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***Flying Operations***

***C-130 AIRCREW TRAINING***



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The Privacy Act of 1974 affects this instruction. The Privacy Act System Number F011 AF XO A, *Air Force Operations Resource Management Systems (AFORMS)*, covers required information. The authority for maintenance of the system is 37 U.S.C. 301a, *Incentive Pay*, Public Law 92-204, Section 715, *Appropriations Act for 1973*, Public Laws 93-570, *Appropriations Act for 1974*, 93-294, *Aviation Career Incentive Act of 1974*, DoDD 7730.57, *Aviation Career Incentive Act of 1974 and Required Annual Report*, February 5, 1976, with Changes 1 and 2, and Executive Order 9397.

***SUMMARY OF REVISIONS***

**This document is substantially revised and must be completely reviewed.**

This instruction replaces guidance previously found in MCI 11-C130, Volume 1, *C-130 Aircrew Training*, for C/WC/LC-130 aircrew training and incorporates changes recommended by AMC, other MAJCOMs, units, the Command Curriculum Review Workshop, and the AMC Training Review Panel. This AFI is to be used in conjunction with AFI 11-202, Volume 1, *Aircrew Training*.

<b>Chapter 1—GENERAL</b>	<b>5</b>
1.1. Program Goals. ....	5
1.2. Waiver Authority. ....	5
Figure 1.1. Sample Waiver Request. ....	6
Table 1.1. Unit Waivers to AFI 11-2C-130, Volume 1 (MAJCOM or Higher Approval). ....	7
1.3. Use of Flying Hours. ....	7
1.4. Responsibilities. ....	7
1.5. In-Unit Training Time Limitations. ....	11

Table 1.2.	In-Unit Training Time Limitations. ....	11
1.6.	Recurrency Training. ....	12
1.7.	Requalification Training. ....	12
1.8.	Active Duty Service Commitment (ADSC). ....	12
1.9.	AF Form 4022, Aircrew Training Folder, Management. ....	12
1.10.	Examiner and Instructor Usage. ....	12
1.11.	Instructor Training and Supervision Requirements. ....	12
1.12.	Administration of AFI 11-2C-130, Volume 1. ....	13
<b>Chapter 2—</b>	<b>INITIAL QUALIFICATION TRAINING (PHASE I)</b>	<b>14</b>
2.1.	General Requirements. ....	14
2.2.	Initial Qualification Training Prerequisites. ....	14
2.3.	Ground Training Requirements. ....	14
Table 2.1.	BAQ Ground Training Requirements. ....	15
2.4.	Flying Training Requirements. ....	15
2.5.	Difference/Conversion Training. ....	15
2.6.	Multiple Qualifications. ....	17
2.7.	Senior Officer Qualification Requirements. ....	17
2.8.	Flight Surgeons. ....	17
2.9.	Reports. ....	17
2.10.	Failure to Progress. ....	18
<b>Chapter 3—</b>	<b>MISSION QUALIFICATION TRAINING (PHASE II)</b>	<b>19</b>
3.1.	Time Periods for Mission Qualification. ....	19
3.2.	Ground Training Requirements. ....	19
Table 3.1.	Mission Qualification Ground Training Requirements. ....	19
3.3.	Flying Training Requirements. ....	20
3.4.	Mission Qualification Training Requirements. ....	21
3.5.	Theater Indoctrination (TI). ....	22
<b>Chapter 4—</b>	<b>CONTINUATION TRAINING (PHASE III)</b>	<b>23</b>
4.1.	Aircrew status. ....	23
4.2.	Training Levels (TL). ....	24
4.3.	Training Events/Tables. ....	25

4.4. Currency for Aircrew Members. ....	26
Table 4.1. Ground Continuation Training Events (All Aircrew Members). ....	26
Table 4.2. Flight Surgeon Ground Continuation Training Events. ....	27
Table 4.3. C-130 Semiannual Continuation Flying Requirements (Pilots and Navigators). ....	29
Table 4.4. C-130 Semiannual Continuation Flying Requirements (Engineers and Loadmasters). ....	31
4.5. Proration of Training. ....	32
Table 4.5. Individual Availability. ....	32
4.6. Failure to Complete Continuation Training Requirements. ....	32
4.7. Requirements Before PCS or TDY by Members on Active Flying Status. ....	33
4.8. Requirements Before Removal from Active Flying. ....	33
4.9. Requirements While in Inactive Flying Status. ....	33
4.10. Retraining. ....	33
4.11. Aircrews Flying With Other Than US Air Force Units. ....	34
4.12. Flight Surgeon Requirements. ....	34
4.13. Centralized aircrew training record. ....	34
Table 4.6. Additional Training Events. ....	34
<b>Chapter 5—UPGRADE AND SPECIALIZED TRAINING</b>	<b>35</b>
5.1. Scope. ....	35
5.2. Aircraft Commander (AC). ....	35
5.3. Other Crew Position. ....	35
5.4. Aircrew Instructor Program. ....	35
5.5. Flight Examiner Certification. ....	36
5.6. Special Qualifications. ....	37
5.7. Failure to Progress (formal school). ....	41
<b>Chapter 6—AIRCREW TRAINING SYSTEM (ATS)</b>	<b>42</b>
6.1. Aircrew Training System. ....	42
6.2. Dedicated Training Time. ....	42
6.3. ATS Course Prerequisites. ....	42
6.4. Lesson Objectives. ....	42
6.5. Unsatisfactory Student Progress. ....	43
6.6. Courseware Changes. ....	43

6.7. ATS Courses. ....	43
6.8. Scheduling. ....	43
6.9. Administration. ....	45
6.10. Aircraft Flights for Contract Training Instructors. ....	46
<b>Attachment 1—GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION</b>	<b>48</b>
<b>Attachment 2—AFORMS TRAINING EVENT IDENTIFIERS AND DESCRIPTIONS</b>	<b>58</b>
<b>Attachment 3—AIRCREW TRAINING DOCUMENTATION</b>	<b>83</b>
<b>Attachment 4—SUMMARY GUIDE: MISSION QUALIFICATION AND UPGRADE TRAINING</b>	<b>92</b>
<b>Attachment 5—AF FORM 4024, ILLUSTRATIONS</b>	<b>95</b>
<b>Attachment 6—C-130 ATS COURSEWARE AVAILABILITY</b>	<b>112</b>

## Chapter 1

### GENERAL

#### 1.1. Program Goals.

1.1.1. Training Objective. The overall objective of the aircrew training program is to develop and maintain a high state of mission readiness for immediate and effective employment in exercises, peace-keeping operations, contingencies, limited war, and general war operations.

1.1.2. Training in this instruction is based on operational requirements in designed operational capability (DOC) statements, formal school training requirements, and AFPD 10-9, *Lead Operating Command Weapon Systems Management*.

#### 1.2. Waiver Authority.

1.2.1. Unless otherwise specified in this instruction, MAJCOM/DO is the waiver authority for specific aircrew training requirements in this instruction that are not governed by AFI 11-202, Volume 1.

1.2.2. Waiver approval authority for all formal school prerequisites specified in AFCAT 36-2223, *USAF Formal Schools*, is HQ AETC/DOF (*EXCEPTION: Operations Group Commanders may waive flying hour requirements*). Senior officer course waiver approval authority is HQ AETC/DO with concurrence of gaining MAJCOM/DO. 19 AF/DO is waiver approval authority for all AETC training syllabi (*EXCEPTION: Senior officer syllabus waiver approval authority is HQ AETC/DO*). Syllabus waiver requests will be in writing, to include the rationale for the waiver. A permanent record of all approved waivers will be maintained by the requesting wing. Units should request waivers through their MAJCOM headquarters or through the Numbered Air Force (NAF) if specified in the MAJCOM supplement. Headquarters should submit waivers to HQ AETC/DOF with information copies to 19 AF/DO. Waivers must be submitted and approved prior to aircrew members arriving for formal training. Copies of all waivers should be filed in the trainee's AF Form 4022, **Aircrew Training Folder**, and hand-carried to the school. Refer to AFI 11-2AE, Volume 1, for AECM waivers.

1.2.2.1. The MAJCOM training division is waiver authority for secondary method (in-unit) training. Submit waiver requests according to **Table 1.1**. Refer to **Chapter 5** to determine applicability to specific upgrade training programs.

1.2.3. The formal school commandant may waive completion of specific formal school events. The gaining unit operations group commander should be notified if a waived event is required for a squadron's designated mission. In this event, accomplish events waived at formal schools in-unit before assigning mission ready (MR) status.

1.2.4. The operations group commander or AFRC/ANG-equivalent may waive MAJCOM-directed ground or flying continuation training requirements for individuals assigned to their unit on a case-by-case basis. See paragraph **4.6**.

1.2.4.1. The operations group commander will submit all other waiver requests applicable to this instruction through proper MAJCOM channels and send information copies to HQ AMC/DOT. Place copies of MAJCOM approved waiver information in the individual's flight evaluation folder (FEF) or in the AF Form 4022 as specified in MAJCOM supplement (**for Pacific Air Forces [PACAF] and United States Air Forces in Europe [USAFE], waivers will be filed in AF Form 4022 in lieu of the FEF**). The reporting requirement in this paragraph is exempt from licensing in

accordance with AFI 37-124, *The Information Collections and Reports Management Program; Controlling Internal, Public, and Interagency Air Force Information Collections*.

1.2.4.2. Units will submit waiver requests according to **Table 1.1**. All waivers must be submitted and approved prior to crew members arriving for formal training. Copies of all waivers will be hand-carried to the formal school.

1.2.5. Waiver Format. Include information outlined in **Figure 1.1** for all waiver requests. Provide the waiver request by memorandum or by message if directed by the MAJCOM. **NOTE:** Group waiver criteria must be coordinated with MAJCOMs on a case-by-case basis.

**Figure 1.1. Sample Waiver Request.**

<p>MEMORANDUM FOR (<i>Waiver Authority or Routing</i>)</p> <p>FROM: (<i>Requester</i>)</p> <p>SUBJECT: Waiver Request – (<i>Individual</i>), (<i>Type of Waiver</i>)</p> <ol style="list-style-type: none"> <li>1. <i>*Name, grade, and Social Security number.</i></li> <li>2. <i>*Flying organization (assigned or attached).</i></li> <li>3. <i>*Present crew qualification including special qualifications.</i></li> <li>4. <i>*Total flying time and primary aircraft inventory (PAI) time (include instructor or evaluator time if applicable).</i></li> <li>5. <i>*Specific nature of waiver.</i></li> <li>6. <i>*Reason and valid justification for waiver.</i></li> <li>7. <i>Crew qualification to which person is qualifying or upgrading.</i></li> <li>8. <i>Previous attendance at any formal instructor course (include course identifier and graduation date).</i></li> <li>9. <i>Training start date.</i></li> <li>10. <i>Mandatory upgrade or qualification date.</i></li> <li>11. <i>Date event last accomplished and normal eligibility period.</i></li> <li>12. <i>Remarks, to include formal school courseware required.</i></li> <li>13. <i>*Requesting unit point of contact (include name, rank, telephone number, and functional address symbol).</i></li> </ol> <p style="text-align: center;">(<i>Signature of Requester</i>)</p> <p style="text-align: center;">(<i>Title</i>)</p>
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**NOTE:**

Items should be ordered as below; those not utilized should be marked “N/A” (“not applicable”). Asterisked (\*) items must be provided for all waivers; other items as appropriate. Recommended 12 point font for facsimiles.

**Table 1.1. Unit Waivers to AFI 11-2C-130, Volume 1 (MAJCOM or Higher Approval).**

<b>If waiver is requested by:</b>	<b>Send waiver request to:</b>	<b>Approval or disapproval will be sent to:</b>	<b>With information copies to:</b>
<b>Active Duty AMC Airlift Wing/Group</b>	OG training office to HQ AMC/DOT	OG training office	NAF Training Office
<b>USAFE Airlift Wing</b>	OG training office through NAF/DO to USAFE/DO	OG training office via NAF	
<b>Active Duty PACAF Airlift Wing</b>	OG training office to PACAF/DOT	OG training office	NAF Training Office
<b>314 AW</b>	OG training office to HQ AETC/DOF	OG	HQ AMC/DOA
<b>AFRC Unit</b>	Through 22 AF/DOT to HQ AFRC/DOA	AFRC Unit	22 AF/DOT
<b>ANG Unit</b>	ANG/DOOM	ANG Unit	HQ AMC/DOA (and HQ AETC/DOF for 189 AW)

**NOTES:**

1. For formal training waiver requests, to include the secondary method, units will submit requests through above MAJCOM channels. MAJCOMs will coordinate with HQ AMC/DOA to arrange courseware delivery to the unit for secondary method training.
2. References to operations groups and wings may be applied to airlift groups; references to operations group training offices may apply to wing-level training offices.

**1.3. Use of Flying Hours.**

1.3.1. Each training mission must be structured to achieve maximum training. Any by-product airlift opportunity resulting from training must not degrade the intended training in any way and must comply with applicable Department of Defense (DoD) directives or guidance. Any use of flying training hours to accomplish other than direct training requirements must be approved by the appropriate numbered Air Force commander (ANG/CF for ANG). It is essential that all personnel at all levels prevent the misuse of air mobility resources as well as the *perception* of their misuse. The approval authority for Off-Station Training flights is the wing commander or airlift group commander.

1.3.2. Training on Operational Missions. Unless specifically prohibited or restricted by weapon system operating procedures or specific theater operations order (OPORD), the operations group commander or AFRC/ANG equivalent may allow upgrade or special qualification training on operational missions. Commanders will ensure the training will not impact mission effectiveness and the aircrew member receiving training is under the supervision of an instructor of like specialty. Unqualified pilots are not allowed to perform duties in the seat when passengers are on board.

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

1.4.1. AMC and AETC Headquarters. As lead command MAJCOM for the C-130, AMC is responsible for standardizing aircrew flying training requirements in coordination with other user MAJCOMs. HQ AMC is responsible for training course requirements, training tasks, and quota control in coordination with other headquarters. AETC is the C-130 training command.

1.4.1.1. Courses. The AMC Director of Operations (DO), in coordination with other MAJCOMs, approves continuation training and local upgrade courses. AETC/DO is the approval authority for AETC formal school courses and syllabi. Send proposals for amending existing course prerequisites or deleting obsolete courses through the appropriate headquarters for approval. MAJCOMs will process the approved changes in coordination with the AFCAT 36-2223, office of primary responsibility (OPR).

1.4.1.2. C-130 Training Conference. HQ AMC/DOT will host a biennial (or more frequently as required) Command Curriculum Review Workshop (CCRW) to review C-130 and general training programs. The CCRW reviews all training programs for currency, applicability, compliance and effectiveness. Attendees should include training representatives from HQ AMC/DOT/DOV/DOK/SG, AMC Mobility Warfare College (AMWC/WCOX), ACC, AETC, AFRC, ANG, PACAF, USAFE, Air Force Special Operations Command (AFSOC), curriculum developers, formal schools, numbered Air Force (NAF) training and standardization offices, selected unit representatives, and aircrew training system (ATS) contractors.

1.4.1.3. Programmed Flying Training (PFT). HQ AMC/DOT determines the number of training quotas needed to meet operational requirements. AETC/DOF determines the formal school capacity.

1.4.1.3.1. HQ AMC will send a message requesting inputs to the PFT to all MAJCOMs and AMC units (normally 60 to 90 days prior to the scheduled PFT conference). Units will send projected PFT requirements to their respective MAJCOM. MAJCOMs (including ANG and AFRC) will send projected PFT requirements to HQ AMC/DOT. HQ AMC/DOT will consolidate and forward requirements to Headquarters United States Air Force (HQ USAF) for validation. Upon validation by HQ USAF, HQ AMC/DOT will allocate quotas. HQ AETC/DOF will publish PFT pamphlets.

1.4.2. Other MAJCOMs. MAJCOMs will provide policy and guidance in order for units to develop their respective training programs. MAJCOM unique training requirements will be forwarded by the MAJCOM to HQ AMC/DOT as necessary.

1.4.2.1. HQ AETC/DO is responsible for the formal school syllabus and is the approval authority for any changes. The syllabus will be designed to meet user requirements. All changes to the syllabus will be coordinated with user commands prior to implementation.

1.4.2.2. Supplements. MAJCOMs may supplement this instruction as outlined in AFI 11-202, Volume 1. MAJCOM supplements may be more but not less restrictive than this instruction. MAJCOMs are permitted to set requirements lower than those in this instruction when the statement "or as specified in MAJCOM supplement" is indicated as applicable to that item or event. Supplements must be approved by HQ AMC and Air Staff according to AFD 11-2. Coordinate supplements through HQ AMC/DOT and HQ USAF/XOOT before publication, and send one copy to HQ AMC/DOT and one copy to HQ USAF/XOOT after publication.

1.4.3. Operations Groups. The operations group will convene a training review panel (TRP). The operations group will determine frequency, format and content of the meetings. The TRP should

review staff and aircrew management actions necessary to complete the squadrons' flight and ground training programs.

1.4.3.1. The operations group will establish procedures with the servicing military personnel flight (MPF) for individual counseling and personnel system updates for the active duty service commitment (ADSC) incurred (if applicable). Refer to AFI 36-2107, *Active Duty Service Commitments (ADSC) and Specialized Period of Time Contracts (SPTC)*, and AFCAT 36-2223. The ADSC generally applies to basic requalification in the aircraft, not subsequent in-unit requalification to a crew qualification previously held in that aircraft, such as mission requalification for air-drop (AD), aircraft commander, or instructor (formal school requalification will incur an ADSC).

1.4.3.2. The operations group, in coordination with the flying squadrons, will determine the functions and responsibilities of the operations support squadron (OSS) training flight. Any flight commander training functions stipulated in this instruction may also be performed by appropriate OPERATIONS GROUP or OSS training flight personnel.

1.4.3.3. Progress Review (PR). If at any time during a trainee's flight instruction, (ATS ground instruction, see paragraph 6.5.), progress is considered unsatisfactory by the formal schoolhouse, the training squadron will notify the responsible unit training manager. On receiving documentation and recommendations from the formal schoolhouse, the responsible unit will convene a Progress Review to review the trainee's records (ATS documentation and AF Form 4022) and determine whether to continue, modify, terminate training, or conduct a Flight Evaluation Board.

**1.4.4. Squadrons.** As a general rule, training management is at the squadron or detachment level; however, the wing or operations group commander is ultimately responsible for squadron training programs.

1.4.4.1. Squadron Commanders (AFRC/ANG: appropriate Operations Supervisor) will ensure aircrew members complete training in a timely manner (see paragraph 1.5.). Failure to reasonably progress mandates action for removal.

1.4.4.1.1. Ensure formal school post-graduate questionnaires are accomplished and returned to the formal schools within 90 days of unit arrival. A copy of the questionnaire will be retained by the gaining squadron for one year after completion of formal school training.

1.4.4.1.2. Ensure adequate training continuity and supervision of assigned and attached aircrew members. Unit commanders or appropriate AFRC/ANG Operations supervisors may assign additional requirements based on individual aircrew member's experience and proficiency.

1.4.4.1.3. Review training and evaluation records of newly assigned aircrew members and those completing formal training, to determine the training required to certify them as Basic Aircraft Qualified (BAQ), Basic Mission Capable (BMC), or MR. Assign training levels and levels of supervision to other aircrew members, unless specifically directed by this instruction, to assigned and attached aircrew members as appropriate. Refer to **Chapter 4** of this instruction for further guidance.

1.4.4.1.4. Orient mission training scenarios to conditions anticipated in the unit mission. Apply operational risk management (ORM) when developing, planning, and executing training missions.

1.4.4.1.5. Review qualifications and monitor training requirements for Flight Surgeons (FS).

1.4.4.1.6. Coordinate with the wing and/or group in developing training programs.

1.4.4.1.7. Operations Officers and Flight Commanders (AFRC/ANG: Appropriate Operations Supervisor) will review open AF Forms 4022 according to Attachment 3, paragraph **A3.3**.

1.4.4.2. Instructor Responsibilities. Instructor pilots 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 take over the aircraft controls. The instructor will then explain and demonstrate proper methods of conducting 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.

1.4.4.2.1. Instructor aircrew member (other than pilot). Responsibility for safely executing duties of their position must be emphasized to each aircrew member. Should the judgment or proficiency of the trainee raise a question in the instructor's mind as to the trainee's ability to safely execute the duties of the aircrew position at any time during the flight, the instructor will immediately take over those duties. The instructor will then explain and demonstrate to the trainee the proper method of executing those duties.

1.4.4.2.2. Instructors are responsible for providing thorough ground training, preflight/post-flight briefings and critiques. Instructors will comply with requirements of ground training or mission outlines, as appropriate, for the type mission being flown.

1.4.4.2.3. Instructors will review each trainee's training records (training guide (TG), AF Form 4022), and FEF if applicable, prior to each training flight or session.

1.4.4.2.4. Instructors will ensure all required training items are completed and signed according to **Attachment 3**. Instructors should further ensure the chief of training and the flight commander or designated representative are apprised of the trainee's status.

**1.4.5. Formal School-ATS Contractor.** The C-130 Aircrew Training System (ATS) contractor is responsible for academic and training device instruction at the formal school and other ATS sites in accordance with the ATS contract. The ATS contractor also provides support in developing, updating, and publishing courseware to support aircrew instruction throughout the continuum of C-130 training. The syllabus will be reviewed annually and updated as required according to contractual agreement.

**1.4.6. Formal School-Non-ATS.** AFI 11-202, Volume 1 establishes requirements.

1.4.6.1. The MAJCOM DO training division is approval authority for MAJCOM-taught courseware. Coordinate with HQ AMC/DOTA to incorporate MAJCOM-developed courseware into the AFCAT and the ATS when applicable. Units should refer to AFI 36-2201, *Developing, Managing, and Conducting Training*, AFPAM 36-2211, *Guide for Management of Air Force Training Systems*, and AFMAN 36-2234, *Instruction System Development*, when building AFCAT courses.

**1.4.7. Intercommand Transfer of Aircrews and Foreign Exchange Officers.** The gaining organization will honor validated pre-transfer training and use this to determine the appropriate training phase where the newly assigned aircrew member is placed.

1.4.7.1. Consider aircrew members qualified throughout the force in the same mission design series (MDS) of AMC/USAFE/PACAF active duty or AMC-gained units when used for the same mission. Complete differences training for a change in aircraft series. For intercommand transfers and exchange officers, instructor training and qualifications may be accepted at the discretion of the gaining unit commander.

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

1.4.7.3. Partially mission qualified aircrew members (e.g., visual formation but not station keeping equipment [SKE]) may be fully qualify in-unit with appropriate ATS courseware. In this case, request waiver from the MAJCOM training office.

**1.5. In-Unit Training Time Limitations.** Aircrew members entered in an in-unit training program leading to qualification or re-qualification should be dedicated to that program on a full-time basis. In-unit training should begin no later than 45 days (90 days AFRC/ANG) after reporting or being attached to a new duty station or unit. MAJCOM waiver is required for in-unit training that begins prior to reporting date (see **Table 1.2.** for specific time limitations).

1.5.1. Training time starts with the first significant training event (a training event directly contributing to qualification and upgrade: computer-based training (CBT) lesson, ground training, flight, etc.), or 45 days after being attached or assigned to the unit after completion of the formal school, whichever occurs first (or as specified in MAJCOM supplement). Training time limits for in-unit qualification/requalification, local orientation/theater indoctrination, difference training may run concurrently.

1.5.2. Units will notify the MAJCOM training division (ANG/DOO for ANG units) through channels when aircrew members exceed training time limits. (Use the waiver format shown in **Figure 1.1.**) Squadron commanders may extend upgrade training time up to 60 days. Extensions in excess of 60 days require MAJCOM/DO approval (see MAJCOM supplement for AFRC and ANG). An extension of training time letter, signed by the unit commander, will state the training difficulty, unit corrective action to resolve and prevent recurrence, and estimated completion date.

**Table 1.2. In-Unit Training Time Limitations.**

<i>Note</i>	<b>Training</b>	<b>Limit</b>	<b>Limit ANG/AFRC</b>
	Initial Qualification	120 days	240 days
	Local orientation/theater indoctrination	45 days	90 days
	Difference	60 days	120 days
	Requalification	90 days	180 days

<i>Note</i>	<b>Training</b>	<b>Limit</b>	<b>Limit ANG/AFRC</b>
	Mission	90 days	180 days
	Instructor	60 days	120 days

### **1.6. Recurrency Training.**

1.6.1. Loss of currency up to 6 months. An aircrew member must demonstrate proficiency with an instructor in all delinquent items.

1.6.2. Loss of currency exceeding 6 months. The aircrew member is unqualified in the aircraft and must complete requalification as directed in paragraph 1.7.

**1.7. Requalification Training.** AFI 11-202, Volume 1 specifies requalification training limits and requirements. The secondary method of requalification is applicable if the formal course is required but not practical, or quotas are not available. Units will request waivers according to paragraph 1.2. Unless specified otherwise in AFI 11-202, Volume 1, an aircrew member is unqualified upon expiration of his or her qualification evaluation or loss of currency exceeding 6 months, and must meet the requalification requirements (except flight surgeons) as follows:

1.7.1. Unqualified up to 2 Years. Complete training in all delinquent items (as applicable), additional training as directed by the squadron commander, and a flight evaluation.

1.7.2. Unqualified 2 to 5 Years. Complete appropriate AFCAT 36-2223 requalification academic course, in-unit or formal school flying training, and a flight evaluation. When the requalification academic course is not practical or quotas are not available, units will request waivers to conduct in-unit training using formal school courseware.

1.7.3. Unqualified Over 5 Years. Complete the appropriate AFCAT 36-2223 formal initial qualification course.

**1.8. Active Duty Service Commitment (ADSC).** AFI 11-202, Volume 1 specifies ADSC requirements.

**1.9. AF Form 4022, Aircrew Training Folder, Management.** See Attachment 3.

**1.10. Examiner and Instructor Usage.** Units may use flight examiners as instructors for qualification and upgrade training programs as required. However, if an examiner is used as a primary instructor to train an individual during a training program, the same examiner should not administer the evaluation that completes the training program.

### **1.11. Instructor Training and Supervision Requirements.**

1.11.1. All instructors with the exception of formal school instructors should be MR in the unit's designed mission for which they will be providing instruction (wing-level and below).

1.11.2. The following personnel must be under the direct supervision of an instructor when performing aircrew duties:

1.11.2.1. All noncurrent aircrew members.

1.11.2.2. All aircrew members in initial, upgrade (to include special mission qualification training such as grid, formation lead, night vision goggle (NVG), Modular Airborne Fire Fighting System (MAFFS), etc.), or requalification flying training. Upgrade students are not precluded from flying without an instructor when performing duties not related to the upgrade, unless otherwise restricted in this paragraph. **NOTE:** The instructor does not have to be in the seat for formation-airdrop-qualified pilots upgrading in the adverse weather aerial delivery system (AWADS), or lead upgrade.

1.11.2.3. Flight training level (FTL) E crew members and senior officers as defined in AFI 11-202, Volume 1, and paragraph 2.7. FTL E requirements are insufficient for MR status.

1.11.2.4. Any other personnel designated by the wing, operations group, or squadron commanders.

1.11.2.5. Flight Engineers (MF or FF) will fly under the direct supervision of an instructor flight (IF) engineer until 100 hours of primary flight engineer time is accrued.

1.11.3. For unqualified, non-current, and flying training level E pilots, an instructor must be at a set of controls during critical phases of flight.

**1.12. Administration of AFI 11-2C-130, Volume 1.** Units will establish requirements for AFI 11-2C-130 volumes through MAJCOM publications distribution channels in accordance with AFI 37-161, *Distribution Management*. MAJCOM supplements to AFI 11-2C-130 volumes will be distributed within each MAJCOM using requirements from respective basic volumes. Send one copy to HQ AMC/DOT, 402 Scott Drive Unit 3A1, Scott AFB IL 62225-5302, and one copy to HQ USAF/XOOT.

## Chapter 2

### INITIAL QUALIFICATION TRAINING (PHASE I)

**2.1. General Requirements.** AFI 11-202, Volume 1 defines initial qualification training. This chapter specifies the minimum training requirements for initial qualification, requalification, difference, conversion, and senior officer qualification training in the C-130 aircraft (all variants). Unless otherwise indicated, the primary method of initial qualification is to attend and complete the appropriate formal training course listed in AFCAT 36-2223. When attendance is not practical or quotas are not available, units will request waivers to conduct secondary method (in-unit) qualification training using formal school courseware (see paragraph 1.2.2.1.).

2.1.1. **Aircrew Qualification.** On completion of qualification training, aircrew members will be classified as BAQ. After qualification, aircrew members must comply with mission qualification and continuation training requirements in **Chapter 3** and **Chapter 4**. Aircrew members must meet experience level requirements in **Table A4.1**. The MAJCOM/DO (ANG/DOO) is the approval authority to conduct in-unit initial qualification. Make waiver requests according to **Table 1.1**.

2.1.2. **Time Period for Qualification.** Aircrew members (primary, supervisory, or staff) must complete qualification or requalification training within 120 calendar days (240 days for AFRC/ANG) from the date that training begins. Individuals will begin training within 3 months after reporting for duty.

2.1.3. **Engineer and Loadmaster Training Prior to Initial Qualification.** This training is designed to be conducted in-unit after the student has completed the Basic Flight Engineer (BFE) Course or the Basic Loadmaster (BLM) Course prior to attending initial qualification training (C130 FIQ or C130 LIQ). Complete as much training as possible, emphasizing crew duties. Completion of this training guide is *not* a prerequisite for attendance at the Initial Qualification course of training.

2.1.3.1. The squadron commander or appropriate operations supervisor is authorized to certify eligibility for aviation service, and the local host operations systems management (HOSM) office will publish an aeronautical order according to AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*.

**2.2. Initial Qualification Training Prerequisites.** Complete initial qualification prerequisites in accordance with AFI 11-202, Volume 1.

2.2.1. **Train Prior Qualified Pilots (PQP)** without previous C-130 experience in the seat specified by **Table A4.1**. Table A4.1 does not apply to previous C-130 aircraft commanders.

2.2.2. All pilots with prior rotary wing flying time will be trained as copilots unless they have a minimum of 500 hours of fixed wing time (including UPT flying time). Comply with AFCAT 36-2223. For those meeting the 500-hour prerequisite, refer to **Table A4.2**.

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

2.3.1. For in-unit qualification training, commanders will obtain and use the Formal School courseware (see AFCAT 36-2223) and ensure compliance with the following:

2.3.1.1. Academic Training. Accomplish all academic training requirements as directed in applicable courseware.

2.3.1.2. Written Examinations. Accomplish according to AFI 11-2C-130, Volume 2, *C-130 Aircrew Evaluation Criteria* (forthcoming), and MAJCOM guidance.

2.3.1.3. Egress and Life Support Training. Complete prior to first flight. Accomplish initial egress training on an aircraft.

2.3.2. Aircrew members maintaining BAQ status will comply with **Table 2.1.** as applicable to their crew position.

**Table 2.1. BAQ Ground Training Requirements.**

<b>Event</b>	<b>Code</b>
Aircraft Marshaling Training	G002
Aircrew Intelligence	G070
Anti-Hijack	G090
Laws of Armed Conflict	G100
Protection from Terrorism	G110
Instrument Refresher Course	G130
Hazardous Cargo Training	G182
Flight Engineer Systems Refresher	G220
CRM	G231
Nav Refresher Training	G600
Refresher Simulator	G250
Water Survival Training	LS03
Ground Egress	LS08
Flight Physical	PP01
Physiological Training	PP11
Flight Records Review	RR01
Aerial Delivery Training	G602

**2.4. Flying Training Requirements.** Complete flying training requirements for initial qualification in accordance with AFI 11-202, Volume 1. Approved secondary method (in-unit) training must be accomplished according to MAJCOM-approved courseware and the following guidance:

2.4.1. Flying training lessons should be completed in order; however, if mission scheduling or student progress dictates otherwise, unit commanders or designated training supervisors may alter the sequence.

2.4.2. Schedule training events to minimize the time lapse between training missions. Every effort should be made to complete qualification training requirements within the prescribed time period.

**2.5. Difference/Conversion Training.**

2.5.1. Difference Training. Complete difference training to qualify aircrew members in a different model C-130 aircraft in-unit or in conjunction with mission qualification training (if required). When MR, BAQ, or BMC aircrew members must complete difference training for a C-130 having the same mission as their former C-130 model, there is no requirement for additional mission qualification training. Instructor and Flight Examiner aircrew members converting from one model C-130 to another may remain instructors or flight evaluators at the discretion of the gaining unit commander or appropriate AFRC/ANG Operations Supervisor. Complete training not later than 60 calendar days (120 days for AFRC/ANG units) after being assigned, present, and cleared for flying duty. All listed tasks must meet the required proficiency levels according to **Attachment 5** (or as determined by MAJCOM supplement for unit missions not covered in this instruction). **NOTE:** Differences between similar aircraft models due to technical order modifications (e.g., different blocks of H-2) must be comprehensively briefed prior to unit interfly. Send recommendations through MAJCOM channels to HQ AMC/DOTA when additional difference training requirements are identified. Over-printed AF Forms 4024, **Training Accomplishment Report**, listing training requirements are in **Attachment 5** of this instruction.

2.5.1.1. Pilot and Flight Engineer Difference Requirements.

2.5.1.1.1. Difference from C-130E to C-130H ("Super E" -- see Terms, **Attachment 1**) and vice versa. Complete academic and flying training. Conduct flying training in either aircraft or simulator. See Attachment 5, **Figure A5.1**.

2.5.1.1.2. Difference from C-130E and C-130H to C-130H1/H2 and vice versa. Complete academic and flying training. Conduct flying training in either aircraft or simulator. See Attachment 5, **Figure A5.2**.

2.5.1.1.3. Difference from C-130E, C-130H, or C-130H1/2 to C-130H3. The squadron commander determines ground training requirements: As a minimum, training will include auto-pilot and avionics equipment differences. Conduct flying training in either aircraft or simulator at the discretion of the squadron commander. See Attachment 5, **Figure A5.3**.

2.5.1.2. Navigator Requirements for All Difference Training. The squadron commander determines academic and simulator training requirements. The academic training will include performance data, navigation equipment, and satisfactory completion of a written difference examination, as a minimum. Flying training may be conducted in a simulator with identical navigation equipment. See Attachment 5, **Figure A5.4**.

2.5.1.3. Loadmaster requirements for difference training. Ground Training shall be determined on an individual basis by the unit commander based upon the aircrew member's proficiency (hands on training is desired). Not required for C-130E to C-130H and vice versa. Loadmasters converting from MC-130 or HC-130H/P/N to C-130E/H or vice versa will attend loadmaster aerial delivery training in addition to difference training in lieu of mission qualification when waived by MAJCOM. See Attachment 5, **Figure A5.5**.

2.5.1.4. Difference training to the C-130J is not applicable.

**2.5.2. Conversion Training.** When possible, qualified personnel from other units will provide the initial cadre. In some instances, it will be necessary for units to form an initial cadre of aircrew personnel for whom certain training qualification requirements may be waived. The following conditions will apply to management of initial cadre aircrew qualification:

2.5.2.1. Form a nucleus of instructor and flight examiner personnel (initial cadre) to begin aircrew conversion. Converting units may request initial cadre waiver of PAI time requirement. Send waivers through channels and include the information specified in **Figure 1.1.**, and include the most recent aircraft flown and total time in that aircraft in the remarks' section of the waiver request.

2.5.2.2. Initial cadre aircrew members will not be designated in a crew position higher than currently held (e.g., C-141 mission pilot [MP] to C-130 evaluator pilot) unless previously qualified in the conversion aircraft.

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

**2.6. Multiple Qualifications.** Aircrew members will attend a formal initial qualification course for dual qualification in different MDS aircraft (i.e., C-130 and C-21). Difference training (i.e., C-130E to C-130H3) is accomplished according to paragraph **2.5.1.**

**2.7. Senior Officer Qualification Requirements.** AFI 11-202, Volume 1, identifies senior officer qualification requirements.

2.7.1. Senior officers who maintain FTL E maintain BAQ or BMC requirements.

2.7.2. Flying NAF/CCs and operations group commanders must be fully certified standardization/evaluation flight examiners in their primary assigned aircraft. These individuals do not require nor do they have to maintain instructor certification or MR status. However, they will maintain BMC status. To become a flight examiner, NAF/CCs and operations group commanders must maintain a minimum of FTL E requirements and be stan/eval flight examiner certified according to AFI 11-2C-130, Volume 2. Flight examiner status for additional aircraft assigned to the unit is not required. NAF/CCs and operations group commanders maintaining FTL E require instructor supervision when at the controls of an aircraft. Operations group commanders must attend either initial or requalification courses (as required) to qualify in their primary assigned aircraft. Use of the senior officer course is not authorized.

2.7.3. Senior officers who were previously qualified as C-130 aircraft commanders or higher are not required to attend the C-130 Senior Officer Course (SOC) unless unqualified more than 5 years, and may requalify using the secondary method.

2.7.4. Pilots qualified via the SOC course must fly with an instructor and a third pilot. Comply with AFI 11-202, Volume 1 restrictions applicable to carrying passengers.

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

2.8.1. Flight Surgeons will complete a written qualification examination pertaining to their primary assigned aircraft administered by standardization-evaluation (stan/eval), accomplish initial CRM (G231), initial aircraft life support equipment training (LS06), and aircraft ground egress training (LS08). They must also be thoroughly briefed on emergency exits and egress procedures prior to flying on any aircraft.

**2.9. Reports.** The ATS has a post-training feedback system that elicits information and comments from students, supervisors, and examiners in order to continually improve, update, and refine the ATS. Com-

manders and supervisors should promote use of this system to the fullest extent. Formal school ATS contractors will prepare and administer student feedback questionnaires.

**2.10. Failure to Progress.** If a student fails to progress according to syllabus requirements, the command accomplishing the training will conduct a progress review (PR). The PR can recommend continuation in training or actions according to AFI 11-402, such as a Flying Evaluation Board, to the individual's unit commander. *NOTE:* The ATS contractor will identify students who fail to progress according to the applicable ATS contract as outlined in **Chapter 6**.

2.10.1. Failure to Complete Training. If any crew member fails to complete a formal course for reasons other than those described in 2.10, such as personal emergencies, contingencies, or administrative actions, the formal school will send a recommendation to the individual's unit on whether he or she should complete training in-unit, return to the formal school to complete training, or be referred to the Air Force personnel system for subsequent reassignment.

2.10.2. Requests to recall a student from the formal school must be sent from the student's MAJCOM to 19 AF/DOF, with information copy to HQ AETC/DOF and HQ AMC/DOF. The 19AF/DOF will accomplish all necessary coordination with formal school agencies. Emergency recall during non-duty hours may be coordinated directly with the 314 OSS with notification to HQ/AETC occurring on the next duty day. The formal school will forward copies of the student's training records to the student's unit within 30 days.

### Chapter 3

#### MISSION QUALIFICATION TRAINING (PHASE II)

**3.1. Time Periods for Mission Qualification.** This chapter establishes the minimum training requirements for C-130 Combat Aerial Delivery Mission Qualification Training (MQT). Individuals will begin flying training within 90 days after reporting for duty (AFRC/ANG: period begins with the first scheduled unit training assembly weekend) and having completed initial qualification training. Aircrew members, except flight engineers, will complete mission qualification/requalification training within 90 days (180 days for AFRC/ANG) of starting training. Flight engineers will complete mission qualification or requalification training within 120 days (240 days for AFRC/ANG) of starting training.

3.1.1. Crossflow program selectees will be entered into aircraft commander (AC) mission qualification training upon arrival at the unit, unless mission qualified at the formal school. Delays to mission AC upgrade are contrary to the intention of the crossflow program and will be avoided.

3.1.2. Pilots will meet the flying hour requirements in **Table A4.3**.

3.1.3. Complete in-unit AWADS training within 120 calendar days of being entered into training.

**3.2. Ground Training Requirements.** All academic training required for mission qualification will be completed prior to certification or qualification in the unit operational mission. In addition to requirements listed elsewhere, the events listed in **Table 3.1**. will be accomplished (not applicable to senior officers or staff officers maintaining BAQ).

**Table 3.1. Mission Qualification Ground Training Requirements.**

<i>Notes</i>	<b>Event</b>	<b>Code</b>
1, 2	Aircraft Marshaling Training	G002
3, 4	Ground CWD Training	G010
4	Tactics	G060
5	Aircrew Intelligence	G070
	Communications Procedures	G080
	Anti-Hijack	G090
3	ISOPREP Review	G120
	IRC	G130
	TERPS	G150
	Hazardous Cargo Training	G182
3	CRM	G231
4	Small Arms Training	G280
3	ACDE (ground training)	LS04
7	Ground Egress	LS08
4	ACDTQT (simulator or aircraft)	P280

<i>Notes</i>	<b>Event</b>	<b>Code</b>
3	Flight Physical	PP01
3, 6	Physiological Training	PP11
	Initial Combat Survival Training	S-V-80-A
8	Initial Water Survival Training	S-V-90-A

**NOTES:**

1. Events may be accomplished at the formal school or in-unit. Previously certified and qualified mission-ready crew members transferring between units or in a cross-flow program (between flying units) only need G002, G120, and any applicable events in which they are non-current. In addition, cross-flow aircrew members must also complete G060.
2. Pilot upgrade aircrew members only need G002 and other applicable events in which they are non-current.
3. Flight surgeons requirements. CRM is a one time requirement in the primary aircraft.
4. Not required for Flying Training Unit (FTU) and Combat Aerial Delivery School (CADS) aircrew members for certification in the unit training mission.
5. Not required for CADS.
6. See event description in **Attachment 2** for additional information on currency requirements.
7. Course should include criteria of LS05 and LS10 for operational units.
8. S-V86-A for AFRC.

3.2.1. Ground training accomplished during mission qualification establishes due dates for subsequent continuation training. Completion of S-V-80-A and S-V-90-A establishes the due dates (based on date of first completed course) for recurring combat survival training (LS02) and water survival training (LS03). Completion of S-V-80-A established the due date for recurring Law of Armed Conflict (G100), and Protection from Terrorism (G110) training.

**3.3. Flying Training Requirements.**

- 3.3.1. Basic aircraft qualified aircrew members pursuing MR status will accomplish Flying Training Level "D" (see paragraph 4.3.) continuation training requirements.
- 3.3.2. After arrival at duty station, crew members must receive a supervised duty familiarization or orientation flight and local flying area or associated hazards brief (not applicable for in-unit initial, requal, or upgrade training), as part of local familiarization/theater indoctrination training.
- 3.3.3. Pilots. Train PQPs, trained in the left seat at the formal school, according to paragraph 2.2.
- 3.3.4. Navigators. High altitude low opening (HALO)/high altitude high opening (HAHO) aerial delivery is a special qualification and does not affect MR status (see paragraph 5.6.5.).
- 3.3.5. Flight Engineers. Conduct MQT for flight engineers in-unit according to the ATS courseware. Document training items according to AF Form 4024, Attachment 5, **Figure A5.6**. They will fly under the supervision of an instructor flight (IF) engineer until they have accrued 100 flight engineer

hours in a C-130 MDS since the start of latest initial qualification. Do not credit hours flown prior to entering formal training.

3.3.6. Loadmasters. High winds or non-availability of parachutists may cause loadmasters (LM) to complete the ATS mission qualification course without obtaining actual personnel airdrop qualification. In either case, use standard airdrop training bundles (SATB) for LM training and evaluation during flight training. Document the substitution according to **Attachment 3** and AFI 11-2C-130, Volume 2. Accomplish final certification for personnel airdrop in-unit under the supervision of an instructor or flight examiner on an actual static line personnel airdrop and document training according to Attachment 5, **Figure A5.6**.

3.3.7. Visual formation and station-keeping equipment (SKE) formation: According to ATS courseware.

3.3.8. AWADS. Accomplish according to ATS courseware.

3.3.9. Assault Landing Training. Conduct assault takeoff and landing qualification training on a landing zone (or painted landing zone) of 3,500 feet or less. Maximum effort takeoffs should be performed from the main runway when it is available (i.e., safe and practical to taxi from an assault landing zone). Takeoffs from the assault zone are authorized during formal mission qualification training conducted either at the formal school or via the secondary method.

3.3.10. Training North of the 60° Parallel. Aircrew members assigned to USAFE and PACAF, and those being trained in units north of the 60°N parallel, who enter mission qualification training between 1 April and 1 August, have until 30 October to complete the required night training events. The mission qualification evaluation for these aircrew members may be administered before completing night training events.

### 3.4. Mission Qualification Training Requirements.

3.4.1. Do not begin mission qualification flight training until all basic aircraft qualification training, evaluation, and corrective actions are completed. *EXCEPTIONS: Training at the FTU, to include students attending academic and simulator-only training. Pilots may accomplish airland mission qualification during phase 1 training.*

3.4.2. The primary method of mission qualification is by completing training at the formal school. The secondary method may be conducted in-unit training using the formal courseware with MAJCOM waiver. Request the formal school (ATS) courseware through MAJCOM channels from HQ AETC/DOF (for ANG, through ANG/DOOM). Use the waiver format in **Figure 1.1**.

3.4.3. AWADS qualification training will be completed according to ATS courseware and MAJCOM supplements.

3.4.4. When participating in unilateral training and joint airborne/air transportability training (JA/ATT) missions, unqualified, delinquent, or non-current crew members may fly in the position for which they are being trained, provided that they are supervised by an instructor (see AFI 11-2C-130, Volume 3, *C-130 Operations Procedures* (forthcoming), for restrictions concerning flights with non-aircrew members onboard).

3.4.5. Aircraft-specific mission training is accomplished according to the MAJCOM supplement. Over-printed AF Forms 4024 illustrations are provided in **Attachment 5** for MAFFS and spray mission qualification.

3.4.6. Failure to Progress (formal school). Refer to paragraph **2.10**.

**3.5. Theater Indoctrination (TI).** Theater indoctrination will be conducted according to AFI 11-202, Volume 1, and the MAJCOM supplement. The event description (M060) is listed in **Attachment 2**. Completion of TI training does not require attainment of MR status.

## Chapter 4

### CONTINUATION TRAINING (PHASE III)

**4.1. Aircrew Status.** This chapter outlines the continuation training program, providing aircrew members with the volume, frequency, and mix of training to maintain proficiency in their unit's mission. C-130 aircrew members are assigned to mission ready (MR), basic mission capable (BMC), and basic aircraft qualified (BAQ) status.

4.1.1. Mission Ready (MR). A mission-ready aircrew member is defined as one who is available, qualified, and certified in the squadron's mission(s) according to the unit's Designed Operational Capability (DOC) statement, operational tasking, and deployments (completed mission qualification training for applicable crew position). In addition, aircrew members must have accomplished and/or maintained the requirements of **Chapter 2** and **Chapter 3** and the semiannual continuation training requirements in this chapter (see **4.6.1.** for waiver requirements).

4.1.2. Basic Mission Capable (BMC). A Non-Mission Ready aircrew member assigned to MAJCOM headquarters, NAF, Tanker Airlift Control Center (TACC), Air Mobility Warfare Center (AMWC), Tanker Airlift Control Elements (TALCE), Air Mobility Operations Groups (AMOG), a formal schoolhouse, or a direct reporting unit who has satisfactorily completed mission qualification training, does not maintain MR status, but maintains familiarization in the command or unit operational mission. The aircrew member may maintain qualification in some aspects of the unit mission, is able to attain full qualification in the unit mission within 45 days, and must meet the semiannual continuation training requirements in this chapter. See note after paragraph **4.2.1.** for training level requirements. Formal school instructors must be qualified in the unit training mission prior to performing instructor duties.

4.1.2.1. BMC formal school aircrew members are fully qualified to accomplish all aspects of their unit's training mission. AETC aircrew members must comply with MR requirements to fly TACC directed operational missions.

4.1.3. Basic Aircraft Qualified (BAQ). An aircrew member who has satisfactorily completed training and is qualified to perform aircrew duties in the unit aircraft. The aircrew member must at least perform at the minimum frequency necessary to meet the most recent sortie and flight standards set in this instruction. BAQ aircrew members will meet the semiannual continuation training requirements in this chapter.

4.1.4. Non-Mission Ready (NMR). An individual who is noncurrent or unqualified in the aircraft, incomplete in required continuation training, or not certified to perform the unit mission is a NMR crew member.

4.1.4.1. If a crew member is NMR for failure to complete required continuation training, the operations group commander has three options:

4.1.4.1.1. Waive the required training in accordance with paragraph **4.6.2.** The individual is then a MR crew member.

4.1.4.1.2. Place the crew member in supervised status (individual flies with an instructor of like specialty) until required training is accomplished.

4.1.4.1.3. The operations group commander may allow individuals to fly unsupervised on Continental United States (CONUS) sorties if loss of MR status was for failure to complete ground/flying continuation training and loss of MR status will not affect mission completion. MAJCOMs outside of the CONUS may allow individuals to fly local or routine (determined by operations group commander), and noncontingency sorties in their respective area of responsibility.

4.1.4.2. In addition to the above, MR, BMC, and BAQ crew members must have accomplished and/or maintained the requirements in AFI 11-202, Volume 1 for their respective status, as well as all events listed in the applicable ground and semiannual flying continuation tables. If the individual is noncurrent for an event in **Table 4.1.**, he/she may fly unsupervised on CONUS sorties for which that event will not be accomplished. The crew member cannot deploy until currency is regained. MAJCOMs outside of the CONUS may allow individuals to fly local and routine (determined by the operations group commander), and noncontingency overseas sorties in their respective theater.

**4.2. Training Levels (TL).** Before each semiannual period, the squadron commander or designated representative determines the training level (TL) of each assigned aircrew member, and will ensure that individuals receive training to successfully perform unit missions and maintain individual proficiency. Airlift aircrew members may have a different TL for different flying qualification, i.e., an aircrew member may be an FTL "A" airland AC, but an FTL "C" AD copilot (CP). Crewmembers may be assigned ground training levels that are more restrictive, but never less restrictive than the requirements in paragraph **4.2.2.** TL definitions follow. **NOTE:** *The aircrew member's availability to fly will not be a factor in assigning a TL.*

#### 4.2.1. Flying Training Levels (FTL).

4.2.1.1. FTL "A"—highly experienced aircrew members. This may include MR or NMR AMC headquarters and TACC personnel; AETC instructors; NAF personnel; AMWC instructors; wing, operations group, and squadron commanders; operations officers, personnel assigned to OPERATIONS GROUP evaluation positions, and any instructors assigned primarily to staff duties. Squadron commanders have the discretion to assign highly experienced MR line crew members to this level. **NOTE:** NMR crew members assigned to MAJCOM headquarters, NAF, TACC, AMWC, TALCEs, AMOGs, or a direct reporting unit may be categorized as BMC and assigned to FTL "A" and Ground Training Level (GTL) "4." In addition to GTL "4" requirements, these individuals must also accomplish annual CRM training requirements. These individuals may fly unsupervised on local training missions provided they are current and qualified. They require instructor supervision on all other missions. Since these crewmembers do not maintain MR status, they cannot log MP, MN, MF, or MB time. If refresher simulator training requirements are not met, the individual must fly with an instructor of like specialty unless waived (see paragraph **4.6.**).

4.2.1.2. FTL "B"—experienced, mission ready aircrew members.

4.2.1.3. FTL "C"—MR aircrew members. Copilots should be assigned to FTL "C". If desired, squadron commanders may assign highly proficient copilots to FTLs "A" or "B". FTL "C" defines the training required to provide sufficient hours to ensure minimal proficiency.

4.2.1.4. FTL "D"— basic aircraft qualified aircrew members. Designated primarily for basic aircraft qualified aircrew members who are pursuing MR status. If desired, squadron commanders may assign highly proficient basic aircraft qualified crewmembers to FTLs "A", "B", or "C". Inexperienced crewmembers may be assigned to FTL "D".

4.2.1.5. FTL "E"— basic aircraft qualified, non-instructor staff (may include senior officers, MAJCOM, NAF, and TACC individuals who are not maintaining MR or instructor status). FTL E requirements are sufficient for BAQ and BMC status, but are insufficient for MR status. Aircrew members assigned to FTL E will fly with an instructor of like specialty at all times.

#### 4.2.2. Ground Training Levels (GTL).

4.2.2.1. GTL "1"— highly experienced aircrew members with ten years or greater of operational flying.

4.2.2.2. GTL "2"— experienced aircrew members with five years or greater but less than ten years of operational flying.

4.2.2.3. GTL "3"— inexperienced aircrew members with less than five years of operational flying.

4.2.2.4. GTL "4"— NMR senior officers and staff officers.

4.2.3. Change of FTL or GTL. Once the semiannual period begins, personnel should not be moved to a level requiring fewer events. *EXCEPTION: Basic aircraft qualified aircrew members and copilots returning from aircraft commander upgrade may be placed in a different FTL any time after attaining MR status.*

4.2.4. Established TLs do not preclude the squadron commander from scheduling an individual for additional training.

**4.3. Training Events/Tables.** Standardized AFORMS training event identifiers and descriptions are located in **Attachment 2**. Unit-defined events will be designated "X" events (i.e., X020). Units will use the appropriate AFI 11-202, Volume 1 forms as source documents to record all accomplished training and to update the AFORMS database.

4.3.1. Crediting Event Accomplishment. In addition to events accomplished on training and operational missions, those flight events accomplished on a satisfactory qualification, mission qualification, specialized mission qualification, or requalification evaluation may be credited towards the individual's continuation flying training requirements and establishes a subsequent due date.

4.3.1.1. Aircrew members who are unqualified in the aircraft due to an unsatisfactory flight evaluation will not log continuation training requirements for those events graded Q-3 until requalified.

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

4.3.1.3. Simulator Credit for Training Events. Do not credit flying continuation-training events accomplished in an aircrew training device (ATD) unless allowed by its respective event description in **Attachment 2** or accomplished in an FAA certified level C simulator or higher (one third, rounded up, of takeoffs approaches and landings). Simulator events may be credited toward currency, but may not be used to regain currency.

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

4.3.1.5. AFRC, ANG, and CADS aircraft commanders may credit up to 50 percent of visual low-level events and SKE events while performing copilot duties.

#### 4.4. Currency for Aircrew Members.

4.4.1. Ground Continuation Training Events. Aircrew members will comply with requirements of **Table 4.1.** (Flight Surgeons comply with **Table 4.2.**) and additional requirements per MAJCOM supplement. See **Attachment 2** for course descriptions. Additional (optional) training events are in **Table 4.6.**

**Table 4.1. Ground Continuation Training Events (All Aircrew Members).**

Notes	Event	Code	GTL1	GTL2	GTL3	GTL 4	Position
6, 7	Ground CWD	G010	B	B	B		All
3	PNAF	G050	B	B	A		All
6, 7	Tactics	G060	A	A	A		All
6	Aircrew Intelligence	G070	A	A	A		All
11	Comm Procedures	G080	A	A	A		P, N
	Anti-hijack	G090	B	B	B		All
	Laws of armed conflict	G100	A	A	A		All
	Protection from terrorism	G110	T	B	A		All
6	ISOPREP review	G120	180d	180d	180d		All
	Instrument refresher course	G130	C	C	C	C	P, N
	TERPs	G150	T	B	A		E
	Hazardous cargo training	G182	A	A	A		AC, L
8	Engineer systems refresher	G220	A	A	A		E
	CRM refresher	G230	A	A	A	A	All
5	CRM simulator	G240	A	A	A	A	P, N, E
	Refresher simulator	G250	A	A	A	A	P, E
4, 6, 7	Small arms training	G280	B	B	B		All
7	Combat survival training	LS02	T	T	T		All
	Water survival training	LS03	T	T	T		All
6, 7	ACDE	LS04	B	B	B		All
1,10	Aircraft ground egress training	LS08	T	T	B	B	All
1, 4	Flight physical	PP01	A	A	A	A	All
1, 4, 9	Physiological training	PP11	T	T	T	T	All

Notes	Event	Code	GTL1	GTL2	GTL3	GTL 4	Position
2	Flight records review	RR01	A	A	A	A	All
	Navigator Refresher Training	G600	A	A	A	A	N
8	Aerial Delivery Training	G602	A	A	A		L

A-Annual, B-Biennial, C-Check Cycle, T-Triennial, d-due in listed number of days, P-Pilot/Copilot, N-Navigator, E-Flight Engineer, L-Loadmaster, AC-Aircraft Commander.

**NOTES:**

1. Mandatory grounding item on expiration date; individual will not fly until required event is accomplished.
2. Not required to maintain mission ready status, although should be accomplished when due.
3. For PNAF qualified crews only.
4. See event description in **Attachment 2** for additional information on currency cycle requirements.
5. Accomplished concurrently with refresher simulator mission oriented simulator training (MOST). Other aircrew members (e.g., loadmasters, aerial reconnaissance weather officers, dropsonde system operators [DSO], navigators) will attend annual CRM simulator refresher if an aircrew position is available in the simulator. Otherwise, unit commanders will provide substitute in-unit training (see MAJCOM supplement).
6. Not applicable to TF coded units (FTU and CADS). FTU will accomplish G070.
7. Not required for basic aircraft qualification crewmembers.
8. Wing level and below. G220 incorporates hostile environment repair and G602 incorporates Loadmaster Refresher Training (LRT) and Loadmaster Aerial Delivery (LAD).
9. USAFE: personnel required to accomplish every 4 years. If 3 years exceeded, person must accomplish within 90 days of Permanent Change of Station (PCS) to CONUS.
10. Course will include criteria of LS05, LS10, and LS12 for MR status.
11. May be included in Tactics (G060) training.

**Table 4.2. Flight Surgeon Ground Continuation Training Events.**

Notes	Event	Code	Frequency
2	Ground CWD	G010	B
1, 4	Aircraft ground egress training	LS08	B
2	Anti-hijack	G090	B
2	Laws of armed conflict	G100	A
2	Protection from terrorism	G110	A
2, 3	ISOPREP review	G120	180d
	CRM	G230	
2	ACDE	LS04	B

<i>Notes</i>	<b>Event</b>	<b>Code</b>	<b>Frequency</b>
2	Combat survival	LS02	T
2	Water survival	LS03	T
1, 3	Flight physical	PP01	A
1, 3	Physiological training	PP11	T
	Written Exam	Q001	C
	Flight records review	RR01	A

A-Annual, B-Biennial, C-Check Cycle, T-Triennial, d-due in listed number of days.

**NOTES:**

1. Mandatory grounding item.
2. Flight Surgeons without a mobility requirement do not need to accomplish this training.
3. See event description in **Attachment 2** for additional information on currency requirements. USAFE: personnel required to accomplish every 4 years. If 3 years exceeded, person must accomplish within 90 days of PCS to CONUS.
4. Course will include criteria of LS05, LS10, and LS12 for MR status.
  - 4.4.1.1. Crew members attached to units (i.e., NAF, MAJCOM, AMWC, etc.) may accomplish ground training events at locations other than their units of Attachment. Individuals are responsible for reporting accomplished training to their unit of Attachment AFORMS office.
  - 4.4.2. Flying Continuation Training Requirements. **Table 4.3.** and **Table 4.4.** list the standardized flying requirements.
    - 4.4.2.1. Dual-Seat Qualification. Instructor Pilots (IP) and aircraft commanders will be dual-seat qualified and may accomplish training events in either seat. Refer to paragraph **4.3.1.5.** for AFRC, ANG, and CADS. Copilots may not fly in the left seat unless entered into formal aircraft commander upgrade under supervision of an IP in the seat. Prior to occupying the left seat on missions with passengers/patients, copilots must have completed a Flight Pilot (FP) evaluation.
    - 4.4.2.2. Multiple Qualifications. Aircrew members having multiple qualifications that only require difference training (i.e., C-130E and C-130H3) have a quarterly sortie currency in each aircraft in which qualified, so long as the total FTL requirements in **Table 4.3.** and **Table 4.4.** are accomplished. Loss of currency requires a sortie with an instructor (in the seat for pilots). *EXCEPTION: C-130H and C-130H1 only require initial difference training (no difference currency).* Aircrew members maintaining dual qualification in different MDS aircraft (i.e., C-130 and C-17) will, as a minimum, maintain FTL A currency requirements in each aircraft (N/A for senior officers; see paragraph **2.7.**).
    - 4.4.2.3. Senior officers and staff aircrew members maintaining basic aircraft qualification will, as a minimum, maintain FTL E requirements. This requirement also applies to additional aircraft an individual may be qualified in. In addition to always flying with an instructor of like specialty, FTL E senior pilots must be current in takeoffs, landings, and instrument approaches prior to carrying passengers.

Table 4.3. C-130 Semiannual Continuation Flying Requirements (Pilots and Navigators).

Event			Pilot						Copilot					Navigator					
Notes	Proficiency/Basic Events	Code	A	B	C	D	E	CUR	A	B	C	D	CUR	A	B	C	D	E	CUR
1	Basic Sortie	B010												8	10	12	16	3	45d
	Landing	P190	8	10	12	16	6	M	8	12	12	16	M						
	Takeoff	P020	8	10	12	16	6	M	8	12	12	16	M						
7	Spiral Up Departure	P053						A											
7	VFR Overhead	P061						A											
7	Random Steep Approach	P064						A											
7	Curvilinear Approach	P065						A											
	Local Proficiency Sortie	B011	1	1	1	1			1	2	2	2							
9, 11	Night Landing	P192	1	2	2	4		Q	1	2	2	4	Q						
	Instrument Approaches	P070	8	10	12	16	4	M	8	12	12	16	M						
	Precision	P100	4	5	6	8	2		4	6	6	8							
10, 11	MLS	P101						A					A						
	Non-precision	P110	4	5	6	8	2		4	6	6	8							
11	NDB	P116	2	2	2	3	1		2	2	2	3							
	Circling	P130	2	2	2	3	1		2	2	2	3							
4	Operational Mission Sortie	B016	1	1	1	1	1		1	1	1	1		1	1	1	1		
	Navigation mission sortie.	B009												1	1	1	1		
2	Day Celestial Sortie	B012												1	1	1	1		
2	Night Celestial Sortie	B013												1	1	1	1		
10	Category I Navigation Sortie	B014												2	2	2	2		
3, 8	Grid	GD09												1	1	2			
3	Airborne Radar Approach (ARA)	N120												2	4	4	4		
	<b>Assault Events</b>	<b>Code</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>CUR</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>CUR</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>CUR</b>
	Assault Takeoff	AS09	8	10	12	15			2	4	4	6							
	Assault Landing	AS11	8	10	12	15			2	4	4	6							
	Night Assault Landing	AS12	2	2	4	6		Q	1	2	2	2							
	Heavyweight Assault	AS21	2	2	4	6													
	SS Random Steep Recovery	RS06	1	1	1	1			1	1	1	1							
	SS Random Shallow Recovery	RS16	1	1	1	1			1	1	1	1							
	<b>Visual Low-Level (VLL) Events</b>	<b>Code</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>CUR</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>CUR</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>CUR</b>
	VLL Sortie	VL00						Q					Q						Q
	Day VLL Sortie	VL01	1	2	2	4			1	2	2	4		1	2	2	4		
	Formation Day VLL Sortie	VL11	1	1	1	2			1	1	1	2		1	1	1	2		
	Night VLL Sortie	VL02	1	2	4	4			1	2	4	4		1	2	4	4		
	Formation Night VLL Sortie	VL12	1	2	2	4			1	2	2	4		1	2	2	4		

Event			Pilot					Copilot					Navigator							
	NVG VLL Sortie	NV00	4	4	4			<i>Q</i>	4	4	4			<i>Q</i>	4	4	4			<i>Q</i>
	NVG Wing VLL Sortie	NV08	2	2	2				2	2	2				2	2	2			
5	VLL Lead /SS Sorties	VL28	1	2	2	2			1	1	1	2			1	2	2	2		
	<b>SKE Events</b>	<b>Code</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>CUR</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>CUR</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>CUR</b>	
	SKE Sortie	SK00	2	4	6	6		<i>Q</i>	2	4	6	6	<i>Q</i>	2	4	6	6		<i>Q</i>	
	SKE Wing Sortie	SK07	2	4	4	6			1	1	1	1		2	4	4	6			
	SKE Form Lead Sortie	SK17	1	2	2				1	1	1	1		1	2	2	3			
	SKE Form Lead-Wg Sortie	SK27	1	2	2									1	2	2	3			
	<b>AWADS Events</b>	<b>Code</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>CUR</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>CUR</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>CUR</b>	
	AWADS Sortie	SK10	2	4	6			<i>Q</i>	2	4	6	6	<i>Q</i>	2	4	6			<i>Q</i>	
	AWADS Form Lead Sortie	SK37	1	2	2				1	1	1	1		1	2	2				
	AWADS SKE Form Wg Sortie	SK47	1	2	2				1	1	1	1		1	2	2				
	<b>Airdrop Events</b>	<b>Code</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>CUR</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>CUR</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>CUR</b>	
	Total Airdrops	AD00												4	6	6	8			
6	Equipment, Actual	AD03												1	1	1	1			
	Equipment, Actual / SATB	AD13	1	2	2	4			1	2	2	4								
6	CDS, Actual	AD04												1	1	1	1			
	CDS, Actual / SATB	AD14	1	2	2	4			1	2	2	4								
6	Personnel, Actual	AD05												1	1	1	1			
	Personnel, Actual / SATB	AD15	1	2	2	4			1	2	2	4								
	<b>Formation Recovery Events</b>	<b>Code</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>CUR</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>CUR</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>CUR</b>	
	Form Downwind Recovery	FR06	1	2	3	4			1	2	3	4								
	Form Overhead Recovery	FR16	1	2	3	4			1	2	3	4								
	AWADS/SKE Recovery	FR26	2	4	6	6			2	4	6	6								
	<b>Miscellaneous Events</b>	<b>Code</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>CUR</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>CUR</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>CUR</b>	
	Flare Event	FE09	1	1	1	1			1	1	1	1		1	1	1	1			
	Chaff Event	FE19	1	1	1	1			1	1	1	1		1	1	1	1			
	RWR Event	FE29	1	1	1	1			1	1	1	1		1	1	1	1			
	Have Quick Event	HQ09	1	2	2	4			1	2	2	4								
	Secure Voice Event	SV09	1	2	2	4			1	2	2	4								
	ACDTQT	P280						<i>A</i>					<i>A</i>						<i>A</i>	
10	NVG Landing	NV48	8	8	8			<i>75d</i>	8	8	8		<i>75d</i>							
10	NVG Airdrop	NV18	2	2	2				2	2	2			2	2	2				
10	NVG Combat Offload	NV58						<i>75d</i>					<i>75d</i>						<i>75d</i>	

A-Annual, B-Biennial, C-Check Cycle, T-Triennial, d-due in listed number of days.

**NOTES:**

1. 45 day currency will expire at the end of the calendar month (M coded in AFORMS).

2. Applies only to navigators designated with a celestial qualification. Units with dual INS or INS-GPS may be exempt from this requirement with MAJCOM approval. May be accomplished via computer based trainers or the simulator.
3. For non-instructor aircrew members, 50% may be in a Weapon system trainer (WST), Satellite Navigation Station (SNS), or Celestial Training Device (CTD), as appropriate.
4. Applicable to ANG only. Due annually.
5. Lead qualified crews will accomplish this in formation lead position only.
6. Airdrop event (actual drop).
7. May dual log with other tactical events (see **Attachment 2**).
8. Only two navigators per unit for required units.
9. MAJCOMs may substitute "180" for "Q" in the currency column for night landings in this table at their discretion.
10. Training requirement determined by MAJCOM/DO.
11. USAFE pilots and copilots: MLS-semiannual currency; NDB-120 day currency; Night Landing-180 day currency.

**Table 4.4. C-130 Semiannual Continuation Flying Requirements (Engineers and Loadmasters).**

			Flight Engineer					Loadmaster				
<i>Notes</i>	<b>Event</b>	<b>Code</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>CUR</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>CUR</b>
<i>1</i>	Basic Sortie	B010	4	6	6	8	<i>60d</i>	4	6	6	8	<i>60d</i>
<i>2</i>	Operational Mission Sortie	B016	1	1	1	1		1	1	1	1	
	Tactical Mission Sortie	M050	2	4	6	8	<i>Q</i>	2	4	6	8	<i>Q</i>
	NVG VLL Sortie	NV00	1	1	1			1	1	1		
	<b>Airdrop Events</b>	<b>Code</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>CUR</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>CUR</b>
	Total Airdrops	AD00						3	3	5	5	
<i>3</i>	Equipment	AD03						1	1	2	2	
<i>3</i>	CDS	AD04						1	1	2	2	
<i>3, 4</i>	Personnel	AD05						1	1	1	1	
	<b>Miscellaneous Events</b>	<b>Code</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>CUR</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>CUR</b>
	Flare Event	FE01	1	1	1	1		1	1	1	1	
	Chaff Event	FE02	1	1	1	1		1	1	1	1	
	RWR Event	FE03	1	1	1	1						
<i>5, 6</i>	NVG Landing	NV48					<i>75d</i>					
<i>5</i>	NVG Airdrop	NV18						2	2	2	2	
<i>5</i>	NVG Combat Offload	NV58					<i>75d</i>					<i>75d</i>
	ACDTQT	P280					<i>A</i>					<i>A</i>

A-Annual, B-Biennial, C-Check Cycle, T-Triennial, d-due in listed number of days.

**NOTES:**

1. Currency will expire 60 days after the date last accomplished.

2. Applicable to ANG only. Due annually.
3. Actual load.
4. AFRC/ANG loadmasters require only one annually.
5. Requirement determined by MAJCOM/DO.
6. Engineers monitor approach and landing.

**4.5. Proration of Training.** AFI 11-202, Volume 1 outlines proration of training requirements for aircrew members not available for flying duties, such as non-flying temporary duty (TDY)/exercises, duty not including flying (DNIF), civilian jobs (not applicable for active duty), emergency leave, and/or deployments to contingency operations (PACAF and USAFE: also contingency operations from home station).

4.5.1. Use the following formula to determine training requirements: number of months available times the event volume divided by the number of months in the training period. Round down to the nearest whole number but not less than 1 (e.g., 5.6 rounds to 5). Use **Table 4.5.** to determine the number of months available. *EXCEPTION: When an individual permanently changes station to a unit flying the same model aircraft and enters the same training level or lower, credit may be taken for training accomplished at the previous base.* Prorate training requirements based on the time available (time at former base, plus time at new base, minus number of days not available) during the training period. Time available starts 7 days after sign-in for CONUS and 14 days after sign-in for outside the continental United States (OCONUS). Subtract previous accomplishments from the prorated total to determine remaining requirements.

4.5.2. Prorate requirements for individuals changing training levels.

**Table 4.5. Individual Availability.**

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

**4.6. Failure to Complete Continuation Training Requirements.** Declare individuals NMR if they fail to complete ground or semiannual flying continuation training requirements. **NOTE:** The operations group commander may allow individuals to fly unsupervised on CONUS sorties after they have been declared NMR for failure to complete ground or flying continuation training requirements (refer to paragraph 4.1.4.1.). Formal school aircrew members should defer to paragraph 4.1.2.1.

4.6.1. Flight Training. At the end of the semiannual training period, the squadron commander will review AFORMS products for those crew members who failed to accomplish all required semiannual flying training events (includes all events listed in the flying continuation training tables). The squad-

ron commander will either direct training necessary for the individual to regain MR status or request an operations group commander waiver. If the AFORMS review shows enough flying events were recently accomplished to ensure MR proficiency, the operations group commander or equivalent may waive the requirements. The same flying training events will not be waived for two consecutive training periods. This waiver authority must be used judiciously. The intent is to ensure aircrew members receive the proper quantity of flying events to remain proficient and allow the operations group commander to determine MR status and additional training requirements when those training quotas are not met. *EXCEPTION: Flight currency will only be waived under extreme circumstances and only at the MAJCOM level.* Flight currency is associated with those events denoted in the flying continuation training tables by a specific period of time (monthly, quarterly, semiannual, or annual) within which an event must be accomplished (listed in the currency or "CUR" column).

4.6.1.1. Loss of Currency. Place individuals delinquent in one or more currency events in supervised training status for that event and declare them NMR in those unit missions requiring that event. Crew members are non-current the day after event currency expires (i.e., a crew member who accomplished an event with monthly currency on 1 September becomes noncurrent on 1 November). Regain currency based on the time elapsed since becoming non-current as described in paragraph 1.6.

4.6.1.2. Requalification Training Limits and Requirements. An aircrew member is unqualified on either loss of currency exceeding 6 months or expiration of his or her qualification evaluation, whichever occurs first. See paragraph 1.7. for requalification requirements.

4.6.2. Ground Training. The operations group commander or equivalent may waive ground continuation training. This waiver authority must be used judiciously. The decision to grant a waiver will be based on the individual crew member's experience and proficiency level (i.e., waivers will not be based on a crew member's availability). The operations group commander will determine the allowable time period of the waiver (the training should be completed at the earliest opportunity). This waiver is allowed for unforeseen circumstances and only for events that will not degrade mission accomplishment.

4.6.2.1. DNIF Status. Aircrew members whose status is DNIF may log ground training events, including simulator, if the member's physical condition allows it. Consult the flight surgeon who signs the AF Form 1042, **Medical Recommendations for Flying or Special Operational Duty**, if the crew member's ability to complete training is in question.

**4.7. Requirements Before PCS or TDY by Members on Active Flying Status.** AFI 11-202, Volume 1 specifies requirements before PCS or TDY. Apply this provision to simulator refresher training.

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

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

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

**4.11. Aircrews Flying With Other Than US Air Force Units.** AFI 11-202, Volume 1 addresses individuals flying in this status.

**4.12. Flight Surgeon Requirements.** Flight surgeons will comply with the flying requirements in AFI 11-202, Volume 1.

**4.13. Centralized aircrew training record.** All training events will be recorded in the AFORMS database. Event identifiers are listed in **Attachment 2**. Aircrew members may accomplish ground training events at locations other than their units of Attachment. Individuals are responsible for reporting accomplished training to their unit of Attachment AFORMS office.

4.13.1. Training events conducted during block training may be consolidated under one entry.

4.13.2. Combined training events may only have one AFORMS entry (the established event identifier should reflect the course combination). However, separate classes may be taught in the same block of instruction and logged separately.

4.13.3. All one-time events and events required upon PCS will be input into the AFORMS database.

**Table 4.6. Additional Training Events.**

Event	Code	Requirement
Airport Qualification Program	G290	Prior to missions into selected airports (see ASRR)
Theater Indoctrination	M060	Established by MAJCOM
Unit Specific Training Sortie	M020	Unit defined continuation training
Overseas Sortie	M030	Wings will determine requirement
Threat Scenario Sortie	M110	Wings will determine requirement

**NOTE:**

Refer to AFI 11-2C-130, Volume 2, for evaluation requirements. See **Attachment 2** for additional event identifiers.

4.13.4. Mission ready ground training must be completed prior to participating in any contingency operations. Local training missions may be flown before completing all items listed, provided physiological training, physical, initial ground egress, and aircraft marshaling are current. TF coded units such as the formal school may fly off-station training missions (to include OCONUS) without further mission ready training (refer to the *Foreign Clearance Guide* and AFI 11-2C-130, Volume 3).

4.13.5. If ATS continuation training courseware/instruction is available, use is mandatory for all crew positions unless waived according to **Table 1.1**.

4.13.6. Aircrew chemical defense task qualification training (ACDTQT). Units without simulators may make arrangements with units where simulator refreshers are performed to meet this requirement. If unable to accomplish ACDTQT tasks in simulator, comply with requirements in **Attachment 2**.

## Chapter 5

### UPGRADE AND SPECIALIZED TRAINING

**5.1. Scope.** This chapter identifies general prerequisites and training requirements for various upgrades. See **Attachment 4** for specific prerequisites and **Attachment 6** for related ATS courseware.

#### **5.2. Aircraft Commander (AC).**

5.2.1. General. Squadron commanders will consider experience, knowledge, and judgment prior to selecting copilots for AC upgrade. AC candidates must have an in-depth knowledge of systems, procedures, and publications before entering the formal upgrade program. AC upgrade candidates should possess enough experience to directly upgrade from mission-ready copilot to mission-ready AC. Copilots may not fly in the left seat unless they are AC candidates.

5.2.2. AC Candidate. An individual designated by the squadron commander or appropriate AFRC/ANG Operations Supervisor for entry into training before a formal AC upgrade course. AC candidates may perform all flight maneuvers authorized for an aircraft commander under the direct supervision of an IP.

#### 5.2.3. Aircraft Commander Upgrade Prerequisites.

5.2.3.1. ACs must be first lieutenants or higher to begin training.

5.2.3.2. Flying time according to **Table A4.2**.

5.2.3.3. All copilots must complete the AC Preparatory Course before formal AC upgrade training. This in-unit training consists of academic and flight training. Courseware is available from the Aircrew Training System (ATS) contractor. Copilots who do not complete this course require waivers according to paragraph **1.2**.

5.2.4. AC Upgrade. An individual currently enrolled in a formal AC upgrade course. AC upgrades may perform all flight maneuvers authorized for an aircraft commander under the direct supervision of an IP.

5.2.5. Secondary Method Upgrade. Formal school attendance is the primary method for AC qualification training. Send notification and waiver request for in-unit training according to paragraph **1.2**, through command channels. The following applies:

5.2.5.1. Select upgrade candidates based on upgrade potential, retainability, and mission requirements.

5.2.5.2. Fill all available quotas before requesting the secondary method of training.

5.2.5.3. Use the approved ATS courseware.

5.2.5.4. Complete prerequisites and ground training requirements according to this chapter.

**5.3. Other Crew Position.** As required, defined by the MAJCOM supplement.

**5.4. Aircrew Instructor Program.** Courses are designed to teach selected crew members fundamentals and concepts of instruction. Instructor candidates will be selected based on experience, judgment, ability to instruct, flying experience and skill, and knowledge.

5.4.1. General. Instructors who are in basic aircraft qualification status may keep their basic aircraft qualification instructor status while they are in mission qualification training. However, before instructing mission events, these instructors must finish mission qualification training and satisfactorily complete an instructor flight evaluation on a flight representative of the unit's mission.

5.4.2. Prerequisites. All candidates will adhere to the following:

5.4.2.1. Initial instructor upgrade candidates must be mission-ready in their unit's mission for a minimum of 6 months. Formation airdrop pilots and navigators will be lead qualified.

5.4.2.2. Aircrew members will complete instructor upgrade training within 90 days after course entry. Waiver authority for extending this period is the operations group commander.

5.4.2.3. All instructor upgrade candidates will complete the preparatory course before formal instructor upgrade training. This in-unit training consists of academic and flight training. ACs should demonstrate aptitude in all IP maneuvers. Courseware is available from the ATS contractor. Aircrew members who do not complete this course require waivers according to paragraph 1.2.

5.4.2.4. Initial instructor candidates will qualify in the ATS instructor course at Little Rock AFB (primary method). Send waiver requests for initial secondary method instructor upgrade through appropriate MAJCOM channels.

5.4.2.5. Crew Members Previously Qualified as Instructors. Instructor candidates who have previously attended a formal instructor course for instructor qualification and were certified in any US Air Force aircraft may upgrade in-unit without a secondary method waiver. Unit commanders determine the training required to complete the upgrade. However, unit commanders may still require prior instructors to attend the ATS course. In-unit upgrade requires operations group commander approval.

5.4.2.6. C-130 ATS courseware will be used for all instructor upgrades. ADSCs will be incurred according to AFI 36-2107 and AFCAT 36-2223.

5.4.2.7. Instructor candidates from all crew positions will satisfactorily complete a written examination on this instruction prior to qualification or requalification. Examinations will be prepared, administered, and controlled by the ATS contractor according to AFI 11-202, Volume 2. Record examination results on an AF Form 8, **Certificate of Aircrew Qualification**. Before being designated an instructor, candidates will demonstrate to a flight examiner their ability to instruct and perform selected maneuvers and items according to applicable directives.

5.4.2.8. Conduct instructor certification according to AFI 11-202, Volume 2.

## 5.5. Flight Examiner Certification.

5.5.1. General. Squadrons will recommend instructors for flight examiner certification. Candidates identified for certification as flight examiner must possess satisfactory knowledge of Air Force and MAJCOM training and evaluation policies and procedures and the ability to administer an evaluation according to AFI 11-2C-130, Volume 2.

5.5.2. Flight examiner candidates will complete the ATS flight examiner course for their crew position.

5.5.3. Flight examiner candidates should observe an evaluation prior to their own certification.

5.5.4. Units will document flight examiner certification in the individual's FEF certification letter, to include senior officers as noted in paragraph 2.7.

## 5.6. Special Qualifications.

5.6.1. Lead/Mission Commander Upgrade. This section prescribes the prerequisites, qualifications, and training requirements necessary for upgrade to formation leader and mission commander for pilots and navigators. Accomplish the upgrade training using the appropriate ATS courseware.

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

5.6.1.2. Ground Training Requirements. Design lead training to prepare a pilot or navigator for the following responsibilities: formation or serial lead, mission commander, wing operations center augmentation, and combat mission planning and execution.

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

5.6.1.3.1. Fly in the formation or serial lead position for both visual and instrument (AWADS/SKE) operations during both airdrop and airland missions. The instructor must ensure that the candidate has the opportunity to respond to a variety of in-flight changes such as threat avoidance, weather avoidance, command-and-control directed-diverts, changing user requirements, loss of escort or drop zone support, and time slips.

5.6.1.3.2. Use of all secure communications and electronic combat systems are essential in lead upgrade flying training.

5.6.1.3.3. Debrief the mission.

5.6.2. NVG Upgrade Training. All C-130 combat aerial delivery aircrew members may operate with NVGs after completion of the Phase 1 Program. All flying training must be accomplished under the direct supervision of the respective phase qualified instructor. There are three phases (levels) of NVG airdrop qualification and NVG airland qualification. An aircrew member may be NVG airland qualified in conjunction with Phases 2 or 3. Highly qualified aircrews will be selected for NVG airland qualification, and may be phase 2 or phase 3 airdrop qualified (phase 3 preferred).

5.6.2.1. Prerequisites. Commanders should select highly qualified crewmembers for NVG upgrade training. Do not use flying hour totals alone as a measure of experience. Put more weight on leadership abilities, systems and procedural knowledge, ability to adapt to rapidly changing situations, and skill at operating in the low-level, aerial delivery, assault operations environment. NVG ground training must be completed prior to beginning flying training.

5.6.2.2. Drop Zone (DZ) and Landing Zone (LZ) markings/patterns are according to AFI 13-217, *Assault Zone Procedures*.

5.6.2.3. NVG Qualification Levels. There are three phases (levels) of NVG airdrop qualification plus an NVG airland qualification. These include:

5.6.2.3.1. Phase 1. Allows aircrew members to fly single ship or formation at night VMC altitudes no lower than 500 feet above the highest man-made obstacle or terrain feature and spot elevation or 400 feet plus one contour interval above the highest depicted basic terrain contour, whichever is higher, within five nautical miles (NM) of centerline. Aircrew members may airdrop on DZs marked with standard overt/covert lighting patterns.

5.6.2.3.2. Phase 2. Allows aircrew members to fly single ship or in formation at night VMC altitudes no lower than 500 feet above the highest man-made obstacle or terrain feature and spot elevation or 400 feet plus one contour interval above the highest depicted basic terrain contour, whichever is higher, within three NM of centerline. Aircrew members may airdrop on DZs marked with non-standard overt/covert lighting patterns. Implementation of NVG Phase 2 requires MAJCOM DO approval.

5.6.2.3.3. Phase 3. Single ship or formation at night VMC altitudes no lower than 500 feet above the highest terrain feature/spot elevation or 400 feet plus one contour interval above the highest depicted basic terrain contour, whichever is higher, within 3 NMs of route centerline. Segmenting legs is strongly encouraged. The crew must visually acquire and circumnavigate all obstructions (towers, antennas, etc.) by a safe distance during flight. If obstructions are not visually acquired, climb to arrive at an altitude of 500 feet above the obstruction height 2 NMs prior to the obstruction. Crews may airdrop on unmarked DZs. Implementation of Phase 3 requires MAJCOM DO/XO approval.

5.6.2.3.4. NVG Airland. Allows an NVG crew to fly airland missions wearing NVGs. NVG airland operations include NVG takeoffs, approaches, landings and taxi operations on infra-red-lit (IR-lit) landing zone LZs. NVG airland requires operations group commander authorization. Implementation of NVG Airland requires MAJCOM DO/XO approval.

5.6.2.4. Training Requirements. Complete the AETC Armstrong Laboratories (AL) courseware on NVG operations. Terrain board demonstration is encouraged if available, but not required for ground training completion. Flight engineers are required to accomplish the taping checklist and practice the NVG light schemes. Document training according to **Attachment 3** using AF Form 4024 shown in Attachment 5, Figure A5.8. The following training program uses a building block approach:

5.6.2.4.1. Phase 1 and 2 Ground Training. Pilot, copilot, and navigator ground training requirements will include Armstrong Laboratories (AL) courseware. Emphasis items will include formation procedures and geometry, NVG malfunctions, and aircraft emergencies. Flight Engineer ground training will include AL courseware, taping checklist review, light scheme review, NVG emergency procedures review, and NVG regulations review. Loadmaster ground training will include AL courseware and cargo compartment light discipline review, taping checklist, and NVG regulations. All crew positions will accomplish a CRM review.

5.6.2.4.2. Phase 1 and 2 Flying Training. Pilots, copilots, and navigators require two routes/drops (can be done in one night). Actual equipment and personnel may be dropped during Phase 1 and 2 upgrade. Flight Engineer flying training will include a mission sortie to include taping, aircraft light preflight and combat entry/exit checklist completion. Loadmaster flying training will include a mission sortie to an airdrop, including cargo compartment light disci-

pline and taping, NVG usage to include airdrop procedures and threat detection skills (LM flight training is optional for Phase 1, required for Phase 2). Includes single-ship or formation flying. For formation flying, pilots/navigators need a lead and wing sortie. All crew positions will accomplish a CRM review.

5.6.2.4.3. Phase 3 Ground Training. Emphasis items will include; crew coordination, obstacle avoidance, radar scope interpretation, segmenting altitudes, corridor procedures, NVG malfunctions and aircraft emergencies, climb and descent points, formation procedures and geometry, chart annotations, altimeter update procedures, minimum equipment required, threat degradation, and threat avoidance. Plan an unfamiliar mission to mountainous terrain prior to the flight. The crew should fly the planned mission profile if able. All crew positions will accomplish a CRM review.

5.6.2.4.4. Phase 3 Flying Training. Pilots, copilots, and navigators are required to fly three NVG sorties at the reduced altitudes to the satisfaction of an instructor of like specialty. These routes will not be accomplished on the same night.

5.6.2.4.5. NVG Airland Ground Training. Ground training will include MAJCOM approved courseware. Subjects will include NVG approaches, landings, and takeoffs, NVG malfunctions, aircraft malfunctions, ground operations, airfield marking patterns (AMP) 2.5 and 3.0, and crew coordination. All crew positions will accomplish a CRM review.

5.6.2.4.6. NVG Airland Flying Training. Pilots require the first six takeoffs and landings using AMP 3.0 and then six takeoffs and landings using AMP 2.5 to the satisfaction of an NVG IP. Copilots will observe six NVG landings under the direct supervision of an NVG IP. Flight Engineers will observe three NVG landings. Navigators will observe one NVG landing. Go-arounds and NVG malfunctions will be incorporated in the above training. Navigators are not required for NVG airland pilot proficiency training.

5.6.3. Grid Navigation Training. (Alaska-based units and the 109 AW). This section outlines the qualification and continuation training requirements for a navigator to be qualified to fly above 70 degrees north or below 70 degrees south.

5.6.3.1. Prerequisites. A navigator must be basic aircraft qualified to begin grid training.

5.6.3.2. Ground Training. According to ATS courseware.

5.6.3.3. Qualification Training. Accomplish ground and flying training according to ATS courseware. A minimum of one flight must be accomplished in the aircraft.

5.6.3.4. Flying/Continuation Training. Accomplish according to **Table 4.3**.

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

5.6.4. Primary Nuclear Airlift Force (PNAF) Training. This section outlines the qualification and continuation training requirements for an aircrew member to be qualified to fly on PNAF missions. HQ USAFE/DOT is the OPR for this section.

5.6.4.1. Responsibilities. PNAF training applies only to those personnel identified as part of the nuclear airlift force structure established in MCR 55-18, Volume 1, *Nuclear Airlift Operations*.

Squadron commanders will ensure PNAF crews are composed of the most highly qualified personnel available.

5.6.4.2. Prerequisites. An aircrew member must be BAQ and current to begin PNAF training.

5.6.4.3. Ground Training. According to MCR 55-18, Volume 1 and the 86AW PNAF training courseware.

5.6.4.4. Qualification Training. According to MCR 55-18, Volume 1 and the 86AW PNAF training courseware.

5.6.4.5. Flying/Continuation Training. According to **Table 4.3.** through **Table 4.4.**

5.6.4.6. Pilots, couriers, and loadmasters require evaluation on a 17-month cycle; navigators and flight engineers require one-time certification.

5.6.4.7. PNAF aircrew members will participate as primary or evaluator, as appropriate, in an actual nuclear airlift mission, not to exceed 180 days between events. Those who lose 180-day currency cannot participate in peacetime nuclear missions; however, they may perform duties on operational (non-nuclear) missions or contingency nuclear airlift missions. Loss of 180-day currency is regained by participating on a nuclear mission under the supervision of an instructor in the same crew position (navigators and flight engineers may regain currency under supervision of an instructor pilot). PNAF aircrew members may maintain 180-day currency by attending MCR 55-18, Volume 1 PNAF load training or by using bomb dummy units (BDU) on training missions if enough actual missions are not received. Aircrew members using BDUs for currency should be scheduled first when actual missions become available.

5.6.5. High Altitude Aerial Delivery Training. Accomplish the first HALO/HAHO airdrop under the direct supervision of a HALO/HAHO qualified instructor. Use the ATS courseware for this training.

5.6.6. Celestial Navigation Training (as required by MAJCOM). This section outlines the qualification and continuation training requirements for a navigator to be qualified to use celestial as a navigation aid (see **A2.7.** for event identifications).

5.6.6.1. Responsibilities. Each squadron will determine the number of navigators needed to maintain celestial qualification. Consider the number of aircraft equipped with GPS and SCNS when determining the number of celestially qualified navigators required.

5.6.6.2. Prerequisites. None for navigators training at the FTU. Must have completed initial qualification training for in-unit upgrades.

5.6.6.3. Ground Training. According to ATS courseware.

5.6.6.4. Qualification Training. Accomplish ground and flying training according to ATS courseware. A minimum of one day celestial and one night celestial mission must be accomplished in the aircraft.

5.6.6.5. Flying/Continuation Training. Accomplish according to **Table 4.3.**

5.6.7. Unimproved Landing Certification. Conduct training under the direct supervision of an instructor on dirt or unimproved airfields. Unimproved airfields are airfields where runway acquisition and ground operations are complicated by blowing snow, sand, or dirt, undulating terrain, or minimum runway lighting or markings; not required for MR status. Units will record and track this training.

5.6.8. Phoenix Banner Certification. Squadron commanders will identify their most highly qualified aircrew members for entry into certification training. Training will focus on the unique circumstances which differentiate this mission from other mobility missions.

5.6.8.1. Wings will establish and maintain Phoenix Banner training programs. As a minimum, training will consist of an instructor-led in-depth review of AFI 11-289, *Phoenix Banner, Silver, and Copper Operation* (forthcoming), discussion of tasking and execution agencies for Phoenix Banner missions, and how the aircrew will interface with these agencies. Furthermore, the program will address the personnel to coordinate with, in case of diversion or delay, including the presidential Advance Agent, US Secret Service "Car Plane Commander," and HMX-1 representative. The goal of training is to educate crew members 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, corrected to 100 percent will be accomplished. Following certification by the Squadron/CC/DO, document training on an AF Form 1381, USAF Certification of Aircrew Training, filed in the individual's flight evaluation folder.

5.6.8.2. Crew qualification. Crew members may enter training once they are fully mission qualified. Before commanding a Phoenix Banner, Silver, or Copper mission, aircraft commanders require completion of certification training and a minimum of 200 hours in command.

5.6.9. Functional Check Flight (FCF) Pilot. AFI 11-2C-130, Volume 3, outlines FCF requirements. FCF pilots will be selected from highly qualified instructors (preferably examiners). The candidate will complete a review of applicable technical orders and complete a MAJCOM approved written examination. The pilot candidate will fly as copilot on a minimum of one FCF prior to unit commander certification. This program is highly recommended for engineers.

**5.7. Failure to Progress (formal school).** Refer to paragraph 2.10.

## Chapter 6

### AIRCREW TRAINING SYSTEM (ATS)

**6.1. Aircrew Training System.** This chapter applies to all aircrew members attending formal schools using ATS courseware or attending ATS refresher or phase training. The C-130 ATS represents the team of Air Force and contractor instructors and training managers who provide standardized instruction necessary to train C-130 crews to skills required for combat readiness. The ATS contractor typically provides academic and simulator training while the Air Force provides flight training and flight evaluations. Course materials used throughout the training continuum are approved by the Air Force to ensure mission needs and standards are properly emphasized.

#### 6.1.1. C-130 Aircrew Training System (ATS).

6.1.1.1. Purpose. C-130 ATS is a system of academics, ATD sessions, and ground and flight training phases. This system provides qualification, upgrade, and continuation training to attain and maintain appropriate qualification for C-130 aircrew members. The ATS contractor provides training courseware and all academic and ATD instruction. US Air Force provides all flight instruction.

6.1.1.2. Goal. The ATS goal is to optimize aircrew training through the integrated use of academics, ATDs, and C-130 aircraft. Performance requirements are established in the C-130 ATS statement of work and system specification. (ATS contract). The ATS master task listing (MTL), and media selection syllabus report (MSSR), as approved by HQ AMC/DOT, in coordination with HQ AETC/DOF, and HQ AFRC/DOTM, define C-130 course content, standards, and media selected for each task and objective, respectively. Standards of evaluation (SOE) and objective media analysis report (OMAR) are reserved for negotiation by contract.

**6.2. Dedicated Training Time.** It is imperative that students complete their training in a timely and uninterrupted manner. Students will enroll on a full-time basis. Relieve students of duties not directly related to training. *EXCEPTION: Supervisory personnel may continue their normal duties as time permits.*

**6.3. ATS Course Prerequisites.** The ATS is designed and based upon student prerequisites being met.

6.3.1. ATS Course Preparation. ATS courses may require trainee preparation prior to class. This preparation is considered an integral portion of the course and must be accomplished in order to receive course completion credit. Each ATS course is designed and based on student prerequisites being met. Prerequisites may include a minimum number of flying hours, squadron operations officer recommendation, and completion of applicable preparatory training guides. Required preparation is described in the appropriate student training guide and AFCAT 36-2223. When required, the ATS contractor will ensure student training guides and workbooks are distributed to units in time for preparation completion.

**6.4. Lesson Objectives.**

6.4.1. Lesson Objective Description.

6.4.2. Lesson Objective Use. Instructors and examiners use lesson objectives as a reference document to establish training and evaluation standards.

6.4.2.1. MTL and SOE Purpose. MTL and SOE are developed through joint contractor and Air Force effort and provides the basis for ATS courseware development. Flight examiners and instructors, who evaluate or train C-130 crew members, will use criteria established in these documents to determine the ability of an individual to meet performance levels required to be mission-qualified.

6.4.2.2. SOE Use. SOE defines evaluation and measurement standards for use by Air Force or contractor personnel conducting flight, ground, or simulator events for all C-130 ATS courses.

6.4.3. Distribution and Changes. Distribution of these documents should be sufficient to ensure each unit has reference copies for each crew position. Recommended changes will be submitted through local contractor training site representatives or the TRSS, Detachment 1, at Little Rock AFB AK. **NOTE:** Changes to the SOE may result in changes to the associated courseware.

## **6.5. Unsatisfactory Student Progress.**

6.5.1. If a student's training progress is unsatisfactory, the contractor will notify the government representative (formal school commandant, quality assurance representative (QAR), and the unit operations officer,) for further actions. Following review of the student's record, the government representative will determine whether to continue or terminate training.

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

6.5.3. Remediation Procedures. ATS contractor and program officer (PO) or QAR must receive prompt notification of failed flight evaluations culminating an ATS course. Local procedures must ensure notification is completed within 24 hours of failure for local evaluations and within 24 hours after return to home station for off-station evaluations. Remediation subsequent to a failed flight evaluation may be ATS contractor's responsibility, Air Force's responsibility, or a joint responsibility, depending on the nature of failure. In every case, close coordination is required to achieve maximum trainee progress. Direct contact with appropriate ATS instructor supervisor is encouraged. See paragraph 6.6.5 for remediation scheduling procedures.

## **6.6. Courseware Changes.** Submit courseware changes through appropriate MAJCOM channels and HQ AMC/DOT to HQ AETC/DOF.

6.6.1. Changes to ATS courseware, including MTL and SOE, may be proposed by any C-130 aircrew member, student or instructor. Complete recommended changes on ATS contractor's change proposal form and submit to HQ AMC/DOT.

**6.7. ATS Courses.** Qualification levels within each continuum reflect progression of crew-member training from entry status through upgrade to flight examiner. A crew member's point of entry into continuum depends on previous experience and training, current crew qualification in the C-130, and currency status. Use of ATS courses for qualification, upgrade, and refresher is mandatory unless waived according to paragraph 1.2.

## **6.8. Scheduling.**

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

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

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

6.8.4. Class Size.

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

6.8.4.2. Individual course class size is established by ATS contractor. Every attempt will be made by site wing or group training office to ensure all classes are filled before requesting secondary method. The ATS may accommodate less than full classes on a case-by-case basis when the class is needed to obtain MR status.

6.8.4.3. ATS training at alternate sites: The ATS contractor determines the required number of ATS instructors and resources needed to accommodate annual throughput. Projected annual throughput is based on Air Force manpower data, which includes assigned, on-loan, and attached active duty as well as other designated units specified to be trained at that site. Trainee scheduling at a particular site should be kept within the units designated for that site. If a unit is unable to complete their requirements at the designated site, wing and group training offices must contact HQ AMC/DOT (For AFRC/ANG units ANG contacts ANGCR/DOT and AFRC contacts HQ AFRC/DOT) prior to receiving training at another site.

6.8.5. Remediation Scheduling.

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

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

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

6.8.7. Cancellations. Deletions from the ATS schedule will vary at each training site because of training courses offered and the impact to scheduling. Bear in mind, continued cancellations will greatly impact the overall annual training plan, whereby the contractor may not be able to accommodate based on the original, planned throughput.

6.8.7.1. Cancellation procedures will be developed at each site between contractor and wing training.

6.8.7.2. Cancellation for Little Rock ATS formal school courses. According to AFCAT 36-2223, HQ AMC/DOT and HQ AETC/DOF must be notified 45 days prior to formal school start date if a course allocation cancellation or no-fill is pending. This suspense should enable class quota to be reallocated. Formal school cancellations must be made not later than 30 days prior to class start date, due to the impact of scheduling changes on the PFT. *EXCEPTION: For Emergency leave, HQ AMC/DOTF will remove quotas and either reallocate or cancel affected quota or class.*

6.8.8. Wing Option Time.

6.8.8.1. The ATS contractor provides for Air Force use of training equipment in addition to the scheduled instruction. Using this time (other than SIMCERT) is at the discretion of operations group commander, and the time must be coordinated through wing or group training office channels. Amounts of time varies by site. Contractor will provide a minimum of an ATD operator during this option time.

6.8.8.2. If an Air Force instructor is required in lieu of an ATS instructor, the Air Force instructor should provide the ATD operator with a lesson plan or outline prior to entering the ATD.

## 6.9. Administration.

6.9.1. ATS Feedback.

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

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

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

## 6.10. Aircraft Flights for Contract Training Instructors.

6.10.1. The ATS contractor provides opportunity for Air Force flight instructors to observe trainee progress in ATDs. Likewise, ATS instructors may observe the trainee's aircraft flights. In some cases, ATS courseware may state these specific occurrences. Every reasonable effort should be made to ensure this type of interface continues at each training site. However, more restrictive ATS contractual agreements may apply.

6.10.2. Contractor Personnel Flight Operations. The contractor shall identify, publish and update (as appropriate) to HQ AMC/DOT and HQ AETC/DOF, a list of designated aircrew training instructors to fly aboard C-130 aircraft. Contractor instructors (including site and training managers) are permitted to fly and accompany AMC, PACAF, USAFE, ANG, AFRC, and AETC aircrew on C-130 aircraft with MAJCOM approval as additional crew member (ACM) observers on local training flights, observers in Mission Essential Ground Personnel (MEGP) passenger status, or simulator-certification pilots. DFARS 52.228-7001, *Ground and Flight Risk*, applies.

6.10.3. ACM (Observer) on Local Training Flights. The contractor shall coordinate with HQ AMC/DOT (HQ AETC/DOF) and mutually agree on the frequency of these flights. Contractor instructors shall be considered unqualified aircrew members and are authorized an ACM seat in the cockpit (if available) during any phase of flight. Emergency procedures and touch-and-go landings may be accomplished when the observer is on a local training flight. Contractor personnel in this status will not be allowed access to aircraft controls nor shall they occupy a primary crew position. The contractor shall prepare and maintain current written procedures (according to AFJI10-220V1, Volume 1, *Contractor's Flight and Ground Operations*) applicable to the training requirements of observer crew members. Training requirements include, but are not limited to, personal and life support equipment training, egress training, and emergency procedures training.

6.10.4. Observer in MEGP Passenger Status. Designated contractor personnel may observe AMC and AETC flight activities on operational missions. Except in rare cases, contractor personnel are required to remain with their home station departure aircrew. *EXCEPTION: Mission reroute to sensitive or possible hostile areas, diplomatic restrictions, etc.* In such cases, contractor MEGP may join an AMC, ANG, AFRC, PACAF, USAFE, or AETC aircraft mission en route to home station or return at contractor expense. Contractor personnel in this status will not be allowed access to aircraft controls nor shall they occupy a primary crew position. HQ AMC/DO (HQ AETC/DO for AETC missions) will approve transportation authorization for contractor instructors. These individuals will have in their possession a copy of the transportation authorization and will be listed as MEGP on the travel orders. MEGP approval does not fulfill the requirements of the Foreign Clearance Guide (FCG), nor constitute theater clearance.

6.10.5. Simulator Certification Pilot. One designated contractor pilot and flight engineer (as allowed by contract) at each C-130 simulator site is authorized to fly at the aircraft controls as a crew member on local training flights while under the direct supervision of an AMC, ANG, AFRC, PACAF, or AETC instructor pilot. These simulator certification pilots may accomplish the following events: takeoff, precision approaches, non-precision approaches, circling approaches, missed approaches, full-stop landings, touch-and-go landings, simulated emergencies, and other standard maneuvers required to compare simulator handling characteristics to that of the actual aircraft. Purpose of the flights is to ensure the C-130 simulators remain at a level consistent with the aircraft and contract requirements of fidelity. These flights will be conducted on a quarterly basis or as mutually determined by the contractor and MAJCOM training division. Each simulator certification pilot must

pre-fly a minimum of a one hour simulator profile within 30 calendar days prior to the aircraft sortie. Simulator certification pilots are not required to maintain aircraft currency or qualification requirements but will comply with the physiological training requirements of AFI 11-403, *Aerospace Physiological Training Program* and must possess a current FAA Class II physical.

6.10.6. Contractor Medical Examinations and Toxicological Testing. Contractor designated flight personnel are subject to medical examination and toxicological testing if involved in an aircraft mishap. Contractor personnel will also provide written statements and other information relating to the mishap as required by the mishap investigator. Contractor statements are protected under the privileged, limited use provisions of AFI 91-204, *Safety Investigations and Reports*.

6.10.7. Flight Authorization Orders and Flight Time Log. Contractor instructors flying as observer crewmembers on local flights shall be designated "ACM" in the crew position column of the Flight Authorization Order and log "XA" in the duty position column. Simulator certification pilots flying at the controls on local flights shall be designated "XP" in the crew position column and log "UP" in the duty position column.

MARVIN R. ESMOND, Lt General, USAF  
DCS/Air and Space Operations

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

Executive Order 9397

Privacy Act System Number F011 AF XO A, *Air Force Operations Resource Management Systems (AFORMS)*

37 U.S.C. 301a, *Incentive Pay*

Public Law 93-570, *Appropriations Act for 1974*

Public Law 93-294, *Aviation Career Incentive Act of 1974*

Public Law 92-204, Section 715, *Appropriations Act of 1973*

DFARS 52.228-7001, *Ground and Flight Risk*

DoDD 7730.57, *Aviation Career Incentive Act of 1974 and Required Annual Report*, February 5, 1976

AFDD 34, *Combat Search and Rescue Operations*

AFPD 10-9, *Lead Operating Command Weapon Systems Management*

AFPD 11-2, *Aircraft Rules and Procedures*

AFPD 11-3, *Life Support*

AFPD 11-4, *Aviation Service*

AFI 11-2AE, Volume 1, *Aeromedical Evacuation Aircrew Training* (forthcoming)

AFI 11-2C-130, Volume 2, *C-130 Aircrew Evaluation Criteria* (forthcoming)

AFI 11-2C-130, Volume 3, *C-130 Operations Procedures* (forthcoming)

AFI 11-202, Volume 1, *Aircrew Training*

AFI 11-202, Volume 3, *General Flight Rules*

AFI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*

AFI 11-209, *Cockpit/Crew Resource Management Program*

AFI 11-218, *Aircraft Operation and Movement on the Ground*

AFI 11-289, *Phoenix Banner, Silver, and Copper Operation* (forthcoming)

AFI 11-299, *Nuclear Airlift Operations*

AFI 11-301, *Aircrew Life Support (ALS) Program*

AFI 11-401, *Flight Management*

AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*

AFI 11-403, *Aerospace Physiological Training Program*

AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*

*AFI 13-217, Assault Zone Procedures*

*AFI 14-103, Threat Recognition Training Program*

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

*AFI 31-210, The Air Force Antiterrorism (AT) Program*

*AFI 36-2107, Active Duty Service Commitments (ADSC) and Specialized Period of Time Contracts (SPTC)*

*AFI 36-2201, Developing, Managing, and Conducting Training*

*AFI 36-2226, Combat Arms Training and Maintenance (CATM) Program*

*AFMAN 36-2236, Guidebook for Air Force Instructors*

*AFI 36-2238, Self-Aid and Buddy Care Training*

*AFI 37-124, The Information Collections and Reports Management Program; Controlling Internal, Public, and Interagency Air Force Information Collections*

*AFI 37-160, Volume 8, The Air Force Publications and Forms Management Program - Developing and Processing Forms*

*AFI 37-161, Distribution Management*

*AFI 48-123, Medical Examination and Standards*

*AFI 91-204, Safety Investigations and Reports*

*AFCAT 36-2223, USAF Formal Schools*

*AFKAI-1, SAF Voice Call Sign List*

*AFPAM 36-2211, Guide for Management of Air Force Training Systems*

*AFMAN 36-2234, Instruction System Development*

*AFMAN 37-139, Records Disposition Schedule*

*AFJ10-220V1, Volume 1, Contractor's Flight and Ground Operations*

*AFJMAN 24-204, Preparing Hazardous Materials for Military Air Shipments*

*AFTTP 3-1, Air Force Tactics, Techniques and Procedures*

***Abbreviations and Acronyms***

**AC**—Aircraft Commander

**ACDE**—Aircrew Chemical Defense Ensemble

**ACDTQT**—Aircrew chemical defense task qualification training

**ACM**—Additional Crew Member

**AD**—Airdrop

**AECM**—Aeromedical Evacuation Crew Member

**AF**—Air Force

**AFSSA**—Air Force Flight Standards Agency  
**AFORMS**—Air Force Operations Resource Management System  
**AFRC**—Air Force Reserve Command  
**AMP**—Airfield Marking Pattern  
**AMWC**—Air Mobility Warfare Center  
**ANG**—Air National Guard  
**ARA**—Airborne Radar Approach  
**ATD**—Aircrew training device  
**ATS**—Aircrew training system  
**AWADS**—Adverse Weather Aerial Delivery System  
**BAQ**—Basic Aircraft Qualified  
**BMC**—Basic Mission Capable  
**BDU**—Bomb Dummy Unit  
**CADS**—Combat Aerial Delivery School  
**CBT**—Computer-based training  
**CC**—Commander or Appropriate AFRC/ANG Operations Supervisor  
**CCRW**—Command curriculum review workshop  
**CDS**—Container delivery system  
**COMSEC**—Communications security  
**CONUS**—Continental United States  
**CP**—Copilot  
**CPT**—Cockpit procedures trainer  
**CRM**—Crew resource management  
**CRO**—COMSEC Responsible Officer  
**CST**—Combat survival training  
**CTD**—Celestial Training Device  
**CUR**—Currency  
**CWD**—Chemical Warfare Defense  
**DNIF**—Duty not including flying  
**DO**—Deputy commander for operations  
**DOC**—Designed operational capability  
**DSO**—Dropsonde System Operator

**EAR**—Event Accomplishment Report  
**ENAF**—Emergency Nuclear Airlift Force  
**FAIP**—First Assignment Instructor Pilot  
**FC**—Flight Copilot  
**FEF**—Flight evaluation folder  
**FP**—Flight Pilot  
**FS**—Flight Surgeon  
**FTL**—Flying Training Level  
**FTU**—Flying Training Unit  
**GTL**—Ground Training Level  
**HQ**—Headquarters  
**IF**—Instructor flight engineer  
**IFF/SIF**—Identification, Friend or Foe  
**IL**—Instructor loadmaster  
**IN**—Instructor navigator  
**IP**—Instructor Pilot  
**IQT**—Initial qualification training  
**IR**—Infrared  
**IRC**—Instrument Refresher Course  
**ISOPREP**—Isolated personnel report  
**JA/ATT**—Joint Airborne/Air Transportability Training  
**LAD**—Loadmaster aerial delivery  
**LM**—Loadmaster  
**LOP**—Line of Position  
**LPS**—Local Proficiency Sortie  
**LRT**—Loadmaster refresher training  
**LZ**—Landing Zone  
**MAFFS**—Modular Airborne Fire Fighting System  
**MAJCOM**—Major Command  
**MC**—Mission Commander  
**MDS**—Mission-design-series (e.g., C-130 vice HC-130)  
**MEGP**—Mission Essential Ground Personnel

**MLS**—Microwave Landing System  
**MOST**—Mission-oriented simulator training  
**MP**—Mission pilot  
**MQT**—Mission qualification training  
**MR**—Mission ready  
**N/A**—Not Applicable  
**NAF**—Numbered Air Force  
**NMR**—Non-mission-ready  
**NVG**—Night-vision goggles  
**OCONUS**—Outside the continental United States  
**OFT**—Operational flight trainer  
**OG**—Operations group  
**OPR**—Office of primary responsibility  
**PO**—Program officer  
**PAA**—Primary aircraft authorization  
**PACAF**—Pacific Air Forces  
**PAI**—Primary aircraft inventory  
**PCS**—Permanent Change of Station  
**PFT**—Programmed flying training  
**PNAF**—Primary Nuclear Airlift Force  
**PQP**—Prior Qualified Pilot  
**PTT**—Part task trainer  
**QAR**—Quality Assurance Representative  
**RPL**—Required Proficiency Level  
**RWR**—Radar Warning Receiver  
**SAFE**—Selected Area For Evasion  
**SATB**—Standard Airdrop Training Bundle  
**SATCOM**—Satellite communications  
**SCNS**—Self Contained Navigation System  
**SIF**—Selected Identification Features  
**SKE**—Station-keeping equipment  
**SNS**—Satellite Navigation Station

**SOC**—Senior Officers Course

**SORTS**—Status of Resources and Training System

**TACC**—Tanker/Airlift Control Center

**TDY**—Temporary Duty

**TL**—Training level

**TOT**—Time-Over-Target

**TRP**—Training review panel

**USAF**—United States Air Force

**USAFE**—United States Air Forces in Europe

**UTA**—Unit training assembly

**VFR**—Visual Flight Rules

**VMC**—Visual Meteorological Conditions

**VLL**—Visual low-level

**WST**—Weapon system trainer

### *Terms*

**Academic training**—A course of instruction that includes, but is not limited to, classroom instruction related to aircraft systems and operation, flight characteristics and techniques; performance; 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.

**Airborne Radar Approach (ARA)**—Accomplished by a navigator directing the pilot through a letdown using onboard radar as the primary equipment.

**Aircraft Commander (AC)**—Pilot who has been certified to perform "pilot-in-command" duties.

**Aircraft systems refresher**—Any of several crew-position unique systems refresher courses.

**Aircrew Training Device (ATD)**—Hands-on training aids that include cockpit procedure trainers (CPT), part task trainers (PTT), satellite navigation system (SNS), operational flight trainer (OFT), weapons systems trainers (WST), or simulators.

**Aircrew Training System (ATS)**—An integrated qualification, upgrade, and continuation training program for crewmembers. Civilian contractors conduct most academic and ATD training while USAF conducts all flight training.

**Airdrop (AD) mission**—A flight that involves delivery of cargo or personnel by airdrop methods.

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

**Annual Training**—Training that must be accomplished at least once sometime during the calendar year (i.e., 1 Jan 97 to 1 Jan 98).

**Basic Aircraft Qualified (BAQ)**—Qualification resulting from initial qualification training (IQT) and is a requisite for entry into MQT, which then results in MR qualification. Aircrew member who has successfully completed an inflight evaluation but is not mission qualified in his or her assigned aircraft.

**Basic Mission Capable (BMC)**—Status of an aircrew member who has satisfactorily completed MQT but who does not maintain full MR status.

**Biennial**—Training required once every two calendar years.

**Certify/Certification**—Process of documenting that an individual is trained and qualified to perform in some given capacity.

**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) aid**—COMSEC material, other than equipment or devices, that assists in securing communications and which is required in the production, operation, or maintenance of COMSEC systems and their components. Examples are keys, codes, authentication information in physical or electronic form, call signs, frequencies, and supporting documents.

**COMSEC responsible officer (CRO)**—Individual appointed by a unit commander to oversee the unit's COMSEC program as outlined in AFI 33-211, *Communications Security (COMSEC) User Requirements*.

**Computer-based training (CBT)**—Ground training system that uses computer-generated graphics or text in conjunction with interactive programs as the primary medium of instruction.

**Container Delivery System (CDS)**—Equipment or materiel rigged and airdropped from the aircraft using roller conveyors and gravity extraction.

**Continuation training**—Ground and flight training events necessary to maintain mission-ready or basic aircraft qualification status. The continuation training program provides crew members with the volume, frequency, and mix of training necessary to perform unit missions.

**Conversion Training**—Training necessary to qualify unit personnel in a different MDS aircraft (generally a new MWS) or mission employment system. The requirement is dependent on unit Designed Mission Capability and qualification training may require an evaluation or AF Form 8.

**Copilot (CP)**—Pilot qualified to perform duties in the right seat only.

**Crew Resource Management (CRM)**—Training concept that emphasizes team effectiveness by enhancing individual and aircrew performance in communication, situational awareness, effective leadership and management, and crew coordination.

**Critical phases of flight**—Take-off, airdrop, approach to landing, landing, or any flight maneuver stipulated in AFI 11-2C-130 series instructions specifically requiring direct (access to controls) instructor supervision for qualified or unqualified aircrew members.

**Currency event**—Flying continuation training events with prescribed maximum interval-between-accomplishment shown in the "CUR" column.

**Cycle**—17-month interval based on inflight evaluation completion date.

**Difference Training**—Training necessary to qualify an individual in a different aircraft or mission employment system within the same MDS in which currently qualified. Qualification does not require an evaluation or AF Form 8.

**Direct Supervision**—An aircrew member is considered under direct supervision when flying with an instructor in the same crew position. For pilots the IP must occupy one of the pilot seats and for other crew positions the instructor must be readily available to assume the primary duties if required.

**Dry Pass**—Aerial Delivery pass in which no equipment or personnel exit the aircraft.

**Event or task**—A training item to be accomplished. Several events or tasks constitute a training profile.

**Familiarization Item**—An item completed by demonstration, observation or in-seat experience. Proficiency is not required.

**Flight Engineer**—Aircrew member qualified to perform inflight engineer duties.

**Flight examiner**—A crew member certified according to AFI 11-202, Volumes 1 and 2, to administer evaluations.

**Flight surgeon (FS)**—Medical doctor qualified to perform flight surgeon duties and has current aeronautical orders in that Air Force Specialty Code.

**Flying Training Level (FTL)**—A standard assigned to crew members, based upon experience and squadron commander recommendation, directing flying continuation training requirements.

**Formal School**—Air Force unit designated to conduct qualification training; synonymous with Flying Training Unit (FTU)—Formal courses may be conducted using the secondary method (in-unit) of training.

**Formal School Courseware**—Training materials and programs developed for training aircrew members 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 AFCAT 36-2223.

**Formation**—Two or more aircraft under the command of a designated mission commander or formation leader, operating in close proximity to each other.

**Ground Training Level (GTL)**—A standard assigned to crew members, based upon experience and squadron commander recommendation, directing ground continuation training requirements.

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

**Initial Qualification (Phase I)**—An aircrew member engaged in training needed to qualify for basic aircrew duties in an assigned position for a specific aircraft, without regard for the unit's operational mission.

**Instructor**—Crew member who is certified according to AFI 11-202, Volumes 1 and 2, to train others crew members of like specialty.

**Loadmaster**—Crew member fully qualified to perform loadmaster duties.

**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)**—Training necessary to qualify a crew member in a specific aircrew position to perform the command or unit operational mission. MQT completion is a prerequisite for MR status.

**Mission ready (MR)**—Aircrew member who is qualified and certified in the unit's designated operational mission(s). The crew member must be current in all flying training prescribed in **Chapter 3** through **Chapter 4** (as appropriate) and all ground training annotated as effecting grounding or MR in **Chapter 2** of this instruction. In addition the crew member must complete all end-of-cycle training requirements according to **Chapter 4**.

**Navigator**—Aircrew member qualified to perform navigator duties.

**Night Event**—Log a night event when accomplished between official sunset and sunrise.

**Night Sortie**—A sortie on which either the takeoff or landing occur between official sunset and sunrise.

**Noncurrent**—Failure to meet the minimum prescribed currency requirements in a training period for a given event.

**Nonmission-ready (NMR)**—Individual who is non-current or unqualified in the aircraft, incomplete in required continuation training, or not certified to perform the unit mission(s).

**NVG Aircrew member**—Any aircrew member who has completed NVG Phase 1 ground and flying training as prescribed in **Chapter 5** of this instruction.

**Off Station Training Flight**—Any training mission which remains over night (RON) at a base other than home station, or carries cargo or passengers.

**Part Task Trainer (PTT)**—A device used to practice a specific task such as cargo door operation, cargo loading training.

**Primary Aircraft Inventory (PAI)**—Aircraft assigned to meet the primary aircraft authorization.

**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 to meet their assigned missions. PAI also includes test and training requirements.

**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.

**Quality Assurance Representative (QAR)**—Member of the wing or group staff designated to verify and evaluate contractor performance according to the ATS quality assurance program plan, mandated by federal acquisition regulations (FAR)

**Quarter**—Any of four three-month periods defined as 1 January to 31 March, 1 April to 30 June, 1 July to 30 September, and 1 October to 31 December.

**Refresher simulator**—Simulator training emphasizing aircraft systems, normal and emergency procedures, and mission-specific training requirements.

**Requalification training**—Training required to qualify aircrew members 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., airdrop qualification course conducted at a line unit.

**Semiannual**—6-month training periods from 1 January to 30 June and 1 July to 31 December.

**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 (grid, primary nuclear airlift force (PNAF), etc.) or specific unit missions that include MAFFS, Spray, Ski, and 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**—Crew member will fly under instructor supervision as designated by the squadron commander or flight examiner. This status is usually a result of loss of currency or qualification, or due to less-than-qualified evaluation.

**Super E**—C-130H (IAW 1C-130B-1; tail numbers AF73-01580, through AF73-01599) versus a C-130H1.

**TF-Coded**—Designated Training Aircraft.

**Training devices**—All trainers, computer assisted instruction, sound-on-slide programs, videos, and mockups designed to prepare students for flight training or augment prescribed continuation training.

**Training level (TL)**—A standard assigned to crew members, by the squadron commander, directing continuation training requirements.

**Training Review Panel (TRP)**—A panel used to review staff and aircrew management actions necessary to complete the squadrons' flight and ground training programs.

**Triennial**—Training required once every three calendar years.

**Unqualified**—An aircrew member will be considered unqualified under the following circumstances cases: 1) Failure to successfully pass an evaluation according to AFI 11-2C-130, Volume 2. 2) Failure to accomplish an evaluation in the time frame required by AFI 11-2C-130, Volume 2. 3) Noncurrent in excess of six months. 4) Determined administratively by SQ CC or higher authority. 5) Never qualified in the aircraft.

**UP**—Unqualified aircraft commander.

**Upgrade Training**—Training to qualify an aircrew member in a higher crew position.

**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****AFORMS TRAINING EVENT IDENTIFIERS AND DESCRIPTIONS**

**A2.1. Event Identifiers and Descriptions.** Listed by function.

**A2.2. Academic Training Identifiers.**

**A001 Initial Qualification Academic Course**

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

**A003 Senior Staff Orientation Course**

**A004 Senior Staff Qualification Course**

**A010 Instructor Academic Training**

**A016 Reserve Associate Program Orientation Indoctrination**

**A017 Regulation/Directive Knowledge/Use**

**A018 Aircraft Commander Responsibilities**

**A034 Requalification Course**

**A060 Flight Examiner Course**

**A100 TACC Orientation**

**A2.3. Formation ("F") Training Events.** Not used; see paragraph A2.6., Mission-Specific (M) Training Events for all tactical event identifiers.

**A2.4. Ground (G) Training Events.**

**A2.4.1. Responsibilities.**

A2.4.1.1. The wing commander will ensure ground training programs are supported by all agencies involved. Host and tenant units will develop agreements to provide required support for training.

A2.4.1.2. The operations group commander is responsible for establishing and maintaining the academic training program for non-ATS courses. The operations group commander may delegate this responsibility to squadron OPRs. The operations group or squadron OPR will:

A2.4.1.2.1. Appoint primary and alternate instructors for each non-ATS course to be taught.

A2.4.1.2.2. Publish a weekly ground training schedule or a monthly UTA training schedule for AFRC or ANG to include date, time, location, attending students and instructor for each course (ATS and non-ATS) scheduled. If a designated instructor for any course is not available, another academic instructor may teach the course. This substitute instructor must be approved either by the squadron commander or designated representative (non-ATS only) and must be given sufficient time to prepare. If either condition is not met, the course will be rescheduled.

A2.4.1.2.3. Utilize MAJCOM, ATS, or unit-developed products or syllabi for all courses as applicable. Local supplements to courseware is encouraged. Units will locally-reproduce MAJCOM provided courseware. Also, units will manage and administer computer-based training (CBT) programs and interactive courseware (ICW) products when made available.

A2.4.1.2.4. Develop a procedure to monitor the academic training program for course content, currency of materials, instructor availability, and status of training aids. Recommend to the commander changes to existing courses or additional academic training courses required, based on crew member feedback.

A2.4.1.2.5. Send recommendations for changes, additions, and deletions of courses through appropriate channels to appropriate MAJCOM with information copies to HQ AMC/DOT.

A2.4.1.3. Instructor Selection and Training. The operations group commander will select course instructors for non-ATS courses based on professional qualifications and teaching aptitude. Instructors must complete either a formal school or a local training program before assuming instructor duties. Local academic instructor program will follow guidance in AFM 50-62, *Handbook for Air Force Instructors*. **NOTE:** *An individual who instructs a class receives credit for that academic training requirement.*

A2.4.1.4. Records and Documentation. Units should use AF Form 1522, **AFORMS Additional Training Accomplishment Input**, and AF Form 3526, **AFORMS OMR Event Accomplishment Report**, to record training accomplishments. Course instructors will deliver these forms to the appropriate scheduling and training documentation sections within one duty day after the class is taught. Small arms training will be recorded on AF Form 522, **USAF Ground Weapons Training Data**.

#### **A2.4.2. Ground Training Course Descriptions.**

##### **G002 Aircraft Marshaling Training and Examination**

Purpose. To ensure crew members understand proper marshaling procedures preventing aircraft taxi incidents.

Description. Review of AFI 11-218, *Aircraft Operation and Movement on the Ground*, followed by a 20-question test.

OPR:

MAJCOM: HQ AMC/DOT

Unit: Squadron

##### **G003 Flightline Security and Drivers Examination**

Purpose. To ensure crew members understand proper flightline driving and security procedures. Crew members who are required to drive on the flightline must receive this course.

Description. Training, examination, and certification to drive vehicles on the flightline according to local procedures. Also, includes a briefing by the flightline constable covering the physical layout of restricted areas and owner or user responsibility for security reporting and detection.

OPR:

MAJCOM: HQ AMC/DOA/SFO

Unit: Chief, Airfield Management and Flightline Constable

### **G010 Chemical-Biological Warfare Defense (CWD) Training**

Purpose. To successfully survive and fight in a chemical or biological environment while wearing ground crew individual protective equipment.

Description. Lesson summary—academic and hands-on training on the ground crew protective equipment components (AFI 32-4001). Units may combine this training with LS04 (Aircrew Chemical Defense Training), provided both aircrew and ground ensembles are fully covered. (AFI32-4001, *Disaster Preparedness Planning and Operations*).

OPR:

MAJCOM: HQ AMC/CEO

Unit: Civil engineering readiness flight

Curriculum development:

HQ AFCESA/CEX

Local civil engineering readiness flight

Instructor: Qualified disaster preparedness instructor

**G050 Primary Nuclear Airlift Force (PNAF) Training.** See paragraph 5.6.4.

### **G055 Emergency Nuclear Airlift Force (ENAF) Training**

### **G060 Tactics (includes verification training)**

Purpose. To provide the crew member with information necessary for the effective and successful completion of the unit's assigned employment mission to include a thorough review of communication and COMSEC requirements.

Description. Course will include both specialized briefings and individual or crew study of all areas pertinent to completing the unit's assigned tasking. This course includes detailed discussion of equipment operation, procedures, and training requirements applicable to peacetime and wartime communications operations. Also, included is the proper use, protection, disposition, and accountability of COMSEC aids. The lesson will be based on information in AFTTP 3-1, *Air Force Tactics, Techniques and Procedures*, and any documents pertinent to completing the unit's assigned mission. Staff specialists will be available during periods of crew self-study to assist in strengthening weak areas and answering questions. Units may use ATS Authentication Training as the basis for tactics instruction. Each unit's tactics training should be tailored to their mission. However, as a minimum, the course should cover the following when applicable to the unit mission/equipment as determined by the squadron commander:

**Table A2.1. Tactics Events.**

Unit Mission Brief:	<b>Composite Force Structure:</b>
Conventional employment	Operations theory
Tasking under regional OPLANS	Threat warning and information dissemination
Peacekeeping operations	Close control versus broadcast (bullseye) control
*COMSEC user requirements	High value airborne asset (HVAA) protection
<b>Aircraft Systems:</b>	Low level navigation
*Have Quick	Large formation operations
*KY-58, Secure Voice radio, L-Band satellite communications (SATCOM)	<b>Exercise and Conflict Lessons Learned:</b>
Unit specific equipment (NVG, etc.)	Unit, MAJCOM, and theater lessons learned
ADS overview (unit-specific)	<b>Threat System Description and Capabilities:</b>
<b>ATO and SPINS:</b>	Surface-to-air and air-to-air systems
ATO breakout and use	Threat employment doctrine
SPIN usage	<b>SAFE PASSAGE:</b>
*AFKAI-1, <i>USAF Voice Call Sign List</i>	* Identification, Friend or Foe (IFF) codes, procedures and equipment operation
Use of code words, chattermarks	Friendly air defense systems
<b>Aircraft Aerodynamics:</b>	Authentication procedures
Energy Management	Airspace control and air defense measures
Fighter maneuvers against AMC aircraft	Unit and theater specific SAFE PASSAGE procedures
Tactical maneuvering against threat	AMCH 33-1, <i>Aircrew Communications Review</i>
Compare threat aircraft to AMC aircraft	*Flight information handbook review
<b>Defensive Maneuvering:</b>	<b>Tactical Deception:</b>
Long range and radar missile defense	Basic principles and concepts
Short range IR and guns	Mobility aircraft participation and involvement

*\*May be applied toward G080, Communications Procedures.*

OPR:

MAJCOM: AMWC, HQ AMC/DOK

Unit: Tactics Branch, COMSEC responsible officer (CRO)

Training Aids: As required (video--SAFE PASSAGE Procedures for Aircrews)

Instructors: Tactics instructors and applicable wing staff agencies as required

Additional Information. Written criterion tests (as required) may be completed individually or as a crew effort.

### **G070 Aircrew Intelligence**

**Purpose.** To enhance crew member understanding of the threat to unit assets and directly contribute to mission success and aircrew survival. Includes unit mission intelligence brief. Training will be conducted by intelligence personnel in coordination with tactics officers, base judge advocate general and security forces, as appropriate, to meet aircrew training requirements. This 3-hour annual training requirement may be separated into two 1.5 hour sessions taught semiannually. Credit event on completion of all required training.

**Description.** See AFI 14-103, *Threat Recognition Training Program*, and applicable MAJCOM guidance. (e.g., AMCI 14-101, *Unit Intelligence Management*).

OPR:

MAJCOM: HQ AMC/INF

Unit: Intelligence officer, JA, SF

Curriculum development: Units

Instructor: Qualified intelligence instructor

**Additional Information.** "Laws of armed conflict" (LOAC) and "protection from terrorism" (PFT) will be taught in conjunction with Aircrew Intelligence Training (requires scheduling additional time beyond 3 hours scheduled for AIT). Coordinate with the staff judge advocate for LOAC training and the security forces for PFT training. The unit intelligence officer may administer an aircrew intelligence related test to determine if additional training is required.

### **G080 Communications Procedures**

**Purpose.** To ensure aircrew members possess a thorough knowledge of all communication and COMSEC requirements.

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

Authentication procedures  
L-Band SATCOM

IFF SIF procedures and equipment operation  
AFKAI-1

HAVE QUICK  
Flight Information Handbook review

KY-58, Secure Voice radio  
COMSEC user requirements

OPR:

MAJCOM: HQ AMC/DOT/DOA/DOX/STSP

Unit:

COMSEC responsible officer (CRO)

Wing, operations group, and squadron training personnel

ATS instructors (if included in ATS contract)

### **G090 Anti-Hijacking**

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

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

OPR:

MAJCOM: HQ AMC/DOT

Unit: Squadron

Curriculum development: As required

Training aids: AFI 13-207 and unit developed criterion test

Instructor: Unit designated instructor

### **G100 Laws of Armed Conflict**

Purpose. To ensure crew members understand the LOAC.

Description. This training includes the principles and rules of the LOAC for aircrews to carry out their duties and responsibilities according to the Hague Convention IV 1907, 1949 Geneva Conventions, and status of forces agreements.

OPR:

MAJCOM: HQ AMC/JAM

Unit: JA

Training aids: As required

Instructor: JA or intelligence officer

Additional Information. Due to the different mission requirements, units have the option of putting increased emphasis on those areas in the course of particular interest to them. During wartime or contingency operations, the intelligence officer may brief LOAC with prior coordination between JA and intelligence. Intelligence is only responsible for presenting the JA's scripted briefing.

### **G105 Explosive Ordinance Recognition (EOR) Training**

#### **G110 Protection From Terrorism**

Purpose. To provide detailed guidance for reporting and preventing terrorist activity.

Description. Course covers information on threat conditions, security reporting, safe guarding aircraft and COMSEC equipment, and individual responsibilities and protective measures. (AFI 31-210, *The Air Force Antiterrorism (AT) Program*).

OPR:

MAJCOM: HQ AMC/SFO

Unit: Security Forces Squadron

Curriculum development: Units

Instructor: Flightline Constable Resource Protection NCO

**G120 ISOPREP Review. Semiannual review of isolated personnel report (ISOPREP) card**

Purpose. To generate (if necessary), review, and ensure accuracy of crew member isolated personnel reports.

Description. (AFDD 34, *Combat Search and Rescue Operations*). Currency expires 180 days from date of accomplishment.

OPR:

MAJCOM: HQ AMC/IN

Unit: Intelligence officer

**G130 Instrument Refresher Course**

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

Description. Guidance for development of unit IRC programs, including topics and subject outlines, course length, instructor prerequisites, and methods of instruction is contained in AFMAN 11-210, Instrument Refresher Course 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 ATS course. However, the IRC test must be completed within the check-ride eligibility period.

The following topics will also be addressed where applicable to unit mission:

Controlled flight into terrain (CFIT) (applicable to all)

VFR flight rules, maneuvers, and procedures

Operations under the Global Air Traffic Management (GATM) system:

OPR:

MAJCOM: HQ AMC/DOT

Unit: Operations group commander

Curriculum development: Air Force Flight Standards Agency (AFFSA),

Training Aids: USAF Core IRC available from HQ AFFSA fulfills part of AFMAN 11-210 IRC requirements (URL <http://www.andrews.af.mil/affsa/irc.htm>). Additional support is available from HQ AMC/DOT. Unit program development assistance can be obtained by contacting HQ AFFSA, as part of their IRC Roadshow.

**G150 TERPS**

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

Description. Training for boom operators, flight engineers and C-17 loadmasters to monitor navigation equipment for correct settings and pilots instruments to ensure the departure and approach procedures are being accomplished as briefed. Course includes:

A breakdown of standard DoD approach plates  
 Explanation of aircraft navigation equipment  
 Departure and terminal arrival procedures  
 Instrument approach types  
 The initial approach portion to the final approach portion  
 Final approach procedures

OPR:

MAJCOM: HQ AMC/DOT

Unit: ATS contractor, squadron

**G160 Overwater Navigation Procedures**

**G161 Polar Navigation Procedures**

**G170 Celestial Training Device**

**G171 Polar Grid CTD**

**G172 Twilight CTD**

**G173 Southern Latitude CTD**

**G174 Unit Option CTD**

**G175 Table Top Navigation and Rendezvous Trainer**

**G180 Cargo and Passenger Handling Procedures**

**G182 Hazardous Cargo. Procedures for handling hazardous cargo**

Purpose. To familiarize crew members with procedures and restrictions when carrying hazardous materials.

Description. Complete ATS/squadron provided instruction reviewing AFI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*, then complete the 50-question open-book test. Use AFI 11-204 in conjunction with AFJMAN 24-204, *Preparing Hazardous Materials for Military Air Shipments*. The syllabus includes:

Hazardous classification Aircraft loading and passenger movement

Certification/Packaging Tactical and contingency airlift

Marking and labeling Aircrew responsibility

OPR:

MAJCOM: HQ AMC/DOT/DOJ Unit: ATS contractor or squadron instructor

Training aids: AMCH 11-214, *Aircrew Hazardous Materials Handbook*

**G220 Flight Engineer Aircraft Systems Refresher (FAR) Training (Includes Hostile Environment Repair G601)**

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

Description. Engineers will complete an annual ground training course covering selected aircraft systems provided for in ATS contractor courseware. In addition, review hostile environment repair procedures in AFI 11-2C-130, Volume 3. It should be a minimum of 12 hours with every attempt made to use training equipment, aircraft components, and the aircraft. 53 AS, 189 AG instructor engineers, and 62 AS instructor school instructor Flight Engineers are exempt from FAR.

### **G230 Crew Resource Management (CRM) Refresher**

Purpose. Mission-specific continuation CRM training conducted according to AFI 11-290 and MAJCOM Supplements. May be accomplished in conjunction with CRM simulator.

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

OPR:

MAJCOM: HQ AMC/DOT

Unit: ATS contractor

Additional Information. G230 must be accomplished before G240, CRM Simulator.

### **G231 Initial Crew Resource Management (CRM) Training**

Purpose. Aircraft and crew-specific CRM training conducted according to AFR 11-290, *Crew Resource Management Program*, and MAJCOM Supplements.

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

OPR:

MAJCOM: HQ AMC/DOT

Unit: ATS contractor

Additional Information. Completion of any CRM pre-work, if applicable, is required prior to attending CRM training. Pre-work will be distributed to organizations in sufficient time and supply to allow completion. Dual log accomplishment of G231 with G230 for AFORMS tracking purposes.

### **G232 Instructor/Examiner/Supervisor CRM**

Information: See MAJCOM Supplements and AFI 11-290, *Crew Resource Management*.

### **G240 Crew Resource Management (CRM) Simulator**

Purpose. To provide practical application of classroom-presented CRM refresher concepts through CRM simulator training addressing human factors issues in a realistic mission scenario.

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

OPR:

MAJCOM: HQ AMC/DOT

Unit: ATS contractor

Additional Information. Should be accomplished in conjunction with G230, CRM Refresher. Optimal scheduling of G240 is not later than 5 days following completion of G230.

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

Pilots and engineers will complete annual simulator refresher provided by the ATS contractor. Satisfactory completion of the C-130 ATS qualification or requalification course (see below) will satisfy the simulator refresher course requirement for the semi-annual training cycle.

Copilot initial qualification (CIQ, CIQ-IU)

Aircraft Commander qualification (ACQ, ACQ-IU)

Aircraft Commander/Copilot Requalification (PRK)

Flight Engineer Initial Qualification (FIQ)

#### **NOTE:**

AFRC pilots and engineers will attend the annual simulator refresher course as designated by HQ AFRC/DOT.

OPR:

MAJCOM: HQ AMC/DOT

Unit: ATS contractor

### **G270 Tactics Simulator**

### **G280 Small Arms Training**

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

Description. Academics and firing range exercise; includes use of force, live fire, or firearms simulator training required every two years; simulator training may not be used for initial training (AFI 36-2226, *Combat Arms Training and Maintenance (CATM) Program*, AFI 31-207, *Arming and Use of Force by Air Force Personnel*).

OPR:

MAJCOM: HQ AMC/SFX

Unit: Security forces squadron (SFS)

Instructor: Qualified SFS combat arms instructor

Additional Information. Course will meet requirements of AFI 36-2226 and includes use of force training from AFI 31-207.

### **G290 AMC Airport Qualification Program (AQP)**

Purpose. Aircrews are required, for global operations, to familiarize themselves with worldwide destination airfields. Although this familiarization should be accomplished prior to every mission, the squadron commander will determine the need and associated currency requirement for logging G290 prior to departure.

Description. Familiarization includes applicable review of: FLIP documents, the *Airfield Summary of Restrictions and Reports (ASRR)*, AQP video tapes (24 audiovisual documentaries of 168 select worldwide airports; <http://www.redstone.army.mil/davis/>), DoD Foreign Clearance Guide, and notices to airmen. A review of the Theater Indoctrination Program is also included when applicable for deployment or as directed by unit commanders. The commander, operations officer, or their designee's signature on the flight orders signifies the aircrew has accomplished all required pre-departure training.

OPR:

MAJCOM: HQ AMC/DOT

Unit: Squadron or airfield management (reference material and video tapes)

Instructor: Self paced

### **G300 Hydroplaning**

### **G310 Weather Avoidance Radar**

### **G600 Navigator Refresher Training (NRT)**

Navigators will complete the annual refresher course as provided by the ATS contractor. Accomplish the flight portion of this course in the operational flight simulator or satellite navigator station (SNS). Satisfactory completion of C-130 ATS initial and requalification training course, Navigator Initial Qualification (NIQ, NIQ-IU), will satisfy the refresher course requirement for the semi-annual training cycle. Schedule navigators from overseas locations to return to CONUS simulator sites for refresher training, instrument refresher, MOST, and CRM. AFRC and ANG units may use celestial training devices (CTD) to complete program. 53 AS, 189 AG instructor navigators and 62 AS instructor school instructor navigators are exempt from NRT.

OPR:

MAJCOM: HQ AMC/DOT

Unit: ATS contractor

**G601 Hostile Environment Repair (HER).** Taught in conjunction with the flight engineer aircraft systems refresher course G220.

### **G602 Aerial Delivery Training (Formerly LRT and LAD)**

All loadmasters, except as noted in the ground continuation training events table, will annually attend loadmaster aerial delivery refresher training (attend airland and airdrop course segments applicable to the aircrew member's qualification). Complete refresher training according to ATS courseware. Loadmaster initial qualification and loadmaster mission qualification satisfy

refresher training requirements for the semi-annual training cycle for airland and airdrop qualifications, respectively. Formal school instructor loadmasters are exempt from annual Aerial Delivery Training.

### **G803 NVG Training and Qualification**

### **G904 C-130 Ground Egress (AECM)**

**A2.5. Life Support (LS) Training Events.** MAJCOMs may combine and/or supplement courses to tailor training to fulfill their needs. Refer to AFI 11-301, *Aircrew Life Support (ALS) Program* for general instructions.

#### **LS01 Local Area Survival**

One time event conducted prior to the first flight at home-station to familiarize aircrew members with local equipment and rescue procedures.

#### **LS02 High-Threat Combat Survival Training (CST)**

Academic and field training designed for aircrew members whose duties require them to fly over or deploy to enemy territory. CST provides the aircrew member an opportunity to demonstrate their ability to operate LSE, employ survival/evasion techniques, and rescue procedures under simulated combat conditions.

**Purpose.** To provide aircrews with the information necessary to survive in any peacetime or wartime environment.

**Description.** See AFI 11-301 and MAJCOM the supplement. This course includes in-depth instruction in, physiological and psychological factors, personal protection, land navigation, combat recovery and signaling, survival medical training, Code of Conduct, and SAR communications. This course satisfies self-aid and buddy-care requirements of AFI 36-2238, *Self-Aid and Buddy Care Training*.

OPR:

MAJCOM: HQ AMC/DOT

Unit: Aircrew Life Support

**Additional Information.** Each unit is responsible for tailoring training to meet unit needs, according to AFI 36-2209, *Survival and Code of Conduct Training*. CST “hands on” requirement may be met by classroom or field training at unit commander discretion based on unit mission. Course length will not exceed one training day. Units may schedule aircrew members to complete both CST and WST events in a single training day.

#### **LS03 Water Survival Training (WST)**

**Purpose.** To provide aircrews with the information necessary for a water survival situation.

**Description.** See AFI 11-301 and MAJCOM supplement. Training for each crew member with all weapons system specific flotation devices and components available during overwater emergency (AFPD 11-3, *Life Support*, AFI 11-301). Academic and equipment training designed to provide aircrew members the opportunity to demonstrate their ability to use weapon system specific flotation devices and LSE components available during an over water emergency. Also, demonstrate ability to employ water survival techniques and rescue procedures. The objective of this training

is to emphasize survivor needs using water related equipment, accessories, and procedures. Additionally, this training will include emphasis on the use of appropriate passenger support equipment and the proper care of passengers during a survival situation.

OPR:

MAJCOM: HQ AMC/DOT

Unit: Aircrew Life Support

Additional Information. Each unit is responsible for tailoring training to meet unit needs. WST "hands on" requirement may be met by classroom or pool training at unit commander discretion based on unit mission. Course length will not exceed six hours. Units may schedule aircrew members to complete both WST and CST in a single training day.

#### **LS04 Aircrew Chemical Defense Training (ACDT)**

Academic and equipment training in which the aircrew member demonstrates and performs donning, doffing, buddy dressing procedures using either the first-generation ACDE and Contamination Control Area procedures.

Purpose. Provide training to all crew members stationed in or subject to deployment or operations through a chemical threat area (CTA).

Description. See AFI 11-301 and the MAJCOM supplement. This course includes in-depth instruction in donning the aircrew defense ensemble, post bailout procedures, and decontamination and doffing. Donning and doffing equipment during exercises fulfills training requirement. Units may combine this training with G010 (Chemical-Biological Warfare Training), provided both aircrew and ground ensembles are fully covered.(AFPD 11-3, AFI 11-301).

OPR:

MAJCOM: HQ AMC/DOTL

Unit: Aircrew Life Support

#### **LS05 Egress Training with ACDE**

The course should address egress difficulties associated with the Aircrew Chemical Defense Ensemble equipment and emergency contamination control (combined with LS08).

#### **LS06 Life Support Equipment (LSE)**

Purpose. To provide academic and equipment training in which aircrew members demonstrate their ability to locate, preflight, and use all aircrew and passenger LSE carried aboard unit aircraft or issued to crew members. Ensure crew members are briefed on the limitations and safety issues related to LSE.

Description. See AFI 11-301 and the MAJCOM supplement. This course includes academic and hands-on training in the location, preflight, and use of all life support equipment aboard unit aircraft or issued to or issued to unit aircrew members. This class is conducted as part of the training for initial qualification students. For continuation training, course contents should be included in LS02, LS03 and LS08 unless otherwise specified by MAJCOM supplement.

OPR:

MAJCOM: HQ AMC/DOTL

Unit: Aircrew Life Support

### **LS08 Egress Training, Non-ejection**

**Purpose.** To ensure all crew members can explain ground and inflight egress procedures, are able to identify and document equipment discrepancies, can perform required egress procedures, and are able to identify, locate and utilize appropriate emergency equipment. Also, to ensure all crew members understand the operation of fire extinguishers located in the aircraft and fire bottles positioned outside the aircraft. The course should also address egress difficulties associated with the Aircrew Chemical Defense Ensemble (ACDE) and emergency contamination control when combined with LS05. Units may also combine this course with LS10 and LS12.

**Description.** See AFPD 11-3, AFI 11-301, AFOSH Standard 127-100 and applicable MAJCOM guidance. Evaluate the aircrew's ability to demonstrate use of aircrew and passenger LSE and ground egress procedures. Practice egress scenario to enforce the importance of aircrew coordination actions required for emergency situations. Ensure crew members are aware of their responsibilities for conducting safety briefings according to AFI 11-202, Volume 3, *General Flight Rules*, and LSE documentation procedures.

**OPR:**

MAJCOM: HQ AMC/DOTL

Unit: Squadron

Curriculum development: Unit

Training aids:

Actual performance of ground emergency egress procedures at the aircraft is desired

Fire extinguisher and fire bottle

Instructor: Squadron instructor assisted by life support technical expert. Fire department personnel for fire extinguisher training

Aircrew Eye/Respiratory Protection (AERP) equipment (if unit-equipped)

**Additional Information.** Scheduling will coordinate with maintenance to ensure aircraft availability for training. Also, contact the fire department for extinguisher training. An appropriate maintenance stand and safety equipment must be immediately below windows and hatches being used.

### **LS10 Parachute Descent (Hanging Harness) Training (PDHHT)**

Evaluates the aircrew's ability to perform critical post ejection/egress and parachute malfunction procedures while suspended under the parachute canopy. Aircrew members are required to demonstrate the ability to modify, steer, and land parachutes and use of the personnel lowering device (PLD), if applicable. This requires practice for all aircrews using actual flight gear to include ACDE equipment. This training should be conducted concurrently with egress training when practical. Hanging harness may be demonstrated in lieu of suspending each aircrew member as determined by the unit commander.

### **LS11 Low-Threat Combat Survival Training**

An academic and equipment training program designed for aircrews whose duties do not require them to fly over near enemy territory (i.e., staff positions, training units instructors, etc.). Aircrews will demonstrate their ability to use LSE and explain survival techniques and rescue procedures.

#### **LS12 PDHHT w/ACDE**

This course addresses egress difficulties associated with the Aircrew Chemical Defense Ensemble equipment and emergency contamination control (combined with LS08) when parachute egress is required for aircrew members.

### **A2.6. Mission-Specific (M) Training Events**

#### **M020 Unit Specific Training Sortie**

Unit defined sortie to accomplish mission specific training events. The following is a suggested listing of events that can be used on an M020:

Any individual training event (approaches, landings, LL)

Exercise training (RED FLAG, MAPLE FLAG)

Practice mobility training

Special mission tasking

Special operations tasking

Tactical navigation training

Corrective training or identified weaknesses

#### **B016 Operational Mission Sortie**

An operational mission sortie is a mission that departs the local flying area. The mission will familiarize aircrews in off-station command-and-control procedures, flight planning, en route air traffic control (ATC) procedures, theater/airfield familiarization, and cargo/port operations. USAFE: Minimum of 2 hours over Category II or Category I (non-tactical) route. Will include appropriate pre-mission planning, preflight according to flight publications, weather and crew briefing, flight planning, instrument procedures, dead reckoning/airways procedures, systems integration and post-mission procedures.

#### **M040 PNAF Sortie**

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

#### **M050 Tactical Mission Sortie**

Flight engineers and loadmasters log a tactical mission sortie after completing a visual, NVG, or SKE/AWADS low-level sortie.

#### **M060 Theater Indoctrination Training**

This event includes local orientation and theater indoctrination and should be tailored to prepare newly assigned aircrew members for the unit's operational mission. Each newly assigned aircrew member will complete a theater indoctrination program prior to attaining MR status. As a minimum, training should include a thorough review of theater unique instrument requirements and procedures, use of non-DoD instrument approach procedures, required instrumentation for specific approaches, theater weather conditions, local area procedures, and host nation agreements. Squadron commanders or AFRC/ANG Ops Supervisors are responsible for the accomplishment of this training for all assigned and attached aircrew members and will design a program to meet requirements unique to unit operations.

Unless specified otherwise in the MAJCOM supplement, training should include a tactical training (as applicable)/orientation flight and an off-station mission emphasizing theater-specific procedures, with a minimum of one flight. Ground training will include a how-to lesson on electronic combat systems including ADS, HAVE QUICK, Secure Voice, and Mode IV.

USAFE TI: All USAFE aircrews will complete TI ground training prior to flight training. TI flight training may be combined with initial MQT sorties, but must be the first sortie flown in theater. Supervision will be an instructor pilot (IP) or instructor navigator (IN). The following applies to USAFE:

**Ground Training.** The wing/group will develop the TI ground training program. The unit may develop procedures specific to their mission and location, however the following blocks of instruction will be covered as a minimum:

**Instrument training:** a thorough review of theater unique instrument requirements and procedures to include but not limited to: nav aids, European air traffic control, Flight Information Publications/Foreign Clearance Guide study, non-DoD approach procedures (Jeppesen), required instrumentation for specific approaches, local publications and regulations, flight planning, European weather phenomena (emphasis on local conditions), spatial disorientation, and theater buffer zone procedures.

**Video presentations:** Jeppesen approach charts.

**Basic airmanship review:** visual illusions, command special interest items, USAFE local area exercise procedures.

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

**A2.6.1. Airland Events.** Pilots and copilots accomplish this training in their respective aircrew positions. Copilots receive credit for assault events for performing their normal duties during these events; they do not actually perform the maneuvers.

**AS11 Assault Landing.** Accomplish assault landings on appropriately marked landing zones of 3500 ft or less (zone may be superimposed on larger runways to satisfy assault continuation train-

ing). Meet the following requirements in order to log the landings: (1) Touchdown within the first 500-feet. (2) Do not credit go-arounds.

**AS09 Assault Takeoff.** Accomplish a max-effort takeoff.

**AS12 Night Assault Landing.** Accomplish an assault landing at night.

**AS21 Heavyweight Assault Landing.** Accomplish an assault landing at a minimum gross weights of 115,000 pounds.

**AS31 Unimproved Airfield Assault Landing.** Accomplish an assault landing on an unimproved airfield. To qualify, all pilots qualified for assault landings must accomplish their first unimproved airfield landing to the satisfaction of an instructor pilot. Once qualified, there are no recurring training requirements associated with this event.

**NV48 NVG Landing.** A landing accomplished with NVGs to an IR-marked runway. Dual log to an NVG sortie for the Flight Engineer. The engineer will monitor an NVG approach and landing.

**A2.6.2. Random Steep/Shallow Recoveries.** Before performing these maneuvers unsupervised, all pilots will first demonstrate a random shallow and random steep recovery to the satisfaction of an instructor pilot. Accomplish random shallow/random steep approaches according to AFI 11-2C-130, Volume 3.

#### **RS06 Random Steep Recovery**

**RS16 Random Shallow Recovery.** Curvilinear approaches may be dual logged for random shallow.

**A2.6.3. Visual Low Level Events.** Any of the following, updates visual low level events:

**VL00 Visual Low Level Sortie.** Log a VLL sortie when a departure/rejoin, minimum of 30 minute visual route, successful time-over-target (TOT) for lead, and successful airdrop procedure, is accomplished when flying in any formation position (lead, element lead, or wing).

**VL01 Visual Low Level Day Sortie.** Log a visual low level day sortie when a departure/rejoin, minimum of 30 minute visual low-level route, successful time-over-target (TOT) for lead or single ship, successful airdrop procedure, or successful assault operation is accomplished during the day.

**VL11 Visual Low Level Formation Day Sortie.** Log a visual low level formation day sortie when a departure/rejoin, minimum of 30 minute visual low-level route, successful time-over-target (TOT) for lead, successful airdrop procedure, or successful assault operation is accomplished during the day. Accomplish with a minimum of two aircraft throughout the sortie. The sortie should include the use of visual tactics (inverted vic, fluid trail, line abreast, etc.). Dual log as VLL day sortie.

**VL02 Visual Low Level Night Sortie.** Log a visual low level night sortie when a departure/rejoin, minimum of 30 minute visual low-level route, successful time-over-target (TOT) for lead or single ship, successful airdrop procedure, or successful assault operation is accomplished at night.

**VL12 Visual Low Level Formation Night Sortie.** Log a visual low level formation night sortie when a departure/rejoin, minimum of 30 minute visual low-level route, successful time-over-target (TOT) for lead, successful airdrop procedure, or successful assault operation is accomplished at night. Accomplish with a minimum of two aircraft throughout the sortie.

**NV00 NVG Visual Low Level Sortie.** A visual low level operation (30 minutes minimum) accomplished using NVGs for terrain clearance, turn point identification, and DZ/LZ acquisition. Dual log to a VLL night sortie.

**NV08 NVG Wing Sortie.** A visual low level operation accomplished between 30 minutes after sunset and 30 minutes before sunrise and flown using NVGs for formation positioning. Dual log to NVG VLL sortie and formation VLL night sortie.

**VL21 Visual Low Level Lead/Single-Ship Sortie.** Log a visual low-level lead/single-ship sortie when a departure/rejoin, 30-minute visual low-level route (minimum), and successful assault operation or successful time-over-target (TOT) and airdrop procedure are accomplished either single-ship or in the formation lead position.

**A2.6.4. SKE Events.** Aircraft commanders may log SKE sorties when flying in either seat provided they fly the aircraft and accomplish aircraft commander duties throughout the sortie. AFRC, ANG, and CADS may log events under provisions listed in paragraph 4.3. of the parent document. SKE-only units will train by means of simulating an AWADS lead. When simulating AWADS lead each element lead aircraft will drop visually. The primary means of navigation will be by radar, Doppler, inertial navigation system (INS), or SCNS.

**SK00 SKE Sortie.** Log a SKE sortie when a departure/rejoin, minimum of 30 minute SKE route, successful time-over-target (TOT) for lead, and successful airdrop procedure, is accomplished when flying in any formation position (lead, element lead, or wing).

**SK07 SKE Wing Sortie.** Log a SKE wing sortie when a departure/rejoin, minimum of 30 minute SKE route, and successful airdrop procedure, is accomplished when flying in a formation wing position (#2, or #3). Lead-qualified aircrew members do not log this event.

**SK17 SKE Formation Lead Sortie.** Log a SKE formation lead sortie when a departure/rejoin, minimum of 30 minute SKE route, successful time-over-target (TOT) for lead, and successful airdrop procedure is accomplished when flying in the formation lead position or element lead position. Accomplished by lead qualified aircrews.

**SK27 SKE Formation Lead Wing Sortie.** Formation lead-qualified crews log a SKE formation lead wing sortie when a departure/rejoin, minimum of 30 minute SKE route, and successful airdrop procedure is accomplished flying in a formation wing position.

**A2.6.5. AWADS Events.** Applies to AWADS qualified aircrews only. Aircraft Commanders may log AWADS sorties when flying in either seat provided they fly the aircraft and accomplish Aircraft Commander duties throughout the sortie. AWADS-equipped aircraft will use IFR procedures and AWADS equipment for course guidance, DZ acquisition, steering to a release point and subsequent airdrop. Do not credit the sortie if a crew induced no-drop is called. LM may credit the sortie after successful completion of the slowdown checklist. Credit the sortie for non-crew induced dry passes, if all checklists are accomplished.

**SK10 AWADS Sortie.** Log an AWADS sortie when a departure, 30-minute AWADS route (minimum), successful time-over-target (TOT) for lead, and successful airdrop procedure, is accomplished in the formation lead or element lead position.

**SK37 AWADS Formation Lead Sortie.** Log an AWADS formation lead sortie when a departure, 30-minute AWADS route (minimum), successful time-over-target (TOT), and successful airdrop procedure, is accomplished in the formation lead position.

**SK47 AWADS SKE Wing Sortie.** Log an AWADS SKE wing sortie when a departure, 30-minute AWADS route (minimum), and successful airdrop procedure, is accomplished in a formation wing position (#2 or #3). This is an additional requirement to the total AWADS sorties and cannot be dual logged.

Successful Time on Target (TOT). For formation lead aircraft only, the time criteria for a successful TOT for visual airdrops is 60 seconds and for SKE/AWADS is 90 seconds.

**A2.6.6. Airdrop Event.** Log an airdrop event when a successful airdrop is accomplished. The load must exit the aircraft and be scored as a successful drop. An airdrop is normally successful under the following criteria: 0-300 meters adjusted circular error (CE) for equipment, personnel and SATB; and 0-200 meters CE for CDS (see AMC Form 513, Airdrop Circular Error Computation). Use minimum drop zone criteria according to AFI 13-217. Loadmasters may credit the airdrop if the slowdown checklist is completed. Refer to AFI 11-2C-130, Volume 3 for event description.

**AD00 Total Airdrop.** The airdrop may consist of an SATB or actual load, using any approved airdrop method.

**AD03 Equipment/SATB.** Loadmasters log this event when an actual equipment load is loaded, rigged, and all checklists through the slowdown checklist are accomplished (airdrop procedure). Navigators log this event when an actual heavy equipment drop is successfully completed.

**AD13 Equipment/SATB.**

**AD04 CDS.** Loadmasters log this event when an actual CDS bundle is loaded, rigged, and all checklists through the slowdown checklist are accomplished. Navigators log this event when an actual CDS bundle is successfully airdropped.

**AD14 CDS/SATB.**

**AD05 Personnel.** Loadmasters log this event when actual personnel are loaded, rigged, and all checklists through the slowdown checklist are accomplished. 62 AS instructor loadmasters and USAF CADS loadmasters are exempt from this requirement. Door bundles do not count for logging this event.

**AD15 Personnel/SATB.**

**NV18 NVG Airdrop.** An airdrop event or procedure to an IR-lit or unmarked DZ (when directed by MAJCOM DO/XO).

**A2.6.7. Airdrop Procedure.** Log an event when a simulated airdrop is accomplished. All checklists must be successfully completed, though a load doesn't need to exit the aircraft (*EXCEPTION: do not credit for crew-induced no drops*). LMs may credit the sortie after successful completion of the slowdown checklist, if all checklists are accomplished.

**A2.6.8. Formation Recovery Events.** Fly formation overhead, downwind, and SKE/AWADS approaches with a minimum of two aircraft according to AFI 11-2C-130, Volume 3.

**FR16 Formation Overhead Recovery.** Refer to AFI 11-2C-130, Volume 3, for procedures.

**FR06 Formation Downwind Recovery.** Refer to AFI 11-2C-130, Volume 3, for procedures.

**FR26 AWADS/SKE Recovery.** Refer to AFI 11-2C-130, Volume 3, for procedures.

**A2.6.9. Miscellaneous Events.**

**FE09 Flare Event.** Applies only to units whose aircraft are RWR-equipped, unless otherwise directed by the squadron commander or appropriate operations training supervisor. In-flight dispensing of self-protection flares (or Smokey Devils) during a tactical mission in response to an actual or simulated threat. Event requires actual or simulated release (to include countdown when practical) and is limited to one event per sortie.

**FE19 Chaff Event.** Applies only to units whose aircraft are RWR-equipped, unless otherwise directed by the squadron commander or appropriate operations training supervisor. In-flight dispensing of chaff during a tactical mission in response to an actual/simulated threat. Event requires actual or simulated release and is limited to one event per sortie.

**FE29 RWR Event.** The aircrew detects a surface or airborne threat via electronic or simulated means and react with appropriate maneuver.

**HQ09 Have Quick.** Training consists of properly configuring the radio for HAVE QUICK operation and making at least one transmission and reception using HAVE QUICK mode of operation with any source. The time-of-day (TOD) should be updated from a ground station master clock when possible.

**SV09 Secure Voice.** Correctly load tapes into the secure voice equipment and communicate with another station (ground or air, beyond your own aircraft) in the secure-voice mode.

**NV58 NVG Combat Offload and ground handling.** Loadmaster NVG airland operation on unlit LZs with NV cargo lighting. (when directed by MAJCOM DO/XO).

#### **A2.7. Navigation Training Events.**

**B009 Navigation mission sortie.** A navigation mission sortie departs the local flying area. The mission will familiarize the navigator with off-station command-and-control procedures, mission planning, en route air traffic control procedures, theater/airfield familiarization, and cargo/port operations. It will include mission planning, preflight, appropriate en route procedures (airways, radar procedures, weather avoidance, log work, etc.) and post-flight duties. Departure and destination points should be different. Completed navigation mission sorties may be dual logged as grid, celestial, or airdrop as appropriate to the unit mission.

**Day/Night Celestial Sortie.** A minimum of 3 hours over a category 1 route. The navigator will maintain a log using appropriate navigation equipment. Celestial and dead reckoning procedures must be used. Pressure, radar fixes, SCNS, and in-flight fuel management will be used as required. Each navigator can credit only one celestial sortie per flight, however more than one qualified navigator may obtain sortie credit on the same flight provided each one occupies the navigator position for a minimum of 3 hours, maintains a log, performs navigator duties, and meets the requirements of the appropriate celestial sortie. Dual log with basic sortie and mission sortie.

**B012 Day Celestial Sortie.** Includes a pre- or post-computation, an actual sextant shot, and plotting of the line of position (LOP) on a chart. Sun, moon and planet shots are the only types qualifying for a day celestial fix.

**B013 Night Celestial Sortie.** Includes pre- or post-computations, actual sextant shots, and plotting of a minimum of two line of positions (LOP) on the chart for one fix. Log a night celestial sortie when a multiple-body LOPs were taken involving any combination of sun, moon, planets,

or stars, regardless of time of day. **NOTE:** *If both day and night celestial fixes are taken, log either a day or night sortie.*

**B014 Category I Sortie.** The basic navigation sortie will be of adequate scope and duration to allow the navigator to practice all procedures and mission tasks normally encountered on Category 1 missions. These tasks will include, but not be limited to, mission planning, pre-flight fuel planning, equal time point (ETP) computation, chart preparation, deviation checks, coast-in/out procedures, aircraft position fixing using appropriate/available navigation aids (minimum of one radar and one navaid fix), log work, dead reckoning, use of navigation systems/computers, pacing, in-flight fuel management, and other appropriate procedures. The sortie will include a minimum of 2 hours of category 1 procedures. This sortie may be accomplished in lieu of B012/B013 for units without a celestial navigation requirement.

**GD09 Grid Navigation Sortie. Grid profile (day or night).** This event uses a grid reference system for aircraft steering and must continue for at least a 2-hour period. Instructor-navigators may credit a grid event on a category I or II route. Grid profiles may also be logged as a navigational profile if requirements are met. Fifty percent of these events may be logged when flown in a WST, SNS, or CTD. Applies to Alaska-based units and 109AW only.

**N120 Airborne Radar Approach (ARA).** Make practice approaches under VMC (day or night) or under ground radar monitoring during IMC (per the instrument procedures in AFI 11-C-130, Volume 3). Do not log ARAs when the pilot is making any other type instrument approach. Credit the ARA if, in the opinion of the pilot, a safe landing can be made from minimums.

**A2.8. Crew and Individual Proficiency (P) Training Events.** Refer to AFMAN 11-217, the Flight Manual, ATS courseware, and AFI 11-2C-130, Volume 3.

**P020 Takeoff. Initial takeoff or takeoff following a touch-and-go landing.**

**P050 Threat Avoidance VFR Departure**

**P053 Spiral Up Departure (may be logged in the simulator)**

**P060 Threat avoidance VFR Arrival**

**P061 VFR Overhead (may be logged in the simulator). Dual logs with FR16**

**P064 Random Steep Arrival (may be logged in the simulator). Dual logs with RS06**

**P065 Curvilinear Approach (may be logged in the simulator). Dual logs with RS16**

**P070 Instrument Approach**

**P100 Precision Approach**

**P101 MLS Approach.** Also refer to ATS courseware. May be logged in the simulator (only counts for approach currency in a level C or better simulator).

**P110 Nonprecision Approach**

**P116 NDB Approach**

**P117 GPS Approach**

**P118 FMS Approach**

**P130 Circling Approach****P190 Landing**

**P192 Night Landing.** Accomplish the landing between 30 minutes after sunset to 30 minutes before sunrise (official darkness).

**B010 Basic Sortie.** Log basic sorties on local or operational missions that include appropriate pre-mission planning, preflight according to flight publications, preparation of performance, take-off and landing data, weather and crew or passenger briefings, flight plan filing, and post-mission procedures. Two aircrew members may log a sortie on the same sortie if the requirements of a Basic Sortie are met.

**B011 Local Proficiency Sortie.** Local proficiency sorties (LPS) allow pilots to practice instrument, transition, and emergency procedures while under the supervision of an IP (IPs need not be supervised themselves to log an LPS). A minimum of one hour actual flying time is required to log an LPS. The following are the minimum required maneuvers to credit an LPS (comply with restrictions in AFI 11-2C-130, Volume 3):

ACs: review of boldface emergency procedures, one precision approach, one non-precision approach, one no-flap approach and landing, one holding pattern or procedure turn, one circling approach (traffic permitting), one simulated engine-out go-around, one simulated engine-out landing, one VFR traffic pattern (weather permitting), and one windmill taxi start (optional).

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

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

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

**P280 Aircrew Chemical Defense Task Qualification Training (ACDTQT).** An exercise emphasizing hands-on training, dressed out in partial chemical defense (CD) ensemble. Aircraft commanders will not accomplish in conjunction with a formation take-off or a night formation departure. The purpose of the exercise is to enable crew members to become aware of their limitations while wearing the equipment. Complications of heat exhaustion, fatigue, hyperventilation, limited dexterity, and hampered communication can all be experienced during the exercise. Observers must closely monitor crew member actions during the exercise. If a crew member experiences difficulties such as excessive thermal stress, hyperventilation, headaches, etc., and either the observer or crew member believes it is unsafe to continue, the equipment will be immediately removed.

The following aircrew CD items will be used:

Flying helmet (if applicable).

MBU-19/P hood and mask assembly.

Filter pack with filters and CQU-7/P blower assembly with filter canisters and batteries.

MXU-835 intercom assembly.

Filter pack suspension strap.

Glove set (cotton, butyl, Nomex).

ACDTQT should be accomplished in a simulator with visual displays, provided a simulator exists or is available. If accomplished in a simulator, ATS instructors will observe the exercise, no other supervision is required, and no restrictions apply on which or how many aircrew members may wear the gear.

If performed in the aircraft:

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

The aircraft commander will be supervised by an instructor pilot occupying the copilot seat. Copilot will be supervised by an instructor pilot or experienced aircraft commander (determined by the squadron commander) in the pilot seat.

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

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

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

Loadmasters will be supervised by another loadmaster and wear the gear while either up-loading or down-loading cargo or vehicles.

Prior to being scheduled for this event, each aircrew member must have completed LS04 and LS08, including LS05 criteria.

## **A2.9. Qualification and Certification (Q) Training Events.**

**Q001 Open-Book Qualification Examination**

**Q002 Closed-Book Qualification Examination**

**Q006 Senior Staff Basic ATD Evaluation**

**Q007 Senior Staff Basic Aircraft Qualification Evaluation**

**Q008 Instructor Evaluation**

**Q011 Formation Lead Certification**

**Q012 Airdrop Evaluation**

**Q015 Special Missions and Operations Qualification**

**Q018 Tactical Examinations (open and/or closed book)**

**Q019 Tactical Evaluation**

**Q080 PNAF Evaluation**

**Q090 Flight Publications Check**

**Q110 Personal Reliability Program**

**Q120 AECM C-130 Closed-Book Qualification Examination**

**Q160 Instrument Refresher Course Examination**

**Q170 Flight Evaluation Folder Review**

**A2.10. Unit Defined ("X") Events.**

**A2.11. Air Force Specified ("AA") Training Events.**

**AA01 Qualification Check**

**AA11 Instrument Check**

**AA21 Combined Qualification and Instrument Check**

**PP01 Flight Physical.** Governed by AFI 48-123, *Medical Examinations and Standards*. Currency expires on the last day of birth month. The flight physical is an annual requirement, but may not coincide with the calendar year cycle.

**PP11 Physiological Training.** Governed by AFI 11-403, *Aerospace Physiological Training*. Currency expires 3 years after the last day of the month in which accomplished. (example: if training was accomplished 19 Oct 1995, training is due not later than 31 Oct 1998.) Rated officers with greater than 25 years time in service only require physiological training every 5 years (altitude chamber flight not required). Refer to AFI 11-403 for personnel assigned overseas.

**RR01 Flight Records Review.** Governed by AFI 11-401, *Flight Management*.

**A2.12. Additional Event Identifiers.** These identifiers will be used if units choose to track the associated events and items in AFORMS:

**E010 Standards of Conduct Briefing**

**E020 AMC Escort Training**

**E030 Passport**

**E040 Base Populace Briefing**

**E050 Newcomer Substance Abuse Awareness Briefing**

**E060 Newcomers Social Actions Briefing**

**E070 Protection of the President**

**E080 Report Counter Human Resources Intelligence Threat Briefing**

**E090 Hostile Human Intelligence Threat Briefing**

**E100 Security and Awareness Training**

**C010 CWD Driver Operations**

**C020 Mass Casualty Exercise**

**C030 Mobility Briefing**

**C040 Mobility Folder Review**

**C050 Unit Disaster Training**

**LE01 Helmet Inspection**

**LE02 Oxygen Mask Inspection**

**H010 Ergometer Testing**

**H020 Dental Exam**

**H030 Cholera**

**H040 Flu Shot**

**H050 Smallpox**

**H060 Oral Polio**

**H070 Tetanus**

**H080 Yellow Fever**

**H090 TB Tine**

**H100 Meningococcola**

**H110 Typhoid**

**H120 Hepatitis A**

**H130 Hepatitis B**

### Attachment 3

#### AIRCREW TRAINING DOCUMENTATION

**A3.1. General Information.** This Attachment provides guidelines on proper training documentation. Instructions are provided for AF Form 4022, **Aircrew Training Folder**, AF Form 4023, **Aircrew Training Progress Report**, AF Form 4024, **Aircrew Training Accomplishment Report**, and AF Form 4025, **Summary and Close-out Report**, and aircrew training guides.

A3.1.1. Initiate a training folder, AF Form 4022, for AFCAT 36-2223 formal training (either at formal school or in-unit), mission qualification, special qualification or certification training, in-unit upgrade program to the next higher crew qualification, requalification training (either at formal school or in-unit), or for any corrective action or additional training.

A3.1.1.1. The unit operations officer may waive the training folder requirement if corrective action or additional training is limited. If initiated, the instructor or flight examiner who evaluated the aircrew member's performance will enter comments pertinent to the training deficiency on AF Form 4023 or the training guide. Use the existing training folder for end-of-course evaluations that result in additional training.

A3.1.1.2. At the unit's discretion, training folders for an individual undergoing more than one training program in a short period of time may combine all training into one AF Form 4022; e.g., a tanker copilot upgrading to AC may have his or her upgrade, mission qualification, and formation lead training combined in one folder.

A3.1.2. Formal schools will send AF Form 4022 with all training records to the trainee's gaining unit. Squadron commanders will review formal school training records and enter appropriate comments on the training guide progress record or AF Form 4023.

A3.1.3. Squadrons will maintain the training folders for their personnel in a location readily accessible to instructors and supervisory personnel. The trainee may review his or her folder at any time.

A3.1.4. The instructor or trainer will review the training folder, to include AF Forms 4023 and 4024 or the training guide, prior to all training periods. Those areas not previously accomplished or those in which crew members require additional training, will be noted for possible inclusion during the current training period. Operations officers will review active training folders quarterly, and flight commanders or squadron training representatives will conduct a monthly review. Monthly and quarterly reviews will be annotated on AF Form 4023 or in the training guide.

A3.1.5. Upon completion of training, place the summary/closeout report (AF Form 4025) in the individual's flight evaluation folder (FEF) or in a permanent training folder, as specified in MAJCOM supplement (**PACAF and USAFE: after one year, training offices will retain the AF Form 4025 in the aircrew members training folder (AF Form 4022)**). Refer to AFMAN 37-139, *Records Disposition Schedule*, for further guidance. Squadrons will retain all AF Forms 4022 contents for 1 year, then return them to the aircrew member. Do not insert AF Forms 4022, 4023, or 4024 or training guides into FEFs.

A3.1.6. If training guides are not used, AF Forms 4022, 4023, or 4024 will be used for ATS and formal school courses.

A3.1.7. Units may overprint versions of AF Forms 4022, 4023, 4024, and/or 4025 in accordance with AFI 37-160, Volume 8, *The Air Force Publications and Forms Management Program - Developing and Processing Forms*. Unit overprints must be approved by appropriate MAJCOM (for AMC and AMC-gained AFRC and ANG units, HQ AMC/DOT is the approval authority).

A3.1.8. For purposes of training documentation, classroom only training conducted at the unit should be identified as Academic Training (AT). Ground Training (GT) will be considered all training conducted outside the classroom not associated with a flight or artificial training device.

**A3.2. Instructions for AF Form 4022.** AF Form 4022 is a folder constructed of cardstock and the inside covers are designed for documenting training. AF Forms 4023, 4024, and 4025 and additional information (waivers, memorandums, etc.) will be centered and attached to folder fasteners. Training guides will be placed inside the folder. AF Forms 4022, 4023, 4024, and 4025 are available through the Air Force Distribution System in accordance with AFI 37-161. **NOTE:** *Formal school instructors using ATS courseware are not required to complete the following sections of the AF Form 4022: ground training summary, written evaluations, and flying training summary if this information is tracked by other means and sent to the gaining unit with AF Form 4022.*

A3.2.1. Trainee Information (cover): Provides trainee and course information.

A3.2.1.1. Name and grade. Self-explanatory.

A3.2.1.2. Aircrew position. Self-explanatory. (For aircrew members in an upgrade program, enter the aircrew position to which they are upgrading).

A3.2.1.3. Unit of assignment. Self-explanatory.

A3.2.1.4. Type of training. Enter formal course title or, for special mission qualification, enter type, e.g., AD, formation lead etc. For other types of training, enter a descriptive identifier.

A3.2.1.5. Class number. Enter formal school class number; otherwise, leave blank.

A3.2.1.6. Course number: Enter only the AFCAT 36-2223 formal course number, e.g., "KC135P," "C130LM," "C5P," etc. Otherwise, leave blank.

A3.2.2. Ground Training Summary (inside left). (This section provides a chronological record of ground training events). Record non-flying training events. Entries are required for CTD, SIM, OFT, PTT, CPT, WST, GT. Entries are required for in-unit academic instruction conducted according to formal school courseware. Classroom academic training will be identified as AT. Units will not record academic training on the AF Form 4022 summary.

A3.2.2.1. Date. Self-explanatory.

A3.2.2.2. Training period. Enter sequentially numbered training period designators, e.g. "CPT-1," "WST-2," "GT-3," etc., or specific course identifier.

A3.2.2.3. Status. Enter incomplete (INC) and the reason, e.g., "INC-MX" (maintenance) or "INC-PRO" (trainee proficiency) when an additional training period, over those remaining, will be required to accomplish the lost training events originally scheduled for that training period; otherwise, leave blank.

A3.2.2.4. Instructor or trainer (qualification). Enter the name of the instructor or trainer and aircrew qualification, e.g., aircraft commander (AC), IP, IN, instructor loadmaster (IL), etc.

A3.2.2.5. Training time. Self-explanatory. Do not include time normally associated with pre-briefing and debriefing.

A3.2.3. Training Period Designators. Codes to describe training periods. Formal training schools may use more descriptive designators if required.

A3.2.4. Written Evaluations. If applicable and desired, record data for the inflight evaluation required to complete the training program.

A3.2.4.1. Date. Enter the date the written evaluation was satisfactorily completed.

A3.2.4.2. Type. Enter the AFI 11-2C-130, Volume 2 description or other appropriate identifier.

A3.2.4.3. Grade. Enter according to AFI 11-2C-130, Volume 2.

A3.2.5. Performance Evaluation Summary. Record data on required evaluations including re-evaluations (if applicable).

A3.2.5.1. Date recommended. Enter the date recommended for a performance evaluation (CPT, WST, or flight).

A3.2.5.2. Type evaluation. Enter AFI 11-2C-130, Volume 2, evaluation description or other appropriate identifier.

A3.2.5.3. Instructor (qualification). Enter the name and aircrew qualification of the instructor recommending the student for an evaluation.

A3.2.5.4. Operations review. With the initials of the reviewer, indicate a records review has been accomplished following recommendation for an evaluation. **NOTE:** *Flight commanders or supervisors will accomplish reviews during formal training courses. Squadron commanders or operations officers are required to accomplish reviews prior to flight evaluations.*

A3.2.5.5. Date evaluated. Enter the date the evaluation was completed.

A3.2.5.6. Flight examiner. Self-explanatory.

A3.2.5.7. Grade. Enter according to AFI 11-2C-130, Volume 2.

A3.2.6. Flying Training Summary. This section provides a chronological record of flying training sorties. Log all sorties scheduled even if canceled by external factors such as weather (WX) or maintenance (MX).

A3.2.6.1. Date. Self-explanatory. On operational missions, enter inclusive dates, e.g. 28 Jul - 7 Aug 95.

A3.2.6.2. Training period. Enter sequentially numbered training period designators, e.g. "S-1," "AD-1," "O-2," etc.

A3.2.6.3. Status. Enter "INC" and reasons, "WX," "MX," or "PRO" when an additional training flight, over those remaining, will be required to accomplish lost training events originally scheduled for that period (INC-WX); otherwise, leave blank.

A3.2.6.4. Instructor (qualification). Enter the name and aircrew qualification of the instructor.

A3.2.6.5. Mission time. Enter the total flight-time of the training or operational mission in the top half of the block. If documentation of seat-time is required, enter the flight-time the trainee was actually in the seat in the lower half of the block.

A3.2.6.6. Cumulative time. Use this block to enter the individual's total cumulative flight-time in the specific training course. Enter total cumulative flight-time in the top half of the block and, if required, the total cumulative seat-time in the lower half of the block.

A3.2.7. Performance and Knowledge Standards. (For use with AF Form 4024, see paragraph A3.4.11.).

A3.2.8. Grading Codes. (For use with AF Form 4024, see paragraph A3.4.8.).

**A3.3. Instructions for the AF Form 4023, Aircrew Training Progress Report.** This form provides a narrative description of training missions and is also used for documenting operations review of training progress. File AF Forms 4023 in order with the most recent flight on top. *NOTE: AF Form 4023 or a training guide may be used to record training. ATS and formal school courses may use AF Form 4023 at their discretion.*

A3.3.1. Training Period and Date (Item 1). Training period is either ground, simulator, or flight, i.e., AT-1, GT-1, SIM-3, S-4, etc. Also, annotate the date the training occurred.

A3.3.2. AT, GT, FLY, and ATD (Items 2, 4, and 6). Annotate time allocated for training and keep a running total (Items 3, 5 and 7) by adding previous totals to current training period time (not applicable for AETC). Classroom academic training periods will be annotated as AT and tabulated under the ground training block.

A3.3.3. Total Training Time (Item 8). Keep a running total of all training time (add Items 3, 5, and 7).

A3.3.4. Remarks and Recommendations (Item 9). Describe the mission scenario to accurately document each event (i.e., payload, type airdrops, type and number of approaches, etc.). Local overprints are authorized. Comments will elaborate on trainee strengths and weaknesses, identify problem areas, record unusual circumstances, and indicate student progress. Recommendations will be specific and include tasks requiring further training and the type of training required. If more space is required for annotating remarks, draw vertical arrows through sortie information heading section (Items 1 through 8) of following block of form and continue remarks.

A3.3.4.1. Operations Review. In addition to reviewing all AF Form 4023 entries, the flight commander or squadron training representative will conduct a monthly review of active status AF Forms 4022. The squadron commander or operations officer will review active status AF Forms 4022 at least once each quarter. Document reviews on an AF Form 4023. The reviewer will annotate "monthly review" or "quarterly review," as applicable, in the training period block. Write comments concerning the trainee's progress, status, or recommendations in the mission profile, comments, and recommendations block.

A3.3.4.2. Monthly reviews are not required for formal school courses except in documented cases of unsatisfactory progress. ATS personnel will review the students records and ensure all required training is completed prior to entering flight training. If problems are encountered during the flying phase, the squadron will conduct reviews necessary to document unsatisfactory progress.

A3.3.5. Instructor Block (Item 10). Instructors will print and sign their name and annotate their rank and crew qualification.

A3.3.6. Students Block (Item 11). Students will print and sign their name.

A3.3.7. Reviewer Block (Item 12). For monthly and quarterly reviews, squadron commanders, operations officers, or flight commanders will print and sign their name and indicate their position. Flight commanders may use their initials in the review block after reviewing individual AF Form 4023 entries.

A3.3.8. AF Form 4023 will be completed and reviewed by the student prior to his or her next training period.

**A3.4. Instructions for the AF Form 4024, Aircrew Training Accomplishment Report.** This form tracks, for each sortie, individual event and task accomplishment and grades. Units will overprint event and task listings, total number of repetitions required, and the required proficiency level (RPL) for each event and task. Use separate AF Forms 4024 for simulator and flight training. Maintain AF Forms 4024 on the right side of AF Form 4022. *NOTE: AF Form 4024 or a training guide may be used to record training. ATS and formal school courses may use AF Form 4024 at their discretion.*

A3.4.1. Name. Self-explanatory.

A3.4.2. Crew Position. Self-explanatory.

A3.4.3. Course or Phase of Training. Enter the AFCAT 36-2223 formal course identifier, e.g., C5P. For special mission qualification, enter the type and identify the method of training, e.g., WST training, flying training, etc.

A3.4.4. Sortie. Enter sortie number e.g., S-1, S-2, CPT-1, etc.

A3.4.5. Date.

A3.4.6. Training Event and Task Listing. Reflects the tasks and subtasks in the training program that require specific student performance or knowledge proficiency standards.

A3.4.7. Number Accomplished. Reflects the number of times an event was accomplished on that sortie.

A3.4.8. Grade. Enter a "B," "F," "P," "S," or "U" as appropriate.

A3.4.8.1. "1"—Item must be accomplished once by the crew member, but does not require proficiency.

A3.4.8.2. "B"—Briefing item only.

A3.4.8.3. "F"—Familiarization item; proficiency is not required. The operations group commander or equivalent operations function will determine whether "F" items are completed by briefing, demonstration, observation, or actual accomplishment.

A3.4.8.4. "P"—Proficient; crew member has achieved the required proficiency level.

A3.4.8.5. "S"—Satisfactory; crew member has not achieved the required proficiency level but progress is satisfactory.

A3.4.8.6. "U"—Unsatisfactory; crew member was previously proficient, but has regressed or progress is unsatisfactory.

**NOTE:**

Once a crew member has received "P" for an event, the only subsequent grade allowed is either "P" or "U." Any event graded "U" must have an associated remark on AF Form 4023.

A3.4.9. Total Number Required. Indicates the total repetitions of an event or task required by the course syllabus.

A3.4.10. Total Number Accomplished. Total of the number of repetitions actually accomplished.

A3.4.11. Required Proficiency Level (RPL). RPL for the specific event and task. Each event and task will have a performance standard designated for the required proficiency level the crew member must achieve. In addition, each event and task may have (optional) a knowledge standard designated and used in the same manner as a performance standard. The standards for specific events are either listed in the applicable master task list (MTL) and evaluation standards document (ESD) for each weapon system or identified in the specific AFI 11-MDS volume. For those weapons systems that do not have any RPL listing, all events will have an RPL of "3" for performance and "C" for knowledge (if knowledge standards are used in addition to performance standards). *EXCEPTION: One-time events required for familiarization and not listed in the MTL and ESD or specific AFI 11-MDS volume will not have performance and knowledge standard assigned.* Performance and knowledge standards are listed in **Table A3.1**.

**Table A3.1. Event and Task Standards.**

Event and Task Performance Standard.		
Code	Performance is:	Definition:
1	Extremely Limited	Individual can do most activities only after being told or shown how.
2	Partially Proficient	Individual can do most of the behaviors, but not necessarily to the desired levels of speed, accuracy, and safety.
3	Proficient	Individual can do and show others how to do the behavior in an activity at the minimum acceptable levels of speed, accuracy, and safety without the assistance of an instructor. For copilots, proficiency may involve actual aircraft control or copilot duties only. For instructors, proficiency includes the ability to demonstrate, instruct, and supervise ground and flight activity.
4	Highly Proficient	Individual can do behaviors in an activity at the highest level of speed, accuracy and safety.
Event and Task Knowledge Standard		
Code	Knowledge of:	Definition:
A	Facts and Nomenclature	Individual can identify basic facts and terms about the subject and when used with a performance code, can state nomenclature, simple facts, or procedures involved in an activity.
B	Principles and Procedures	Individual can explain relationship of basic facts and state general principles about the subject and when used with a performance code, can determine step-by-step procedures for sets of activities
C	Analysis, and Operating Principles	Individual can analyze facts and principles and draw conclusions about the subject and when used with a performance code, can describe why and when each activity must 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.

**A3.5. Instructions for the AF Form 4025, Aircrew Summary and Close-Out Report :**

A3.5.1. For each formal training program, a summary and close-out report will be completed detailing the individual's strengths, weaknesses, overall performance, and other pertinent information. This report will be filed in the crew members FEF.

A3.5.2. Squadron commanders, operations officers and flight commanders will ensure the comments on this form do not reflect personal opinions or biases. All comments must be supported by information contained in the AF Form 4023s, 45s, or training guides as applicable. At formal schools, the instructor will accomplish the AF Form 4025 and the squadron commander's signature is optional. **USAFE: After one year, training offices will retain the AF Form 4025 in the aircrew member's training folder (AF Form 4022) and all other records may be returned to the individual.** Refer to AFMAN 37-139 for further guidance.

**A3.6. Aircrew Training Guides.** If available, use aircrew training guides (TG) for training programs.

A3.6.1. The ATS will develop TGs. Units may produce TGs when the ATS contractor is unable to provide them. TGs will be developed in accordance with AFI 36-2201. Coordinate TG development through appropriate MAJCOM with an info copy sent to HQ AMC/DOT.

A3.6.2. Initiating TGs. Training and resource management personnel in each unit will initiate a TG on crew-members prior to their entering any phase of qualification training. These TGs will be inserted in AF Form 4022.

A3.6.3. Use of TGs. Specific instructions for annotating training are included in each TG. TGs will be placed in an AF Form 4022 and maintained in accordance with paragraph **A3.1.5**.

A3.6.3.1. Active status TGs will be carried by the student during all training and operational missions and made available to the instructor for review and annotation. The student will review the TG and initial the training progress record prior to the next training period.

A3.6.3.2. Complete the training progress record portion of the TG in sufficient detail to specify areas of training accomplished, areas needing improvement, recommended specific study areas for the trainee, and recommended training for the next training period. When the trainee attains sufficient knowledge, experience, and prerequisites for upgrade, the instructor will recommend an evaluation and state: "Recommend evaluation for (crew position)" on the training progress record. Trainees will not be recommended for an evaluation if a TG required event is incomplete or requires corrective action. *EXCEPTION: Copilot flight simulator ATS progress reviews (evaluations) may be administered with open areas in the TG.*

A3.6.3.3. On missions without an instructor or examiner, the senior qualified counterpart (e.g., AC for copilots, qualified FE for FEs, qualified LM for LMs, etc.) will accomplish required training for those areas not requiring an instructor. Annotate applicable training information in the TG.

A3.6.3.4. When an initial qualification flight evaluation is not successfully completed and additional training is required, the flight commander will annotate deficient areas on reproduced pages of the appropriate TG and training progress record. This mini-TG will be placed in the AF Form 4022 and used to document completion of additional training.

A3.6.3.5. At the conclusion of training, when all requirements of the TG are met, fill-out an AF Form 4025 in accordance with paragraph **A3.5**. Maintain the TG and associated AF Form 4025 in a training folder according to paragraph **A3.1.5**.

A3.6.3.6. Do not maintain the training guide in the flight evaluation folder.

**A3.6.4. Review Procedures.**

A3.6.4.1. Instructors and students will review the TG after each training period and discuss training accomplished, problem areas, and immediate goals. The following are areas that should be covered in the comments' section:

**A3.6.4.1.1. Pilots:**

A3.6.4.1.1.1. AD missions. List number and types of drops.

A3.6.4.1.1.2. Applicable NVG Phase of training. Include the number of night-vision goggles (NVG) landings, low-level routes, and the number or types of NVG drops.

**A3.6.4.1.2. Navigators:**

A3.6.4.1.2.1. AD missions. Include number and type of drop.

A3.6.4.1.2.2. Applicable NVG Phase of training. Include the number and types (verbal, reduced verbal cues) of ARDAs, low-level routes, and the number and type of NVG drops (when applicable).

A3.6.4.1.3. Loadmasters:

A3.6.4.1.3.1. Operational flights or static loads. Enter a general description of the payload, number of pallets, rolling stock cargo (trucks, engines, tanks, etc.), floor-loaded general cargo, and passengers, e.g. 8 pallets and 5 passengers.

A3.6.4.1.3.2. AD missions. Enter the words "no drop" when the load did not exit the aircraft.

A3.6.4.1.3.3. Personnel AD missions. Enter the number of personnel dropped on each pass, e.g. "first pass-2," "second pass-2," etc.

A3.6.4.1.3.4. Heavy equipment drop missions. Enter a general description of the load, e.g. "modular platform (jeep), sequential platform (one mass load, one jeep), etc." The instructor or trainer will sign and enter his or her crew qualification on the training progress record. The trainee will initial the training progress record.

A3.6.4.1.4. Flight Engineers. Document all special operations, AD, and hot refueling training in one locally-developed (HQ AMC/DOTA approved) TG.

A3.6.4.2. The flight commander or squadron training representative will conduct a monthly review of TGs. This review will be indicated by entering initials and date in the review block of the TG.

A3.6.4.3. The commander or operations officer will review active TGs at least once each calendar quarter and prior to an evaluation. This review will be a separate entry on the TG and will include comments on weak areas and upgrade potential. Indicate review by signing the instructor-trainer block of the training progress record, and enter "quarterly review" in the training period identifier block.

A3.6.4.4. Records of crew members, not receiving training (but in an active status), will be reviewed monthly and quarterly as indicated above. If applicable, the statement, "no training accomplished during this period," the reason why, and the projected date when training will resume will be entered on the student's training progress record.

A3.6.5. Disposition of TGs. Place completed TGs in AF Form 4022 and maintain according to paragraph **A3.1.5**.

A3.6.6. Formal schools will maintain copies of the aircrew training records on incomplete trainees for 6 months.

## Attachment 4

## SUMMARY GUIDE: MISSION QUALIFICATION AND UPGRADE TRAINING

Table A4.1. Qualification Flying Time Prerequisites.

Total flying time	Qualification Seat AF Form 8
0-999	Right/FC
> 800 First Assignment Instructor Pilot (FAIP) (see note)	Left/FP
1,000 (see note)	Left/FP

**NOTE:**

Train any candidate in the right seat for IQT/MQT at the gaining unit commander's or appropriate AFRC/ANG supervisor's discretion (comply with AFCAT 2223).

Table A4.2. Aircrew Upgrade Flying Time Prerequisites.

From:	To:	Total Time 6/PAA
UC/UP/MC <sup>1</sup>	FP/MP	1,300/400 or 1,000/800
FP/MP <sup>2</sup>	IP	1800/300 or 1500/500
MN	IN	1000/200
MF <sup>3</sup>	IF	2000/200 or 400 PAA
ML <sup>4,5</sup>	IL	200 PAA

**NOTES:**

1. Prior qualified pilots trained in the left seat at the formal school must have 100 C-130 hours prior to moving to the left seat at the assigned unit.
2. Pilots must possess a minimum of 200 C-130 PAA hours after certification as an AC.
3. Have an X1A151C primary Air Force specialty code (AFSC) or higher (X1A171C is desired).
4. Loadmaster (E) instructor. Have an X1A251 primary AFSC or higher (X1A271 is desired).
5. Tactical airlift Ls must also have a minimum of 15 actual aerial delivery sorties in the C-130 aircraft, of which at least 10 must be equipment or CDS drops.
6. OFT and WST are creditable only towards total time.
7. Should be a graduated of Airman Leadership School according to AFI 36-2201.

**Table A4.3. MQT Flying Time Prerequisites: Combat Aerial Delivery.**

Total flying time	Qualification Seat AF Form 8
0-999	Right/MC
> 800 (FAIP) (see note)	Left/MP
1,000 (see note)	Left/MP

**NOTE:**

At squadron commander or appropriate AFRC/ANG Operations Supervisor discretion, any candidate can be trained in the right seat for MQT.

**Table A4.4. Ground Training At Formal School (Includes Secondary Method).**

Subject	MDS	Crew Position
<b>One-Time Training</b>		
ENAF Training	C-130	P, N, E, L
Aeromedical Rigging	C-130	P, N, L
Combat Offload	C-130	P, N, E, L
Initial CRM	ALL	P, N, E, L
Pilot Weather Avoidance APN 59	ALL	P
<b>Initial Training</b>		
Egress Training	ALL	All Aircrew members
Fire Extinguisher Training	ALL	All Aircrew members
Anti-Hijacking Training	ALL	P, N, E, L
Authentication and Operations Codes	ALL	P, N, E
Marshaling Exam	ALL	P, N, E, L
ALE 40/47, AAR 47, ALR 69	ALL	P, N, E, L
Have Quick Familiarization	ALL	P, N
Secure Comm Familiarization	ALL	P, N
IFF/SIF Mode IV	ALL	P, N

P- Pilot, N-Navigator, E-Flight Engineer, L-Loadmaster.

**Table A4.5. One-Time Ground Training At Unit.**

<b>Subject</b>	<b>Prior To:</b>	<b>Aircrew Position</b>
Initial CWD Training–Ground Crew Ensemble (G010)	MR	All aircrew Members
Initial CWDE Training–Aircrew Ensemble (LS04)	MR	All aircrew Members
Pilot/Flight Engineer Weather Avoidance other than APN 59	MR	P, E
Initial ACDTQT	MR	All aircrew Members
Marshaling Exam		All aircrew Members
Aeromedical Rigging		P, N, E, L
Unit Indoctrination Training	MR or must fly with instructor	All aircrew Members

P- Pilot, N-Navigator, E-Flight Engineer, L-Loadmaster.

**Table A4.6. Awareness Program Ground Training.**

<b>Subject</b>	<b>Frequency</b>	<b>Reference Directive</b>	<b>Aircrew Position</b>
Protection of the President	As Required	AFI 71-101	ALL
Code of Conduct	Biennial	AFI 36-2209	ALL
Law of Armed Conflict	Annual	AFI 51-401	ALL

















Figure A5.8. NVG Upgrade -- Flying.

AIRCREW TRAINING ACCOMPLISHMENT REPORT																				
NAME				CREW POSITION								COURSE/PHASE								
				Pilot/Nav/Flt Eng/Loadmaster								NVG Upgrade - Flying								
SORTIE																		TOTAL NO.		REQ PROF LVL
DATE																				
TRAINING EVENT/TASK LISTING		# A C C M	G R A D E	# A C C M	G R A D E	# A C C M	G R A D E	# A C C M	G R A D E	# A C C M	G R A D E	# A C C M	G R A D E	# A C C M	G R A D E	# A C C M	G R A D E	R E Q	A C C M	
<i>NVG QUALIFICATION</i>																				
ALL PHASES REQUIRE:																				
NVG Low-Lvl Flt Planning																			1	3
Route Selection																			1	3
Ambient Illumination																				3
Chart Preparation																				3
Safety Considerations																				3
NVG Preflight																			2	3
Helmet/Mount Preflight																			2	3
Test Lane Procedures																			2	3
Aircraft Preparation:																			2	3
Taping Procedure (if applicable)																				3
Lighting (cockpit/cargo comp)																				3
Personal Lights																				3
Inflight Orientation																			1	3
Equipment Location																				3
Instrument Reliability																				3
Depth Perception																				3
Distance Estimation																				3
Scanning Techniques																				3
Obstruction Detection																				3
Off-center Vision																				3
Monocular Cues																				3
Visual Illusions																				3
Low-Level Route																			2	3
Map Reading																				3
Checklist Completion																				3
Crew Coordination																				3
PHASE 2/3 REQUIRES:																				
Mt Terrain Flt Plan (Ph 3 only)																			1	3
Mt. Terrain Flt (optional Ph 3)																			1	3
500'/3nm Flt Ops (Phase 2/3)																			3	3
NVG AIRLAND REQUIRES:																				
Marking Patterns (P, N)																			1	3
TO/App/Lnd Emer Pro (P,N)																			1	3
TO/App/Lnd Procedures (P)																			6	3
Go-Around Procedures (P, N)																			1	3



Figure A5.10. Flight Engineer Spray Mission Qualification.

AIRCREW TRAINING ACCOMPLISHMENT REPORT																						
NAME						CREW POSITION						COURSE/PHASE						TOTAL NO.		REQ. PROF. LVL		
						Flight Engineer						Spray Mission Qual										
SORTIE																						
DATE																						
TRAINING EVENT/TASK LISTING		# ACC M	GRADE	# ACC M	GRADE	# ACC M	GRADE	# ACC M	GRADE	# ACC M	GRADE	# ACC M	GRADE	# ACC M	GRADE	# ACC M	GRADE	# ACC M	GRADE	REQ	ACC M	
<b>GROUND</b>																						
Mission Planning																						3
Fire Department Briefing																						3
Clinic/Hospital Briefing																						3
<b>AIRCRAFT</b>																						
Preflight Duties																						3
Normal																						3
MASS System																						3
Exterior																						3
Ground Loading																				3		3
Post Flight Duties																						3
<b>AIR</b>																						
Crew Coordination																						3
Altitude/Airspeed Calls																						3
Stall Speeds																						3
Situational Awareness																						3
Radio Monitoring																						3
MASS Emergency Procedures																						3
Aircraft Emergency Procedures																						3
Spray Checklist Procedures																						3
<b>SORTIES</b>																						
ULV/HV																					3	
Oil Dispersal																					1	
HV																					1	
Morning/Afternoon Sorties																					3	
Pest Management Mission																					3	
ULV/LV Pesticide Sorties																					2	

Figure A5.11. Loadmaster Spray Mission Qualification.

AIRCREW TRAINING ACCOMPLISHMENT REPORT																								
NAME										CREW POSITION						COURSE/PHASE								
										Loadmaster						Spray Mission Qualification								
SORTIE																						TOTAL NO.		REQ PROF LVL
DATE																						REQ	ACC M	
TRAINING EVENT/TASK LISTING		# ACC M	GRADE	# ACC M	GRADE	# ACC M	GRADE	# ACC M	GRADE	# ACC M	GRADE	# ACC M	GRADE	# ACC M	GRADE	REQ	ACC M							
GROUND:																								
SAFETY																							3	
Equipment																							3	
MSDA Overview																							3	
SYSTEM DESCRIPTION																							3	
MASS Overview																							3	
Configuration of Systems																							3	
Basics of System Nomenclature																							3	
Chemical Flow																							3	
System Components																							3	
Control Panel																							3	
Upload/Download of Chemicals																							3	
Capabilities of the MASS																							3	
MISSION PLANNING																							3	
Entomologist Briefing																							3	
Mission Briefing																							3	
Safety Briefing																							3	
Aircraft Commander's Briefing																							3	
Calibration Sheets																							3	
Aircrew Duties																							3	
Mission Operations Briefing																							3	
PREFLIGHT																							3	
Upload MASS onto Aircraft																						5	3	
System Preflight																							3	
LV/HV																						5	3	
ULV																						5	3	
Electrical Hook-Up																						5	3	
Control Panel/Power On																						5	3	
LOADING																							3	
Chemical Loading																							3	
LV/HV/Ground Loading Station																						5	3	
ULV																						5	3	
Flushing Agent																						5	3	
Spill Containment/Clean-Up																						3	4	
Aircraft/Area																						3	4	
AIR:																								
CALIBRATION																							3	
Calibration Procedures																							3	
Internal																						5	3	





Figure A5.13. Pilot MAFFS Qualification -- Flying.

AIRCREW TRAINING ACCOMPLISHMENT REPORT																						
NAME										CREW POSITION						COURSE/PHASE						
										Pilot						MAFFS Qualification - Flying						
SORTIE																				TOTAL NO.		REQ PROF LVL
DATE																						
TRAINING EVENT/TASK LISTING		# A C C M	G R A D E	# A C C M	G R A D E	# A C C M	G R A D E	# A C C M	G R A D E	# A C C M	G R A D E	# A C C M	G R A D E	# A C C M	G R A D E	# A C C M	G R A D E	# A C C M	G R A D E	R E Q	A C C M	
Mission Briefing																						3
Ground Base Operation																						3
Target Area																						3
Command and Control																						3
Aircrew Briefing																						3
Mission Profile																						3
Normal Procedures																						3
Emergency Procedures																						3
Crew Coordination/Duties																						3
Equipment Checks																						
App to Target/Drop Run, Sim																						
Drop & Escape in Mnt Terrain																						
Initial																				16		3
Recurring																				6		3
App to Target/Drop Run, Actual																						
Discharge & Esc, Mnt Terrain																						
Initial																				8		3
Recurring																				3		3
Release Point Timing																						3
App to Target/DropRun, No Drop																						
Condition and Escape in																						
Mountainous Terrain with																						3
Fully Serviced Systems																						3
Emergency Procedures																						3
Aircraft Performance Limitations																						3
3 Engine/4 Engine																						3
Aircraft Performance Charts																						3





**Attachment 6****C-130 ATS COURSEWARE AVAILABILITY**

**A6.1. ATS Courseware Availability.** Courseware availability is subject to change according to mission requirements and the ATS contract.

**A6.1.1. Pilot Courses.**

**Pilot Initial Qualification (PIQ).** Qualifies new pilots (and copilots) and requalifies pilots in the C-130 who have been unqualified for more than 5 years.

**Aircraft Commander Preparatory (ACP).** Prerequisite for the aircraft commander qualification (ACQ) course and consists of ground and flying training; not required for requalification training.

**Aircraft Commander Qualification (ACQ).** Qualifies copilots to aircraft commanders (AC) and requalifies previous ACs who have been unqualified for more than 2 years, but less than 5.

**Pilot Mission Qualification–Single-Ship (PMS).** Qualifies pilots in single-ship tactical procedures.

**Pilot Mission Qualification-Visual Formation (PMV).** Qualifies pilots in visual tactical formation procedures.

**Pilot Mission Qualification (PMK).** Qualifies pilots in visual and Station Keeping Equipment (SKE) tactical formation procedures and requalifies pilots unqualified for 5 years or more.

**Pilot Mission Requalification (PRK).** Qualifies copilots as ACs in visual and SKE tactical formation procedures. Requalifies ACs when unqualified for more than 2 years but less than 5 years.

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

**Pilot Instructor (PIN) Course.** Qualifies pilots as instructors.

**Senior Officers Course (SOC).** Academic and simulator training only for senior officers.

**Self Contained Navigation System (SCNS) Lead-In Course.** For students who are not SCNS-qualified; prerequisite for ACQ, PMS, PMV, PMK, PRK, and PIN.

**Aircraft Commander Lead Upgrade (ALU).** Upgrades ACs to tactical formation lead qualification.

**Pilot Special Operation Low-Level (PSI).** Upgrades pilots and copilots to pathfinder qualification.

**Pilot Flight Examiner (FXP).** Upgrades pilots to flight examiner status. At ATS main operating bases (bases with simulators), the contractor provides the instruction. At other locations, instruction is taught in-unit.

**Pilot Simulator Refresher (PSR).** Course completion fulfills AFI 11-202 requirements.

**Pilot Mission-Oriented Simulator Training (PMT).** Taught in conjunction with PSR training and includes CRM refresher course (CRR).

**Pilot Combat Aircrew Training Mission (PCT).** Taught in conjunction with PSR training and includes MOST training.

**Pilot Instrument Refresher (PIR).** Course completion fulfills AFI 11-202 requirements.

**Pilot Anti-Hijacking (PAH).**

**Pilot Authentication and Operations Code System (PAO).**

**Pilot Weather Avoidance (PAV).** Familiarizes pilots on the APN 59 and APQ 175 radar operations.

**Pilot Aeromedical Rigging (ARP).** A one-time event.

**Pilot Combat Offload (PCO).** A one-time event.

#### **A6.1.2. Navigator Courses.**

**Navigator Initial Qualification (NIQ).** Qualifies or requalifies navigators in the C-130.

**Navigator Mission Qualification (NMQ).** Qualifies or requalifies navigators in visual and SKE procedures.

**Navigator Instructor Preparatory (NIP).** An in-unit, prerequisite for the Navigator Instructor (NIN) Course.

**Navigator Instructor (NIN) Course.** Qualifies navigators as instructors.

**Navigator Requalification (NRQ).** Requalifies navigators on the C-130.

**Navigator Mission Requalification (NRK).** Requalifies navigators in visual and SKE procedures.

**SCNS Lead-In Course.** For students not previously qualified in aircraft modified with the SCNS; prerequisite for ACQ, PIN, NMQ and NIN.

**Navigator Lead Upgrade (NLU).** Upgrades navigators to tactical formation lead qualification.

**Navigator SOLL (NSI).** Upgrades navigators to pathfinder qualification.

**Navigator Grid (NGD).** Upgrades navigators to grid qualification.

**Navigator Flight Examiner (FXN).** Upgrades navigators to flight examiner status. At ATS main operating bases (bases with simulators), the contractor provides the instruction. At other locations, instruction is taught in-unit.

**Navigator High Altitude Low Opening (NHO).** Used to train navigators in HALO airdrop procedures. Academics taught at FTU during NMQ, flying taught in-unit.

**Navigator Refresher Training (NRT).**

**Navigator Mission-Oriented Simulator Training (MOST) (NMT).** Taught in conjunction with NRT and includes CRM refresher course (CRR).

**Navigator Combat Aircrew Training Mission (NCT).** Taught in conjunction with NRT and includes MOST training.

**Initial Combat Aircrew (ICN) Training.** Initial course taught by ATS contractor at ATS sites and in-unit at other bases; builds upon the combat aircrew training principles taught in the formal school.

**Navigator Instrument Refresher (NIR).**

**Navigator Anti-Hijacking (NAH).**

**Navigator Authentication and Operations Code (NAO) System.**

**Navigator Aeromedical Rigging (ARN). One-time requirement.**

**Navigator Combat Offload (NCO). One-time requirement.**

### **A6.1.3. Flight engineer (FE) Courses.**

**FE Initial Qualification (FIQ). Qualifies FEs in C-130 aircraft.**

**FE Instructor Preparatory (FIP).** An in-unit, prerequisite for FE Instructor (FIN); contains aircraft systems information required to complete FIN.

**FE Instructor (FIN).** Qualifies FEs as instructors.

**FE Mission Qualification (FMQ).** An in-unit course; mission-qualifies FEs in tactical procedures.

**FE Flight Examiner (FXF).** Upgrades FEs to flight examiner status. At ATS main operating bases (bases with simulators), the contractor provides the instruction. At other locations, instruction is taught in-unit.

**FE Simulator Refresher (FSR).** Taught in conjunction with PSR.

**FE Mission-Oriented Simulator Training (MOST) (FMT).** Taught in conjunction with FSR and includes CRM refresher course (CRR).

**FE Combat Aircrew Training Mission (FCT).** Taught in conjunction with FSR and includes MOST training.

**Initial Combat Aircrew Training (ICF).** Initial course taught by ATS contractor at ATS sites and in-unit at other bases; builds upon the combat aircrew training principles taught in the formal school.

**FE Aircraft Systems Refresher (FAR and FHR).** FAR designates the E-model aircraft course, and FHR designates the H-model aircraft course.

**Hostile Environment Repair (HER).** Taught in conjunction with FE aircraft systems refresher (FAR & FHR courses).

**FE Anti-Hijacking (FAH).**

**FE Aeromedical Rigging (ARF).** One-time requirement.

**FE Combat Offload (FCO).** One-time requirement.

**FE Authentication and Operations Code (FAO) Systems.**

**A6.1.4. LM Courses.**

**LM Initial Qualification (LIQ).** Qualifies loadmasters in C-130 aircraft.

**LM Mission Qualification (LMQ).** Qualifies loadmasters in tactical airdrop procedures.

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

**LM Instructor (LIN).** Qualifies LMs as instructors.

**LM Flight Examiner (FXL).** Upgrades LMs to flight examiner status. At ATS main operating bases (bases with simulators), the contractor provides the instruction. At other locations, instruction is taught in-unit.

**LM Refresher Training (LRT).** Combined with Loadmaster Aerial Delivery Training.

**LM Aerial Delivery Refresher Training (LAD).** Combines Airland and Airdrop training.

**Initial Combat Aircrew Training (ICL).** Initial course taught by ATS contractor at ATS sites and in-unit at other bases; builds upon the combat aircrew training principles taught in the formal school.

**LM Anti-Hijacking (LAH).**

**LM Aeromedical Rigging (ARL).** One-time requirement.

**LM Combat Offload (LCO).** One-time requirement.

**A6.1.5. Additional Courses.** The ATS contractor will provide the following additional courses:

**Engine Maintenance Run (EMR & HMR).** Used for qualification and refresher maintenance engine-run training. EMR designates the E-model aircraft course, and HMR designates the H-model aircraft course.

**Mobile Microwave Landing System (MLS).**

Air Defensive System (ADS) (S).

**Ground Collision Avoidance System (GCAS).**

**Automatic Flight Control System (APT).**

**UHF Have Quick. (HVQ).**

**Crew Resource Management (CRM) Initial.** (PNFL/IC).

**Crew Resource Management (CRM) Facilitator.** (PNFL/FC).

**Crew Resource Management (CRM) Refresher.** (PNFL/RO).