combat Mission Ready

COCOM—Combatant Command

COMSEC—Communications Security

CONUS—Continental United States

COR—Contracting Officer Representative

CPT—Cockpit Procedures Trainer

CRG—Contingency Response Group

CRM—Crew Resource Management

CSAF—Chief of Staff of the Air Force

CSD—Class Start Date

CSI—Contingency SERE Indoctrination

CST—Combat SERE Training

CTIP—Combating Trafficking in Persons

CTS—Course Training Standards

DA—Decision Altitude

DMO—Distributed Mission Operations

DoD—Department of Defense

DOK—Squadron Tactics Office

DRC—Dynamic Retasking Capability

DSN—Defense Switched Network

DZ—Drop Zone

DZSO—Drop Zone Safety Officer

EAP—Emergency Action Plan

ECHS—Enhanced Cargo Handling System

EFB—Electronic Flight Bag

EGB—Electronic Grade Book

EMTF—Expeditionary Mobility Task Force

ENAO—Emergency Nuclear Airlift Operations

EO—Equal Opportunity

EPA—Evasion Plan of Action

EPT—Emergency Parachuting Training

ERO—Engine Running On/Off-load

ERT—Expeditionary Readiness Training

eSSS—Electronic Staff Summary Sheet

ETCA—Education and Training Course Announcements

ETP—Equal Time Point

FAA—Federal Aviation Administration

FAIP—First Assignment Instructor Pilot

FAR—Federal Aviation Regulations

FCA—Functional Configuration Audits

FCF—Functional Control Flight

FEB—Flying Evaluation Board

FEF—Flight Evaluation Folder

FLIP—Flight Information Publications

FMS—Foreign Military Sales

FP—Flight Qualified Pilot, PIQ Graduate (Non-Aircraft Commander)

FPL—Flight Qualified Pilot

FPM—Flight Path Management

FPQ—Flight Qualified Pilot; (Qualified, Mission Ready MPD Pilot)

FS—Flight Surgeon

FTA—Fire Traffic Area

FTL—Flying Training Level

FTU—Formal Training Unit

FuT—Fuselage Trainer

GDSS—Global Decision Support System

GF—MAFFS Ground Continuation Training Events

GH—Communications Training and Communications Equipment Events

GPRD—Graduate Program Requirements Document

GPS—Global Positioning System

GRACC—Global Ready Aircraft Commander Course

GT—Ground Training

GTIMS—Graduate Training Integration Management System

HAHO—High Altitude High Opening

HALO—High Altitude Low Opening

HARM—Host Aviation Resource Management

HDD—Head Down Display

HMX-1—Marine Presidential Helicopters

HPOS—High Pressure Oxygen System

HQ—Headquarters

HUD—Head Up Display

IA—Information Assurance

IAP—Instrument Approach Procedure

I-CDS—Improved Container Delivery System

IFAK—Individual First Aid Kit

IFF—Identification, Friend or Foe

ILS—Instrument Landing System

IMC—Instrument Meteorological Conditions

INIT—Initial

INSTR—Instructor

IP—Instructor Pilot

IPRA—Integrated Precision Radar Approach

IQT—Initial Qualification Training

IR—Infrared

IRC—Instrument Refresher Course

ISOPREP—Isolated Personnel Report

JA/ATT—Joint Airborne/Air Transportability Training

JMPS—Joint Mission Planning System

JPADS—Joint Precision Airdrop System

LAIRCM—Large Aircraft Infra-Red Counter Measures

LAR—Launch Acceptability Region

LCLA—Low Cost Low Altitude

LM—Loadmaster

LOAC—Law of Armed Conflict

LZ—Landing Zone

LZSO—Landing Zone Safety Officer

MABM—MAFFS Air Tanker Base Manager

MAF—Mobility Air Forces

MAFFS—Modular Airborne Fire Fighting System

MAJCOM—Major Command

MANPADS—Man-portable air-defense system

MATS—Maintenance and Aircrew Training System

MDA—Minimum Descent Altitude

MDS—Mission-Design Series (e.g., C-130E/H vice C-130J)

MEP—Mission Essential Personnel (replaces MEGP)

MEFL—Multi-Element Formation Lead

MISREP—Mission Reports

ML—Mission Loadmaster

MLO—MAFFS Liaison Officer

MOB—Main Operating Base

MOST—Mission Oriented Simulator Training

MOB—Main Operating Base

MPC—Mission Planning Cell

MPD—Mobility Pilot Development

MPF—Military Personnel Flight

MQT—Mission Qualification Training

MR—Mission Ready

MSL—Mean Sea Level

MTDC—Missoula Technology and Development Center

MTL—Master Task Listing

MTT—Mobile Training Team

MWS—Major Weapon System (e.g., C-17 vice C-130)

MX—Maintenance

N/A—Not Applicable

NAF—Numbered Air Force

N-BAQ—Non-Basic Aircraft Qualified

N-BMQ—Non Basic Mission Qualified

NDB—Non-Directional Beacon

NGB—National Guard Bureau

NGTS—Next Generation Threat System

NIPRNet—Non-Classified Internet Protocol Router Network

NLT—No Later Than

N-MR—Non-Mission Ready

NVG—Night Vision Goggles

OA—Objective Area

OCONUS—Outside the Continental United States

OCR—Office of Coordinating Responsibility

OFT—Operational Flight Trainer

OG—Operations Group

OG/CC—Operations Group Commander

OME—Operational Mission Evaluation

OPLAN—Operations Plan

OPORD—Operations Order

OPR—Office of Primary Responsibility

OSA—Operational Support Aircraft

OSK—Wing Tactics Office

OSS—Operational Support Squadron

OST—Operational Support Squadron, Training

PA—Proficiency Advance

PAA—Primary Aircraft Authorization

PACAF—Pacific Air Forces

PADS—Precision Airdrop System

PAI—Primary Aircraft Inventory

PAR—Precision Approach Radar

PCO—Procuring Contracting Officer

PCS—Permanent Change of Station

PF—Pilot Flying

PFD—Primary Flight Display

PFT—Programmed Flying Training

PII—Personally Identifiable Information

PIQ—Pilot Initial Qualification

PM—Pilot Monitoring

PO—Program Officer

PRD—Program Requirements Document

PREQ—Pilot Requalification

PRM—Precision Runway Monitoring

PRP—Personnel Reliability Program

PTT—Part Task Trainer

RM—Risk Management

RNAV—Area Navigation (Random Navigation)

RPA—Remotely Piloted Aircraft

RF—Radio Frequency (Radar Threat)

RMI—Radio Magnetic Indicator

ROZ—Restricted Operating Zone

RPL—Required Proficiency Level

RTM—Ready Aircrew Program (RAP) Tasking Memo

RTRB—Realistic Training Review Board

RWR—Radar Warning Receiver

SABC—Self Aid Buddy Care

SAPR—Sexual Assault Prevention and Response

SARC—Sexual Assault Response Coordinator

SARM—Squadron Aviation Resource Management

SATB—Standard Airdrop Training Bundle

SCA—Self-Contained Approach

SERE—Survival, Evasion, Resistance, and Escape

SFS—Security Forces Squadron

SIMCERT—Simulator Certification

SIPRNET—Secret Internet Protocol Router Network

SKE—Station Keeping Equipment

SME—Subject Matter Expert

SOC—Senior Officers Course

SOF—Special Operations Forces

SOP—Senior Officer Pilot

SORTS—Status of Resources and Training

SPINS—Special Instructions

Sq/CC—Squadron Commander

Sq/DO—Squadron Operations Officer

SSN—Social Security Number

STRP—Squadron Training Review Panel

TACAN—Tactical Aid to Navigation

TACC—Tanker/Airlift Control Center

TAMSS—Tactical Airlift Mission Software Suite

TCCC—Tactical Combat Casualty Care

TDY—Temporary Duty

TEM—Threat and Error Management

TG—Tactical Ground Training Events

TFAT—Total Force Awareness Training

TFM—Tactical Formation Maneuvering

TFT—Total Flying Time

TI—Theater Indoctrination

TIP—Trafficking in Persons

TOA—Time of Arrival

TOT—Time Over Target

TRP—Training Review Panel

TRS—Training Squadron

TSSC—Training System Support Center

TTP—Tactics, Techniques, and Procedures

UDM—Unit Deployment Manager

UNQ—Unqualified

UPT—Undergraduate Pilot Training

US—United States

USAF—United States Air Force

USAF EC—United States Air Force Expeditionary Center

USAFE—United States Air Forces in Europe

USAFWS—USAF Weapons School

VFR—Visual Flight Rules

USFS—United States Forestry Service

VLL—Visual Low Level

VOR—VHF Omnidirectional Range

VTRAT—Visual Threat Recognition and Avoidance Trainer

VVM—Verbalize, Verify, Monitor

Wg/CC—Wing Commander

WGRS—Wireless Gate Release System

WIC—Weapons Instructor Course

WPS—Weapons School

WST—Weapon System Trainer

XCDS—Extracted Container Delivery System

XCITE—Expert Common Immersive Theater Environment

Terms

AC Candidate—An individual designated by the Sq/CC or appropriate AFRC/ANG Operations Supervisor for entry into training before aircraft commander upgrade. While under the direct supervision of an IP, aircraft commander candidates may perform all flight maneuvers authorized for a qualified aircraft commander.

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; and normal, abnormal, and emergency procedures. Generally, academic courses should be completed prior to simulator or flight training.

Aeromedical Evacuation (AE)—The movement of patients under medical supervision to and between medical treatment facilities by air transportation.

Aeromedical Evacuation Crew Member (AECM)—Qualified flight nurses, AE technicians, and unqualified student trainees performing AE duties under the direct supervision of a qualified instructor or flight examiner.

Aircraft Commander (AC)—Pilot who has been certified to perform "pilot-in-command" duties.

Aircrew Training Device (ATD—Hands-on training aids including, but not limited to, cockpit procedure trainers (CPT), part task trainers (PTT), satellite navigation systems (SNS), operational flight trainers (OFT), and weapons systems trainers (WST).

Airdrop Mission—A flight that involves delivery of cargo or personnel by airdrop methods.

Airdrop Procedure—Log an event when a successful airdrop is accomplished.

Airdrop Scoring—Log an airdrop event if the load exits the aircraft and is scored as a successful drop.

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

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

Annual Training—Training required in the next year after training was accomplished (i.e., 1 Jan 11 to 31 Dec 12). If training is accomplished anytime in 2011, the next training is due by 31 Dec 12.

Avionics Systems Management Trainer (ASMT)—A part task trainer used to teach functionality of key C-130J avionics systems.

Basic Aircraft Qualified (BAQ)—A crewmember who has satisfactorily completed Phase I training and is qualified to perform limited aircrew duties in the unit aircraft, but is not mission qualified in his or her assigned aircraft.

Basic Mission Capable (BMC)—A crewmember who has satisfactorily completed Phase I and Phase II training. The BMC crewmember does not maintain MR status, but maintains familiarization in the unit operational mission. The BMC crewmembers maintain qualifications so that they are worldwide deployable and may be used for Phase 1 (Airland Operations). BMC crewmembers should be able to attain full qualification (MR) in the unit mission within 45 days, if needed.

Biennial—Training required in the second year after training was accomplished (i.e., 1 Jan 11 to 31 Dec 13). If training is accomplished anytime in 2011, the next training is due by 31 Dec 13. Specific ARMS codes will identify further guidance or restrictions for each event.

C-130J Maintenance and Aircrew Training System (MATS)—An integrated qualification, upgrade, and continuation training program for crewmembers. Civilian contractors conduct most academic and ATD training while USAF conducts all flight training and flight evaluation.

Certify/Certification—The process of documenting that an individual is trained and qualified to perform in a given capacity. Normally accomplished by the Sq/CC.

Cockpit Procedures Trainer (CPT)—A training device in which instruments and displays are activated to respond to trainee inputs. Used for safety of flight, instrument, normal, and emergency procedures.

Communications Security (COMSEC)—COMSEC material, other than equipment or devices, that assists in securing communications and which is required in the production, operation, or maintenance of COMSEC systems and their components. Examples are keys, codes, and authentication information in physical or electronic form, call signs, frequencies, and supporting documents.

Computer Based Training (CBT)—Ground training system that uses computer-generated graphics or text in conjunction with interactive programs as the primary medium of instruction.

COMSEC Responsible Officer (CRO)—Individual appointed by a unit commander to oversee the unit's COMSEC program as outlined in AFI 33 - 211, Communications Security (COMSEC) User Requirements.

Container Delivery System (CDS)—Equipment or materiel rigged and airdropped from the aircraft using roller conveyors and gravity extraction.

Continuation Training—Ground and flight training events necessary to BAQ, BMC, or MR status. The continuation training program provides crewmembers with the volume, frequency, and mix of training necessary to perform unit's missions.

Conversion Training—Training necessary to qualify unit personnel in a different MDS aircraft (generally a new MWS) or mission employment system. The requirement is dependent on unit Designed Mission Capability and qualification training may require an evaluation or AF Form 8.

Crew Resource Management/Threat and Error Management (CRM/TEM)—Training concept that emphasizes team effectiveness by enhancing individual and crew performance in communication, situational awareness, effective leadership and management, and crew coordination.

Critical Phases of Flight—Takeoff, low-level (below MSA), airdrop, approach, and landing.

Cross—**Flow Crewmember**—A crewmember who has military flying experience with the majority of his/her flying experience in a weapon system other than a C-130 platform.

Currency Event—Flying continuation training events with prescribed maximum interval-between-accomplishment shown in the "CUR" column.

Cycle—The 17-month interval based on in-flight evaluation completion date.

Direct Supervision—A crewmember is considered under direct supervision when flying with an instructor in the same crew position. For pilots, direct supervision occurs when the IP will occupy one of the pilot seats. For other crew positions, direct supervision occurs when the instructor is readily available to assume the primary duties if required.

Dropsonde—An expendable weather device dropped from an aircraft at altitude to measure atmospheric conditions as the device falls to the surface.

Dry Pass—Planned aerial delivery pass in which no equipment or personnel exit the aircraft.

Education and Training Course Announcements (ETCA)—Reference for formal courses giving MAJCOM procedures, security requirements, reporting instructions, prerequisites, clothing requirements and location information at **https://app10-eis.aetc.af.mil/etca/SitePages/Home.aspx**.

Event or Task—A training item to be accomplished. Several events or tasks constitute a training profile.

Familiarization Item—An item completed by demonstration, observation or in - seat experience. Proficiency is not required.

Flight Path Management (FPM)—A shared flight deck responsibility, FPM is the planning, execution, and assurance of the aircraft's guidance, trajectory and energy state--in flight or on the ground.

Flight Examiner—A crewmember certified according to AFMAN 11-202Vl and AFMAN 11-202V2 to administer evaluations.

Flight Surgeon (FS)—Medical doctor qualified to perform flight surgeon duties and has current aeronautical orders in that Air Force Specialty Code.

Flying Training Level (FTL)—A standard assigned to crewmembers by the squadron commander, based upon experience, directing flying continuation training requirements.

Formal School—An Air Force unit designated to conduct qualification training; synonymous with Flying Training Unit (FTU).

Formal School Courseware—Training materials and programs developed for training crewmembers at formal schools. It includes all student study guides, workbooks, computer-based training lessons, slide tape lessons, instructor guides, and applicable training forms related to the specific course. Training courses listed in ETCA. Formal courses may be conducted using the secondary method (in-unit) of training.

Formal Training—Any ETCA or MATS course leading to certification or qualification. Different from remedial or unit-directed training in that formal training has a syllabus and MAJCOM directed or approved course of instruction.

Formation—Two or more aircraft under the command of a designated mission commander or formation leader, operating in close proximity to each other.

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

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

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

Instructor—A crewmember who is certified according to AFMAN 11-202Vl and AFMAN 11-202V2 to train other crewmembers of like specialty.

Loadmaster—A crewmember fully qualified to perform loadmaster duties.

Low Altitude—1000' AGL to 2499' AGL

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

Medium Altitude—2500' AGL to 9,999' MSL

Mission Oriented Simulator Training (MOST)—Part of a training program (e.g., crew resource management) that includes a practical application, full-mission scenario in the simulator or weapons system trainer.

Mission Qualification Training (MQT)—The training necessary to qualify a crewmember in a specific crew position to perform the command or unit operational mission. MQT completion is a prerequisite for MR status.

Mission Ready (MR)—A mission-ready crewmember is defined as one who is available for operational tasking and deployment, qualified (completed crew position qualification training, Unit Indoctrination, and applicable continuation training), and certified in the squadron's mission(s) according to the unit's Designed Operational Capability (DOC) statement. The crewmember will be current in all ground and flying training prescribed in **Chapter 2** through **Chapter 4** (as appropriate). **(T-2).**

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

Night Event—Log a night event when accomplished between the end of evening civil twilight and the beginning of morning civil twilight.

Night Sortie—Log a night sortie when the mission takeoff or landing is accomplished between the end of evening civil twilight and the beginning of morning civil twilight.

Non-Current—Failure to meet the minimum prescribed currency requirements in a training period for a given event.

Non—**Mission Ready (N-MR)**—Individual who is non-current in required continuation training or unqualified in the aircraft, or is not otherwise certified to perform the unit's mission(s). **Note**: BMC and BAQ crewmembers current, qualified, and appropriately certified are MR even though they may not be fully trained, qualified, or certified in all aspects of the unit's mission.

NVG Crewmember—Any crewmember who has completed NVG ground and flying training as prescribed in **Chapter 5** of this manual.

Off-Station Training Flight—Any training mission that remains overnight (RON) at a base other than home station, or carries cargo or passengers.

Operational Flight Trainer (OFT)—A crew training device that does not fully duplicate a cockpit or portion of the aircraft. Examples of OFTs include cockpit procedure trainers, satellite navigation stations, or fuselage trainers.

Part Task Trainer (PTT)—A device used to practice a specific task such as cargo loading training.

Pilot Flying (PF)—The pilot at the flight controls who is in direct maneuvering control of the aircraft. The PF is primarily responsible to control and monitor the aircraft's current/projected flight path and energy state (including auto-flight systems, if engaged).

Pilot Monitoring (PM)—In addition to MDS-specific T.O. guidance, the PM is the pilot at the flight controls who is not in direct maneuvering control of the aircraft, yet is primarily responsible to actively monitor the aircraft's current/projected flight path and energy state, intervening if necessary.

Primary Aircraft Authorization (PAA)—Aircraft authorized for performance of the operational mission. The PAA forms the basis for allocation of operating resources to include manpower, support equipment, and flying-hour funds. The operating command determines the PAA required for their assigned missions. PAI also includes test and training requirements.

Primary Aircraft Inventory (PAI)—Aircraft assigned to meet the primary aircraft authorization.

Primary Method—Training conducted at a designated location using a MAJCOM approved syllabus, e.g., initial qualification courses conducted at Little Rock AFB.

Proficiency—The degree of skill achieved from accomplishing a prescribed minimum number of training events to accomplish the unit's mission.

Proficiency Advance—The MATS contractor site manager (for MATS academic training taught at the FTU) or the flying Sq/DO may waive requisites with the training curriculum or "Total Number Required" repetitions for highly skilled crewmembers if recommended by their instructor.

Contracting Officer Representative (COR)—Member of the wing or group staff designated to verify and evaluate contractor performance according to the MATS quality assurance program plan, mandated by Federal Acquisition Regulations (FAR).

Quarter—Any of four three-month periods defined as 1 January to 31 March, 1 April to 30 June, 1 July to 30 September, and 1 October to 31 December.

Refresher Simulator—Simulator training emphasizing aircraft systems, normal and emergency procedures, and mission-specific training requirements.

Requalification Training—Training required to qualify crewmembers in an aircraft/mission in which they have been previously qualified.

Secondary Method—Training conducted at a location not designated as an FTU using MAJCOM approved syllabus, e. g., mission qualification course or instructor upgrade conducted at a line unit.

Semiannual—The 6-month training periods from 1 January to 30 June and 1 July to 31 December. For 109 AW, the semiannual periods are 1 April to 30 September and 1 October to 31 March.

Significant Training Event—A training event directly contributing to qualification and upgrade, e.g., CBT lesson, weapon system trainer (WST), ground training, flight, etc.

Simulated Airdrop—A maneuver during which all standard procedures and signals are followed, but an aerial release is not made. Applicable doors or ramp need not be opened. Similar to a dry pass.

Special Mission—Any mission requiring special qualification (Phoenix Banner, Semi-Prepared Landing, etc.) or specific unit missions that include MAFFS, Weather, etc.

Special Qualification—A qualification above mission qualification required to accomplish a special mission.

Specialized Training—Training for specialized tactics, weapons systems, or flight responsibilities.

Standard Airdrop Training Bundle—A 15-pound training bundle that may be dropped to simulate personnel, equipment, or CDS airdrops.

Supervised Training Status—A crewmember will fly under instructor supervision as designated by the Sq/CC or flight examiner. **(T-2).** This status is usually a result of loss of currency or qualification, or due to evaluation resulting in other than Qualification Level 1.

TF Coded—Designated Training Aircraft.

Threat & Error Management (TEM)—TEM is a systems approach that builds multiple layers of defense logically designed to identify, prevent and trap threats and/or mitigate inevitable threats, errors, and undesired aircraft states.

Training Devices—All trainers, computer assisted instruction, sound-on-slide programs, videos, and mockups designed to prepare students for flight training or augment prescribed continuation training.

Training Level (TL)—A standard assigned to crewmembers, by the Sq/CC, directing continuation- training requirements.

Training Period—A standard period of time to accomplish continuation training requirements as defined by the RTM. The training period is established in the RTM.

Training Review Panel (TRP)—A panel used to review staff and crew management actions necessary to complete the squadrons' flight and ground training programs.

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

Triennial—Training required in the third year after training was accomplished (i.e., 1 Jan 11 to 31 Dec 14). If training is accomplished anytime in 2011, the next training is due by 31 Dec 14.

Specific ARMS codes will identify further guidance or restrictions for each event.

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

1—Failure to successfully pass an evaluation according to AFMAN 11-2C-130JV2

2—Failure to accomplish an evaluation in the time frame required by AFMAN 11-2C-130JV2 **3**—Non-current flight training events in excess of six months or as specified by this AFMAN

4—Determined administratively by Sq/CC or higher authority

5—Never qualified in the aircraft.

Upgrade Training—Training to qualify a crewmember in a higher crew qualification (e.g., aircraft commander, instructor, or evaluator) or specialized certification (e.g., grid, HALO, or NVG).

Verbalize, Verify, Monitor (VVM)—A three-step, closed-loop system of communication designed to significantly reduce errors.

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

Very Low Altitude—Surface to 999' AGL.

Weapon System Trainer (WST)—Device that provides synthetic flight and tactics environment in which aircrews learn, develop, improve, and integrate skills associated with their crew position.

Attachment 2

AIRCREW TRAINING DOCUMENTATION

A2.1. General Information. This attachment provides guidelines on proper training documentation. GTIMS, or MAJCOM-approved electronic equivalent, is the primary method for documenting aircrew training. FTUs and units will use GTIMS (or MAJCOM-approved electronic equivalent) in lieu of paper AF Form 4022, *Aircrew Training Folder*, AF Form 4023, *Aircrew Training Progress Report*, AF Form 4024, *Aircrew Training Accomplishment Repo*rt, and AF Form 4025, *Aircrew Summary/Close-out Report*. **(T-2).** If used, EGB instructions are provided at **https://jmats.littlerock.af.mil**. Units transitioning to GTIMS, or MAJCOM-approved electronic equivalent, will transcribe the information in the traditional AF Form 4022, AF Form 4023, AF Form 4024, and AF Form 4025 from paper training folders that are currently open into the EGB. **(T-2).** Paper training folders that have been closed-out will continue to comply with this attachment. **(T-2).** The following paragraphs apply to GTIMS (or MAJCOM-approved electronic equivalent) or the previously approved paper training folders. AMC/A3TA and 714 TRS at Little Rock AFB are the point of contacts and liaison with the MATS contractor for EGB changes and recommendations. Coordinate all recommended changes through MAJCOM to AMC/A3T.

A2.1.1. Flying units initiate a training record in the GTIMS (or MAJCOM-approved electronic equivalent) for ETCA formal training courses (formal school or in-unit), mission ready certification, special qualification, certification training, in-unit upgrade program to the next higher crew qualification, requalification training (formal school or in-unit), and all corrective action or additional training. **(T-2).** If the training can be accomplished on one mission, a training record is not required. Once approved for use by MAJCOM/A3T (or equivalent), FTUs and units may use the Training Management System or other government-approved electronic systems (e.g., GTIMS) in lieu of AF 4022, AF 4023, AF 4024, and AF 4025.

A2.1.1.1. The Sq/CC and/or Sq/DO may waive the training record requirement if corrective action or additional training is limited. If initiated, the instructor or flight examiner who evaluated the aircrew member's performance will enter comments pertinent to the training deficiency on GTIMS (or MAJCOM-approved electronic equivalent) or the training guide. **(T-2).** Use the existing AF Form 4022 for end-of-course evaluations that result in additional training.

A2.1.1.2. For a crewmember undergoing more than one training program in a short period of time the unit may combine all training into one electronic record. Example: an experienced C-130 aircraft commander returning to fly may have his or her Unit Indoctrination and applicable airland or mission qualification training, formation lead training, and instructor re-qualification training combined in one folder.

A2.1.2. Access to Training Records. Squadrons will maintain training records for their personnel in a location readily accessible at all times to instructors and supervisory personnel. **(T-2).** Students may review their record(s) during normal duty hours.

A2.1.2.1. MAJCOMs and units should utilize GTIMS, or MAJCOM-approved electronic equivalent, to the maximum extent.

A2.1.2.2. Web-based training records provide world-wide access to instructors and supervisory personnel. Instructors, Aircraft Commanders, training office personnel, Ops Officers and Commanders may obtain access through the MATS contractor's portal. Contact the local MATS contractor site manager for access.

A2.1.3. Instructor Procedures. The instructor or trainer will review the training record prior to all training periods. **(T-2).** Those areas not previously accomplished, or areas where additional training is required, will be noted for possible inclusion during the current training period. **(T-2).**

A2.1.4. Training Record Review. Sq/DO will review active training records quarterly, and flight commanders or squadron training representatives will conduct a monthly review. **(T-2).** Monthly and quarterly reviews will be annotated in the gradebook or in the training guide. **(T-2).**

A2.1.5. Completion of Training. Upon completion of formal training leading to qualification (whether accomplished at the FTU or in-unit), an AF Form 4025 will be placed in the individual's training record, as specified in the MAJCOM supplement. **(T-2).**

A2.1.5.1. Formal School Disposition of Training Records. Formal schools will send the original GTIMS (or MAJCOM-approved electronic equivalent) record with all training records to the student's gaining unit within ten working days of the student's graduation or departure. **(T-2).** Sq/CC or designated representative will review formal school training records and enter appropriate comments on the training guide progress record or AF Form 4023. **(T-2).**

A2.1.5.2. Disposition of Training Records. Training records maintained in GTIMS or EGB and must be accessible for review through the respective websites. **(T-2).** No unit will insert training documents into FEFs. **(T-2).** Refer to the Air Force Records Disposition Schedule located at **https://www.my.af.mil/afrims/afrims/afrims/rims.cfm**, for further guidance.

A2.1.6. For purposes of training documentation, "classroom only" training conducted at the unit should be identified as Academic Training. Ground Training (GT) will be considered all academic training conducted outside the classroom. **(T-2).** Academic training conducted while performing flying duties will be documented as Flying Training. **(T-2).**

A2.2. Aircrew Training Guides.

A2.2.1. The MATS contractor will develop a training guide. **(T-2).** Units may also produce training guides, but will coordinate development through appropriate MAJCOM for approval with an info copy sent to AMC/A3T. **(T-2).**

A2.2.2. Initiating Training Guides. Training and resource management personnel in each unit will initiate a training guide on crew members prior to their entering any phase of qualification training. These training guides will be inserted in the EGB. **(T-2).**

A2.2.3. Instructors will complete the training progress record portion of the training guide in sufficient detail to specify areas of training accomplished, areas needing improvement, recommended specific study areas for the trainee, and recommended training for the next training period. **(T-2).** When the trainee attains sufficient knowledge, experience, and prerequisites for upgrade, the instructor will recommend an evaluation and state: "Recommend

evaluation for (crew position)" on the training progress record. **(T-2).** Trainees will not be recommended for an evaluation if a training guide required event is incomplete or requires corrective action. **(T-2).**

A2.2.3.1. On missions without an instructor or examiner, the senior qualified counterpart will accomplish required training for those areas not requiring an instructor. **(T-2).** Annotate applicable training information in the training guide.

A2.2.3.2. When an initial qualification flight evaluation is not successfully completed and additional training is required, the flight commander will annotate deficient areas on reproduced pages of the appropriate training guide and training progress record. **(T-2).** This mini-training guide will be placed in the AF Form 4022 and used to document completion of additional training. **(T-2).**

A2.2.3.3. At the conclusion of training, when all requirements of the training guide are met, fill-out an AF Form 4025. Maintain the training guide and associated AF Form 4025 in a training folder according to **paragraph A2.1.5**.

A2.2.4. Review Procedures.

A2.2.4.1. Instructors and students will review the training guide after each training period and discuss training accomplished, problem areas, and immediate goals. **(T-2).** The following are areas that should be covered by the instructor in the comments' section:

A2.2.4.1.1. Pilots:

A2.2.4.1.1.1. Airdrop missions. List number and types of drops.

A2.2.4.1.1.2. Applicable NVG Phase of training. Include the number of NVG landings, low-level routes, and the number or types of NVG drops.

A2.2.4.1.2. Loadmasters:

A2.2.4.1.2.1. Operational flights or static loads. Enter a general description of the payload, number of pallets, rolling stock cargo (trucks, engines, tanks, etc.), floor-loaded general cargo, and passengers, e.g., 8 pallets and 5 passengers.

A2.2.4.1.2.2. Airdrop missions. Enter the words "no drop" when the load did not exit the aircraft.

A2.2.4.1.2.3. Personnel airdrop missions. Enter the number of personnel dropped on each pass, e. g. "first pass-X," "second pass-X," etc.

A2.2.4.1.2.4. Heavy equipment airdrop missions. Enter a general description of the load, e.g., "type V, sequential platform (one mass load, one jeep), etc." The instructor will sign and enter his or her crew qualification on the training progress record. **(T-2).** The trainee will initial the training progress record. **(T-2).**

A2.2.4.2. The flight commander or squadron training representative will conduct a monthly review of training guides. **(T-2).** This review will be indicated by entering initials and date in the review block of the training guide. **(T-2).**

A2.2.4.3. The Sq/CC or Sq/DO will review active training guides at least once each calendar quarter and prior to an evaluation. **(T-2).** This review will be a separate entry on the training guide and will include comments on weak areas and upgrade potential. **(T-2).**

The reviewing officer will indicate review by signing the instructor-trainer block of the training progress record, and enter "quarterly review" in the training period identifier block. **(T-2).**

A2.2.4.4. Records of crewmembers, not receiving training (but in an active status), will be reviewed monthly and quarterly as indicated above. **(T-2).** If applicable, the statement, "no training accomplished during this period," the reason why, and the projected date when training will resume will be entered on the student's training progress record. **(T-2).**

A2.2.5. Disposition of Training Guides. Place completed training guides in AF Form 4022 and maintain according to **paragraph A2.1.5**.

A2.3. Grading Procedures. This section serves as a guide when developing syllabuses but is not required. Individual syllabuses are authoritative and take precedent over this section to allow more flexibility in syllabus development, if needed. Non-AMC developed syllabuses should, at a minimum, outline the three digit sections of **Figure A2.1**. (e.g., **2.3.1**. Performance and Knowledge Standards, **2.3.2** Individual Task/Event Grading). Guide for Syllabus Development listed below:

A2.3.1. Performance and Knowledge Standards. Measure student performance and knowledge against the course training standards (CTS) and the required proficiency level (RPL). These standards and proficiency levels are drawn from the Master Task Listing (MTL) and AFI 11-2MDS, Volume 2. The RPL is the minimum level the student must accomplish as per the MIF. A performance code value (**Table A2.1**) will have a knowledge code (**Table A2.2**) associated for each specific task/event or sortie/lesson (for example, 2B or 3C). Knowledge codes can be used alone to define a level of knowledge for a subject not directly related to any specific task/event (for example, B or C), or for a subject common to several tasks/events.

A2.3.2. Individual Task/Event Grading.

A2.3.2.1. A. Briefing Only (B) — Briefing item only.

A2.3.2.2. B. Familiarization (F) — May be accomplished by briefing, demonstration, observation or actual accomplishment.

A2.3.2.3. C. Proficient (P) — Individual has achieved the required proficiency level (per MIF table).

A2.3.2.4. D. Satisfactory (S) — Individual has not achieved the required proficiency level but progress is satisfactory.

A2.3.2.5. E. Unsatisfactory (U) — Individual was previously proficient, but has regressed or progress is unsatisfactory.

A2.3.3. Overall Lesson/Event/Sortie Grade

A2.3.3.1. After grading individual tasks, the aircraft flight instructor will rate the student's overall performance and annotate it in the student's Electronic Grade Book/GTIMS.

A2.3.3.2. The overall grade scale is as follows:

A2.3.3.2.1. A. Unsatisfactory (U) — Unsatisfactory progress on this lesson or sortie.

A2.3.3.2.2. B. Conditional (C) — Marginal progress on this lesson or sortie.

A2.3.3.2.3. C. Good (G) — Normal progress on this lesson or sortie.

A2.3.3.2.4. D. Excellent (E) — Excellent progress on this lesson or sortie.

A2.3.3.2.5. E. No Grade (NG) — Non-graded lesson or sortie.

A2.3.4. Course Training Standards.

A2.3.4.1. CTS equate to a proficiency maneuver grade of "P" for task/event performance or "P" for task/event knowledge unless otherwise stated, "3" for GTIMS grading. The student will attain this standard not later than completion of the sortie prior to the evaluation (flight or simulator).

A2.3.4.2. Procedural knowledge and application will comply with applicable and current directives to allow safe and efficient mission accomplishment.

A2.3.4.3. Momentary deviations are acceptable if timely corrections are made and safety of flight is not compromised.

A2.3.4.4. The CTS correspond to the grading criteria areas in the AFMAN 11-2C-130J V2, except those unique to each course and designated by a higher series number than those associated with the Volume 2 areas or subareas (for example, 100 series CTS). The source regulation takes precedence if a variance occurs between the CTS and the source regulation.

A2.3.5. Maneuver Item File (MIF). Students will be graded on all items listed in the formal course syllabus MIF table unless exceptions are noted in the training record. Attain an RPL of "P" prior to last profile/evaluation sortie unless otherwise noted.

A2.3.6. Proficiency Advancement (PA). The MATS Site Manager, Sq/DO or Flt/CC is the approval authority for student PA. Students may advance past a single sortie/lesson to the next sortie/lesson or evaluation in a training category provided all RPLs are met or exceeded for the advanced (skipped) sortie/lesson. **Note**: PA may be utilized more than once in a phase, as applicable. **Note:** Minimum events may not be reduced for a lesson/phase with a PA grade.

A2.3.7. Break-in-Training (BIT). The MATS Site Manager or Sq/DO may authorize an additional training sortie due to extended training delays. As a guide, consider 7 calendar days, but no more than 14 days without an aircraft or ATD sortie as an extended break. Use this authority only when the remaining syllabus sorties are insufficient to compensate for the BIT. All additional training will be documented in the student's training record. Additional training sorties will be limited to those required for the student to regain the proficiency level attained prior to the BIT. BIT sorties will be graded no-grade (NG) overall unless safety of flight is a factor upon which an unsatisfactory (U) is then warranted.

A2.3.8. Additional Training. Total allowable additional training will be set at 15 percent or two events (whichever is greater) above syllabus directed training requirements and will be calculated for both ground based training devices (ATDs) and for flight training. **Note:** Areas that calculate to a whole number and a decimal will be rounded to the next higher number (e.g., 1.4 would be set at a maximum of two). ATD and additional training sortie maximums will be accounted for separately. Calculated additional training totals will be documented in each syllabus. Additional training events should be allocated evenly between the Sq/CC and OG/CC. Once a student has exceeded the number of training flights and/or additional training

sorties allowed by the syllabus (with the exceptions noted in **paragraph 4.2.3**), commanders may consider eliminating the student according to AFMAN 11-402.

A2.3.9. Regression. Crewmembers should be graded to the standard of performance and knowledge demonstrated on each separate task and/or event. For regression, the student will re-obtain proficiency prior to the end of the block of training in order to be recommended for a checkride (when applicable) or certification (when applicable). **(T-3).**

Table A2.1. Event and Task Performance Standard

Code:	Performance is:	Definition:
1	Extremely Limited	Individual can do most activities only after being told or shown how.
2	Partially Proficient	Individual can do most of the behaviors, but not necessarily to the desired levels of speed, accuracy, and safety.
3	Proficient	Individual can do and show others how to do the behavior in an activity at the minimum acceptable levels of speed, accuracy, and safety without the assistance of an instructor. For copilots, proficiency may involve actual aircraft control or copilot duties only. For instructors, proficiency includes the ability to demonstrate, instruct, and supervise ground and flight activity.
4	Highly Proficient	Individual can do behaviors in an activity at the highest level of speed, accuracy and safety.

Table A2.2. Event and Task Knowledge Standard.

A	Facts and Nomenclature	Individual can identify basic facts and terms about the subject and when used with a performance code, can state nomenclature, simple facts, or procedures involved in an activity.
B	Principles and Procedures	Individual can explain relationship of basic facts and state general principles about the subject and when used with a performance code, can determine step-by-step procedures for sets of activities.
C	Analysis and Operating Principles	Individual can analyze facts and principles and draw conclusions about the subject and when used with a performance code, can describe why and when each activity will be done and tell others how to accomplish activities.
D	Evaluation and Complete Theory	Individual can evaluate conditions and create new rules or concepts about the subject and when used with a performance code, can

		inspect, weigh, and design solutions related to the theory involved with activities.

Attachment 3

MODULAR AIRBORNE FIRE FIGHTING SYSTEM (MAFFS) & IMPROVED MODULAR AIRBORNE FIRE FIGHTING SYSTEM (I-MAFFS).

A3.1. Overview. The MAFFS mission is performed jointly by ANG, AFRC, and US Forest Service (USFS) personnel. The USFS serves as the lead federal agency in this partnership. This section establishes initial and continuation training requirements for a MAFFS-certified C-130J crewmember. MAFFS Instructor certification guidance is also included. OG/CCs of MAFFS Wings may provide additional guidance or clarification in local training procedures. However, this guidance cannot change or modify the MAFFS training program outside of the waiver authority listed within this section or the MAFFS training syllabus. Changes to MAFFS training guidance is approved by AMC/A3/10 in coordination with NGB/A3 and AFRC/A3 to ensure training continuity within the MAFFS Wings.

A3.1.1. Proposed MAFFS syllabus changes and updates by any MAJCOM/A3-designated MAFFS Wing, are forwarded to appropriate MAJCOM/A3T (or equivalent) for coordination. NGB/A3M and AFRC/A3M forward syllabus updates or change requests to AMC/A3T for consideration, coordination and final approval. AMC/A3T maintains the master files and approves syllabus changes and updates upon receipt of coordination from NGB/A3M and AFRC/A3M. Final syllabus approval authority is AMC/A3T in coordination with NGB/A3M and AFRC/A3M.

A3.1.2. Flying units will conduct MAFFS Certification for pilots and loadmasters is in accordance with the approved training syllabus. **(T-2).** Upon completion of training, as detailed in this manual and the syllabus, crewmembers are certified for MAFFS missions. Because C-130J mission qualified crewmembers are already evaluated on visual low-level and airdrop operations in accordance with AFMAN 11-2C-130JV2, additional flight evaluations are not required to certify MAFFS aircrew.

A3.2. Authority for MAFFS Certification and Waivers for Continuation Training. Crewmembers are selected for MAFFS training via the semi-annual TRP process. The OG/CC uses the Review and Certification (R&C) process to validate training and certify crewmembers for MAFFS operations annually. The OG/CC is the waiver authority for MAFFS aircrew continuation training requirements in accordance with **paragraph A3.7**

A3.3. Time Period for Mission Certification Training. MAFFS initial certification and continuation training is conducted on an annual basis in coordination with the USFS. Due to the challenge of scheduling a training event of this nature, there is no specified training time limit. However, MAFFS training generally occurs NLT 31 May of each year.

A3.4. MAFFS Training Prerequisites.

A3.4.1. For all crew positions, crewmembers are highly experienced, airdrop qualified C-130 Mission Ready crewmembers. Pilots will be formation and visual low level qualified. **(T-2).** Crewmembers should be available to complete the required training and respond to mission tasking during the wildfire season. Aircrew are designated by the OG/CC for course entry. **Table A3.1** requirements will be met for MAFFS initial certification or upgrades. **(T-3)**.

A3.4.2. OG/CC is designated waiver authority for any MAFFS Certification/Upgrade prerequisites listed (e.g., flying hours, actual fire drops, seasons) and may dictate additional

requirements beyond minimums set forth in **Table A3.1** However, only one prerequisite may be waived by the OG/CC. If waiver authority is exercised, OG/CC will notify MAJCOM/A3T (or equivalent) who will in turn notify AMC/A3T. **(T-2).** Waiver authority should be used judiciously, by exception and for mission accomplishment purposes.

A3.4.3. MAJCOM/A3 is approval authority for the waiver of multiple prerequisites. Requesting OG/CC will forward requests to MAJCOM/A3T (or equivalent) for coordination and approval. **(T-2).** MAJCOM/A3T (or equivalent) will notify AMC/A3T of any MAJCOM/A3 waiver. **(T-2).**

Table A3.1. MAFFS Certification / Upgrade Prerequisites.

From	To	C-130J Hours (Note 1)	Actual Fire Drops (Note 2)	Seasons (Note 3)	Deployments (Note 4)
FPQ/FPL /MP/IP	MAFFS Copilot	750 C-130J or 1,200 total hours & 500 C-130J	N/A	N/A	N/A
MAFFS Copilot	MAFFS AC	1,800 C-130J or 2,500 total hours & 750 C-130J AC	15	2	2
MAFFS AC/ML	MAFFS Instructor	1,500 (Note 5)	30 (Note 6)	4	6
ML	MAFFS ML	750	N/A	N/A	N/A

Notes:

1. Total flying hours does not include simulator and other time. C-130J flying hours will be in like crew position. **(T-2).** Crossflow pilots may include flight time from other military aircraft. OG/CC may approve up to 500 C-130E/H hours toward the C-130J hour requirements for cross-flow pilots and loadmasters.

2. Actual fire drops can include multiple incremental drops during one sortie. However, OG/CC's should ensure crewmembers have a variety of actual fire drop experience (flat land, high altitude, steep terrain, full load drops, incremental drops, multiple incidents, etc.).

3. Cumulative total since initial MAFFS certification. A season is experience gained between annual continuation training cycles. For example, if a Wing conducted training 6-10 May each year, the season would be defined as 11 May through 5 May. The season may be more or less than a year in length dependent on when training dates fall throughout the year.

4. Cumulative total since initial MAFFS certification. A deployment is experience gained through deploying, preferably performing actual fire drops during, and re-deploying during any one season.

5. Will be an instructor in respective crew position. **(T-2).** Pilots and Loadmasters will have 100 instructor hours. **(T-2).**

6. Total number of actual fire drops in current crew position. For example, to upgrade to MAFFS IP a total number of 30 drops as an MAFFS AC is required.

A3.5. MAFFS and I-MAFFS Initial Training.

A3.5.1. Aircrew members will accomplish ground and flight training under the supervision of a MAFFS instructor. **(T-2).** All training is conducted in accordance with the approved MAFFS Syllabus during the USFS-coordinated training session. Upon successful completion of all required training items, instructors nominate the crewmember for certification. Once certified by the Sq/CC, crewmembers are authorized to perform MAFFS mission duties in their crew position.

A3.5.2. If crew management allows during an activation, initial certified MAFFS Copilots and Aircraft Commanders should fly their first actual fire drops in their respective crew position under direct supervision of a MAFFS Instructor Pilot.

A3.5.3. MAFFS Instructors. MAFFS instructor candidates are selected from among the most qualified MAFFS crewmembers and experienced in all phases of MAFFS flying operations, including actual wildfire airdrops. Prior to MAFFS Instructor training, candidates will complete MAFFS continuation training to certify for the season. **(T-3).** MAFFS instructor candidates will conduct training that includes ground and flight certification requirements under the supervision of a MAFFS instructor. **(T-2).** At a minimum, instructor upgrades will instruct at least one block of ground training from **Table A3.2** and provide flight instruction during MAFFS annual continuation and initial/upgrade training sorties. **(T-3).** Drops will include fully loaded drops, incremental drops, fully loaded system go around, and should include exposure to outlying air tanker base operations. **(T-2).** MAFFS Instructor Pilot upgrades should demonstrate the ability to teach from both seats. OG/CCs may provide additional guidance and specific requirements for instructor certification.

A3.6. Continuation Training. This section outlines ground and flying continuation training requirements for MAFFS-certified crewmembers. A certified MAFFS Instructor will supervise all ground continuation training. **(T-2).** To reinforce positive training, MAFFS Instructors should fly on continuation training sorties in accordance with **paragraph A3.8.1.2**, all crewmembers will be current for airdrop, and pilots will be current in visual low-level and visual formation. **(T-2).** MAFFS continuation training is accomplished during an annually scheduled training session conducted by the individual operational MAFFS Wing or in coordination with USFS at their biennially provided training event. The USFS will provide a lead plane for annual MAFFS flight training and will provide required ground training a minimum of biennially. **(T-2).** If individuals are unable to attend training during the time specified for their Wing, they may attend training at an alternate MAFFS Wing location where training is being offered. If a crewmember does not attend a training session, they are considered N-MR for MAFFS missions and may regain MAFFS MR Status as directed by **paragraph A3.7**. If a crewmember loses airdrop qualification, they will also lose MAFFS certification until qualification is regained. **(T-2).** In addition, if pilots lose formation or visual low level qualification, they will also lose MAFFS certification until qualification is regained. **(T-2).**

A3.6.1. USFS Certification. MAFFS Sq/CCs or OG/CCs certify individual crewmember qualifications and submit to the USFS upon successful completion of all required training items.

A3.6.2. Continuation Training Requirements. MAFFS currency duration is based on the annual MAFFS training program tracked via an annual training cycle. DOT will document training accomplishment in accordance with **paragraph A3.6.1**. **(T-2).**

A3.6.3. Ground Training. Aircrew member will accomplish ground training in accordance with **Table A3.2 (T-2).** Changes to approved courseware should be published by AMC/A3T no later than 1 March of each year.

A3.6.4. Flight Training. Accomplish annual flying training in accordance with **Table A3.2** To credit flying continuation training requirements, MAFFS training drops will be under the supervision of a USFS or other agency provided lead plane as directed AFMAN 11-2C-130JV3, Addenda B, waiverable by AMC A3/10.

Table A3.2. MAFFS Ground Continuation Training Events.

Code	Event	Frequency	Position
	Operational MAFFS Wing Provided Training		
	USFS Provided Training		
GF41Y	I-MAFFS Initial / Annual Refresher Training	A	All
GF43Y	I-MAFFS Initial / Annual Refresher Loading Retardant & Air Servicing Procedures	A	L
GF77Y	MAFFS Annual Refresher Training	A	P, L
GF79Y	MAFFS Chemicals	B	P, L
GF81Y	MAFFS Fire Tactics and Behavior Ground Training	B	P
GF83Y	MAFFS Loading Retardant Air Servicing Procedures	A	L
GF85Y	MAFFS Operating in MAFFS Environment Refresher Training	A	P
GF87Y	MAFFS Tanker Base Operations Ground Training	B	P, L
GF89Y	MAFFS Communications and Dispatch Procedures Ground Training	B	P
A-Annual, B-Biennial, P-Pilot, L-Loadmaster			

Table A3.3. MAFFS Mission Annual Continuation Flying Requirements.

Code	Event	Pilots/Loadmaster	Notes
	MAFFS Mission Events	FTL A/B/C	
AM29Y	MAFFS Training Drop	9	1
AM31Y	MAFFS-Training Drop (Wet)	3	
AM35Y	MAFFS-Training Heavy Weight Go Around	1	2
AM33Y	MAFFS-Training Emergency Escape	1	2
AM53Y	MAFFS-Actual Fire Drop		3
AM51Y	MAFFS-Actual Fire Drop (Pilot Flying)		4
AM55Y	MAFFS-Actual Fire Drop (Pilot Monitoring)		4

Notes:

Annual training table requires all events be loaded as a currency. SARMS needs to ensure ARMS volume is updated in the Training Accomplishment screen.

Requirements may be accomplished during one sortie unless the MAFFS IP determines additional continuation training is required.

1. AM29Y events can be credited by accomplishing MAFFS wet or dry drops

2. Fully loaded system required. Simulate one MAFFS heavy weight go around and one MAFFS Emergency Escape Procedure. Actual emergency dumping of load is not required.

3. Actual fire drops are not required to maintain certification, but are tracked to reflect MAFFS experience.

4. Pilot requirement only. Used for tracking purposes, specific volume of events not required.

A3.7. Failure to Complete MAFFS Training Requirements.

A3.7.1. MAFFS crewmembers normally regain MAFFS currency by completing the annually scheduled training session conducted by the individual operational MAFFS Wing or in coordination with USFS at their biennially provided training event. Flying in supervised status with an instructor should be used for operational necessity only. Declare individuals N-MR for MAFFS missions if they fail to complete annual continuation ground or flying training requirements. **(T-3).** The following guidance applies.

A3.7.2. Failure to Complete MAFFS Ground Training Events. Failure to complete Ground Continuation training events in **Table A3.2** leads to MAFFS N-MR status. This N-MR status prohibits an individual from accomplishing MAFFS in-flight duties until the delinquent event is accomplished. If an individual does not attend the annual training session, ground training will be accomplished by a MAFFS Instructor prior to flying actual MAFFS missions. **(T-3).** For events GF89Y, GF87Y, GF81Y, and GF79Y provided by the USFS, crewmembers may elect to attend training at an alternate MAFFS Wing location where this training is being offered. Otherwise, the individual may receive training from a MAFFS Instructor using USFS provided courseware.

A3.7.3. Failure to Complete MAFFS Flying Training Events. At the end of the annual MAFFS training session, the Sq/CC or Sq/DO will review ARMS products for crewmembers that fail to accomplish all MAFFS continuation flying training requirements as directed in **Table A3.3**. **(T-2).** Failure to complete these requirements prohibits an individual from accomplishing unsupervised MAFFS in-flight duties. If a crewmember does not complete annual flying continuation training as directed by **Table A3.3**, they may regain currency on a wildfire activation. Training is coordinated with the Provisional Expeditionary Aerospace Squadron-Mission Commander (EAS-WFF(P)/MC) who in turn notifies the USFS MAFFS Liaison Officer (MLO). In no case, will more than one crew position receive currency training on a MAFFS actual fire sortie. **(T-2).**

A3.7.3.1. Requirements to regain MAFFS flying currency. If a crewmember does not complete annual flying continuation training as directed by **Table A3.3**, they may regain currency on a wildfire activation; however, the individual will be under direct supervision

of a MAFFS instructor of like crew position and the currency training, to include any additional instructors required on the mission will be approved by the AEG-WFF/CC (Federal Activations) or the appropriate OG/CC (State Activations). **(T-2).** Actual fire drops are logged as AM53Y events. In no case will the total number of actual fire drops to regain currency be less than the AM31Y event requirement. **(T-2).** The unqualified MAFFS aircrew member will meet AM35Y requirements by conducting the event prior to entering the Fire Traffic Area (FTA) and prior to joining on the lead plane, at a minimum of 1,000' AGL and in accordance with AFMAN 11-2C-130JV3, Addenda B. **(T-2).** Direct supervision is required until the instructor determines the aircrew member can safely perform their duties without supervision. As determined by the instructor, additional sorties or actual fire drops may be required. If an individual misses two consecutive annual MAFFS training sessions, that individual loses MAFFS certification and will complete MAFFS recertification in accordance with the MAFFS Syllabus, waiverable by AMC A3/10.

A3.8. MAFFS Crewmembers N-MR for Ground and Flying Training Events.

A3.8.1. MAFFS missions require all crewmembers to be airdrop qualified. Pilots require visual formation and low level qualification. In addition to guidance listed in **paragraph 4.9**. N-MR Flying Restrictions, crewmembers have the following separate guidance for maintaining mission ready status for MAFFS mission.

A3.8.1.1. N-MR for Ground training events. With the exception of mandatory grounding items, crewmembers N-MR for ground training events in the RTM may fly unsupervised on MAFFS missions as long as the crewmembers do not accomplish the specific event(s) that put them into N-MR training status.

A3.8.1.2. N-MR for flying training events. Crewmembers N-MR for flying training events in RTM may fly unsupervised on MAFFS missions as long as the crewmembers do not accomplish the specific event(s) that put them into N-MR status. For pilots to be considered current for day visual formation, day low level, and day airdrop the following events apply: VLL, VLL Day Event; VLL Formation Day Event; any one airdrop event between Airdrop-CDS, Airdrop-Equipment, LCLA or Airdrop-Personnel. Loadmasters are considered current with any one of the following events, CDS (AG03Y), Equipment (AG15Y), LCLA (AG37Y), or Personnel Airdrop (AG47Y or AG49Y).

A3.9. Modular Airborne Fire Fighting System (MAFFS) and Improved Modular Airborne Fire Fighting System (I-MAFFS) Training Events. Applies to units that have special certification requirements and training to meet MAFFS objectives.

A3.9.1. **GF77Y** – MAFFS Annual Refresher

A3.9.1.1. Purpose: MAFFS mission specific continuation training conducted for all crew positions.

A3.9.1.2. Description: MAFFS Certified crewmember refresher training for the following MAFFS specific subjects: Review of MAFFS System Components & Functions; Command & Control of MAFFS missions; Tanker Base Operations; Ground and Pit Operations; Checklist Procedures; In-flight Procedures; Emergency Procedures; CRM/TEM, ORM, Aircrew Discipline/Crew Coordination.

A3.9.1.3. OPR: AMC/A3T

A3.9.1.4. Curriculum Development: MAFFS Wings in coordination with MAJCOM/A3T (or equivalent).

A3.9.1.5. Training Media: Academic instruction and MAFFS equipped aircraft.

A3.9.1.6. Instructor: MAFFS Instructor certified in accordance with **paragraph A3.5.1**.

A3.9.2. **GF85Y** – Operating in MAFFS Environment

A3.9.2.1. Purpose: MAFFS mission specific continuation training conducted for Pilots.

A3.9.2.2. Description: MAFFS Certified Pilots refresher training for the following MAFFS specific subjects: Weather Procedures; Weather Avoidance; Hazards of Mountain Flying; Aircraft Performance; TDFM-136 FM Radio Operations; National Flight Following procedures will be covered to include transitioning through multiple flight following geographic areas.

A3.9.2.3. OPR: AMC/A3T

A3.9.2.4. Curriculum Development: MAFFS Wings in coordination with MAJCOM/A3T (or equivalent).

A3.9.2.5. Training Media: Academic instruction.

A3.9.2.6. Instructor: MAFFS Instructor Pilot certified in accordance with **paragraph A3.5.1**.

A3.9.3. **GF83Y** – MAFFS Loading Retardant Air Servicing Procedures

A3.9.3.1. Purpose: MAFFS mission specific continuation training conducted for Loadmasters.

A3.9.3.2. Description: MAFFS Certified Loadmaster training onloading and installation procedures for the MAFFS unit, retardant filling procedures and air servicing procedures. Door plug and nozzle assembly installation training is conducted under supervision of qualified MX personnel using approved job guide.

A3.9.3.3. OPR: AMC/A3T

A3.9.3.4. Curriculum Development: MAFFS Wings in coordination with MAJCOM/A3T (or equivalent)

A3.9.3.5. Training Media: Academic instruction and MAFFS equipped aircraft.

A3.9.3.6. Instructor: MAFFS Instructor Loadmaster certified in accordance with **paragraph A3.5.1**.

A3.9.4. **GF89Y** – MAFFS Communications and Dispatch Procedures

A3.9.4.1. Purpose: MAFFS mission specific continuation training conducted for Pilots.

A3.9.4.2. Description: Training provided by the U.S. Forest Service (USFS) on the use of the TDFM-136 FM radio, dispatch procedures and National Flight Following procedures.

A3.9.4.3. OPR: USFS

A3.9.4.4. Curriculum Development: USFS in coordination with MAFFS Wings.

A3.9.4.5. Training Media: Academic instruction.

A3.9.4.6. Instructor: USFS Communication personnel, Lead Plane Pilot or MAFFS Air Tanker Base Manager (MABM).

A3.9.4.7. Additional Information: If USFS personnel are unavailable, training may be conducted by a MAFFS Instructor using USFS provided courseware.

A3.9.5. **GF87Y** – MAFFS Tanker Base Operations

A3.9.5.1. Purpose: MAFFS mission specific continuation training conducted for all crew positions.

A3.9.5.2. Description: Training provided by the U.S. Forest Service (USFS) on procedures for Tanker Base operations.

A3.9.5.3. OPR: USFS

A3.9.5.4. Curriculum Development: USFS in coordination with MAFFS Wings.

A3.9.5.5. Training Media: Academic instruction.

A3.9.5.6. Instructor: MAFFS Air Tanker Base Manager (MABM), MAFFS Air Tanker Base Specialist (MABS) or Lead Plane Pilot.

A3.9.5.7. Additional Information: If USFS personnel are unavailable, training may be conducted by a MAFFS Instructor using USFS provided courseware.

A3.9.6. **GF81Y** – MAFFS Fire Tactics and Behavior

A3.9.6.1. Purpose: MAFFS mission specific continuation training conducted for Pilots, Navigators and Flight Engineers.

A3.9.6.2. Description: Training provided by the U.S. Forest Service (USFS) on tactics employed during aerial firefighting and wildland fire behavior.

A3.9.6.3. OPR: USFS

A3.9.6.4. Curriculum Development: USFS in coordination with MAFFS Wings.

A3.9.6.5. Training Media: Academic instruction.

A3.9.6.6. Instructor: Lead Plane Pilot.

A3.9.6.7. Additional Information: If USFS personnel are unavailable, training may be conducted by a MAFFS Instructor using USFS provided courseware.

A3.9.7. **GF79Y** – MAFFS Chemicals

A3.9.7.1. Purpose: MAFFS mission specific continuation training conducted for all crew positions.

A3.9.7.2. Description: Training provided by the U.S. Forest Service (USFS) on properties and application of fire retardant used during aerial firefighting.

A3.9.7.3. OPR: USFS

A3.9.7.4. Curriculum Development: USFS in coordination with MAFFS Wings.

A3.9.7.5. Training Media: Academic instruction.

A3.9.7.6. Instructor: Missoula Technology and Development Center (MTDC) personnel or Lead Plane Pilot.

A3.9.7.7. Additional Information: If USFS personnel are unavailable, training may be conducted by a MAFFS Instructor using USFS provided courseware.

A3.9.8. **AM29Y** – MAFFS Training Drop

A3.9.8.1. Purpose: MAFFS mission specific continuation training conducted for all crew positions.

A3.9.8.2. Description: Credit event for each MAFFS training drop event. Actual dispensing of liquid is not required. Dry passes are approved. Multiple events logged on the same sortie require, as a minimum, completion of the Slowdown through Completion of Drop checklists. Aircrew may dual log with AM31Y, AM51Y and/or AM55Y, as applicable.

A3.9.8.3. OPR: AMC/A3T

A3.9.8.4. Training Media: Aircraft.

A3.9.8.5. Instructor: MAFFS Instructor, for like crew position, certified in accordance with **paragraph A3.5.1** and utilized in accordance with **paragraph A3.6**

A3.9.8.6. Additional information: N/A

A3.9.9. **AM31Y** – MAFFS-Training Drop (Wet).

A3.9.9.1. Purpose: MAFFS mission specific continuation training conducted for all crew positions.

A3.9.9.2. Description: Credit event for each MAFFS training drop event when liquid is dispensed from the MAFFS system. Multiple events logged on the same sortie require, as a minimum, completion of the Slowdown through Completion of Drop checklists. Aircrew may dual log with AM51Y and/or AM55Y, as applicable.

A3.9.9.3. OPR: AMC/A3T

A3.9.9.4. Training Media: Aircraft.

A3.9.9.5. Instructor: MAFFS Instructor, for like crew position, certified in accordance with **paragraph A4.5.1** and utilized in accordance with **paragraph A4.6**.

A3.9.9.6. Additional information: N/A

A3.9.10. **AM35Y** – MAFFS Heavy Weight Go Around

A3.9.10.1. Purpose: MAFFS mission specific continuation training conducted for Pilots.

A3.9.10.2. Description: Training conducted to familiarize aircrew with handling characteristics of an aircraft performing a heavy weight go around from the MAFFS drop profile. Maneuver is planned, briefed and conducted in accordance with MAFFS Tactics Bulletin Heavy Weight Go Around procedure.

A3.9.10.3. OPR: AMC/A3T

A3.9.10.4. Training Media: Aircraft.

A3.9.10.5. Instructor: MAFFS Instructor Pilot certified in accordance with **paragraph A3.5.1** and utilized in accordance with **paragraph A3.6**.

A3.9.10.6. Additional Information: When training is performed in association with an actual fire event, conduct outside of Fire Traffic Area (FTA) at a minimum altitude of 1000'AGL. Ensure adequate clearance from other aircraft and coordinate with ATC, as required, prior to initiating maneuver.

A3.9.11. **AM33Y** – MAFFS Emergency Escape

A3.9.11.1. Purpose: MAFFS mission specific continuation training conducted for Pilots.

A3.9.11.2. Description: Training conducted to reinforce Wind shear Recovery procedures during a MAFFS drop event. Maneuver is planned, briefed and conducted in accordance with MAFFS Tactics Bulletin. Low-Level Wind Shear Escape Procedure.

A3.9.11.3. OPR: AMC/A3T

A3.9.11.4. Training Media: Aircraft.

A3.9.11.5. Instructor: MAFFS Instructor Pilot certified in accordance with **paragraph A3.5.1** and utilized in accordance with **paragraph A3.6**.

A3.9.11.6. Additional Information: When training is performed in association with an actual fire event, conduct outside of Fire Traffic Area (FTA) at a minimum altitude of 1000'AGL. Ensure adequate clearance from other aircraft and coordinate with ATC, as required, prior to initiating maneuver.

A3.9.12. **AM53Y** – MAFFS-Actual Fire Drop

A3.9.12.1. Purpose: MAFFS drop on an actual fire for all crewmembers.

A3.9.12.2. Description: Credit event for any MAFFS drop conducted in support of an actual firefighting mission.

A3.9.12.3. OPR: AMC/A3T

A3.9.12.4. Training Media: Aircraft.

A3.9.12.5. Instructor: NA for MR crewmembers.

A3.9.12.6. Additional information: N/A

A3.9.13. AM51Y MAFFS Pilot Flying Drop

A3.9.13.1. Purpose: Any MAFFS drop event, training or operational, performed as pilot flying

A3.9.13.2. Description: Credit when performing a training or operational MAFFS drop event as pilot flying. Actual dispensing of liquid is not required. Dry passes are approved. Multiple events logged on the same sortie require, as a minimum, completion of the Slowdown through Completion of Drop checklists. Dual credit with AM29Y or AM53Y, as applicable.

A3.9.13.3. OPR: AMC/A3T

A3.9.13.4. Training Media: Aircraft

A3.9.13.5. Instructor: NA for MR crewmembers

A3.9.13.6. Additional information: N/A

A3.9.14. **AM55Y** – MAFFS Pilot Monitoring Drop

A3.9.14.1. Purpose: Any MAFFS drop event, training or operational, performed as pilot monitoring.

A3.9.14.2. Description: Credit when performing a training or operational MAFFS drop event as pilot monitoring. Actual dispensing of liquid is not required. Dry passes are approved. Multiple events logged on the same sortie require, as a minimum, completion of the Slowdown through Completion of Drop checklists. Dual credit with AM29Y or AM53Y, as applicable.

A3.9.14.3. OPR: AMC/A3T

A3.9.14.4. Training Media: Aircraft.

A3.9.14.5. Instructor: NA for MR crewmembers.

A3.9.14.6. Additional information: N/A

A3.9.15. **GF41Y** – I-MAFFS Initial / Annual Refresher Training

A3.9.15.1. Purpose: I-MAFFS specific differences training conducted for all crew positions.

A3.9.15.2. Description: MAFFS certified crewmember refresher training for the following I-MAFFS specific subjects: Review of I-MAFFS System Components and Functions; I-MAFFS Checklist Procedures; I-MAFFS In-flight Procedures; I-MAFFS Emergency procedures;

A3.9.15.3. OPR: AMC/A3T

A3.9.15.4. Curriculum Development: MAFFS Wings in coordination with MAJCOM/A3T (or equivalent).

A3.9.15.5. Training Media: Academic instruction.

A3.9.15.6. Instructor: MAFFS Instructor certified in accordance with **paragraph A3.5.1**

A3.9.16. **GF43Y** – I-MAFFS Initial / Annual Refresher Loading, Retardant and Air Servicing Procedures

A3.9.16.1. Purpose: I-MAFFS mission specific continuation training conducted for Loadmasters.

A3.9.16.2. Description: MAFFS Certified Loadmaster training onloading and installation procedures for the I-MAFFS unit, retardant filling procedures and air servicing procedures. Door plug and nozzle assembly installation training is conducted under supervision of qualified MX personnel using approved job guide.

A3.9.16.3. OPR: AMC/A3T

A3.9.16.4. Curriculum Development: MAFFS Wings in coordination with MAJCOM/A3T (or equivalent).

A3.9.16.5. Training Media: Academic instruction and MAFFS equipped aircraft.

A3.9.16.6. Instructor: MAFFS Instructor Loadmaster certified in accordance with **paragraph A3.5.1**