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SECRETARY OF THE AIR FORCE**

**AIR FORCE INSTRUCTION  
11-2EC-130H, VOLUME 1**

**14 OCTOBER 2004**

**Flying Operations**

**EC-130H--AIRCREW TRAINING**



**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This volume implements AFD 11-2, *Aircraft Rules and Procedures*; AFD 11-4, *Aviation Service*; and AFI 11-202, Vol 1, *Aircrew Training*. It applies to all active duty COMPASS CALL (EC-130H) units. This publication does not apply to the Air National Guard (ANG). Major commands (MAJCOM)/direct reporting units (DRU)/field operating agencies (FOA) are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to HQ USAF/XOOT, through HQ ACC/DOZO, for approval prior to publication IAW AFD 11-2. Copies of MAJCOM/DRU/FOA-level supplements, after approved and published, will be provided by the issuing MAJCOM/DRU/FOA to HQ USAF/XOOT, HQ ACC/DOZO, and the user MAJCOM/DRU/FOA offices of primary responsibility (OPR). Field units below MAJCOM/DRU/FOA level will forward copies of their supplements to this publication to their parent MAJCOM/DRU/FOA OPR for post publication review. **NOTE:** The terms direct reporting unit (DRU) and field operating agency (FOA) as used in this paragraph refer only to those DRUs/FOAs that report directly to HQ USAF. Keep supplements current by complying with AFI 33-360, Vol 1, *Publications Management Program*. See paragraph 1.3. of this volume for guidance on submitting comments and suggesting improvements to this volume.

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**SUMMARY OF REVISIONS**

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

<b>Chapter 1— GENERAL GUIDANCE</b>	<b>5</b>
1.1. References, Abbreviations, Acronyms, Terms, and Addresses. ....	5
1.2. Responsibilities: .....	5
1.3. Processing Changes: .....	7
1.4. Training. ....	7
1.5. Training Concepts and Policies: .....	9
1.6. RAP Policy and Management: .....	10
Table 1.1. EC-130H Experienced Crewmember Requirements. ....	11
1.7. Training Sortie Program Development: .....	11
1.8. Training Records and Reports: .....	12
1.9. Aircrew Utilization Policy: .....	12
1.10. Sortie Allocation Guidance: .....	13
1.11. Waiver Authority: .....	13
<b>Chapter 2— INITIAL QUALIFICATION TRAINING (PHASE 1) AND MISSION                   QUALIFICATION TRAINING (PHASE 2)</b>	<b>14</b>
2.1. General. ....	14
2.2. In-Unit IQT/RQ (Phase 1) (P/CP/Nav/FE only): .....	14
2.3. Prerequisites. ....	14
2.4. Ground Training. ....	15
2.5. Flying Training: .....	15
Table 2.1. Pilot IQT (Phase 1) Flying Time Prerequisites. ....	15
2.6. Time Period for Phase 1 and Phase 2 training: .....	16
2.7. Phase 1 and 2 training for Senior Officers (Colonel Selects and Above): .....	16
2.8. Flight Surgeons. ....	16
Table 2.2. Ground Training Required for Phase 1 and Phase 2 Training. ....	17

<b>Chapter 3— MISSION QUALIFICATION TRAINING (PHASE 3) TRAINING</b>	<b>18</b>
3.1. General. ....	18
3.2. Phase 3 Training Prerequisites. ....	18
3.3. Time Period for Phase 3 Training: ....	18
3.4. Ground Training: ....	18
3.5. Flying Training. ....	18
3.6. Senior Officer Qualification: ....	18
3.7. PQP Upgrade Plan. ....	18
Table 3.1. Ground Training Required for Phase 3 Training. ....	19
<b>Chapter 4— CONTINUATION TRAINING</b>	<b>20</b>
4.1. General. ....	20
4.2. Ground Training: ....	20
4.3. Flying Training: ....	21
Table 4.1. Continuation Ground Training. ....	21
Table 4.2. Flight Surgeon and Flight Test Engineer Training. ....	24
Table 4.3. Flight Crew Non-RAP Annual Requirements. ....	26
Table 4.4. Event Currencies (Days) ....	28
Table 4.5. Standard EC-130H RAP Sortie Requirements. ....	29
4.4. Special Categories: ....	30
4.5. Difference Qualification: ....	31
4.6. Block Certification. ....	31
4.7. Currency/Recurrency: ....	32
4.8. Event Credit: ....	34
4.9. Requalification Training. ....	34
4.10. Regression: ....	34
4.11. End-of-Cycle Requirements: ....	35
4.12. Proration of End-of-Cycle Requirements: ....	36
Table 4.6. Proration Allowance. ....	37
Table 4.7. Event Proration Calculation Table. ....	38
4.13. Retraining. ....	39
Figure 4.1. Regression Flow Chart. ....	40

<b>Chapter 5— UPGRADE AND SPECIALIZED TRAINING</b>	<b>41</b>
5.1. General. ....	41
5.2. Upgrade Training Time Limits. ....	41
5.3. Aircraft Commander (AC): ....	41
Table 5.1. AC Upgrade Flying Time Prerequisites. ....	42
5.4. Instructor Upgrade: ....	42
Table 5.2. Flight Crew Instructor Upgrade. ....	43
5.5. Flight Examiner Upgrade. ....	45
5.6. Mission Crew Positional Upgrades: ....	45
5.7. Specialized Mission Equipment Certification. ....	46
5.8. Additional Event Training/Certification. ....	46
<b>Attachment 1— GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION</b>	<b>48</b>
<b>Attachment 2— GLOSSARY OF MISSION/SORTIE AND EVENT DEFINITIONS</b>	<b>57</b>
<b>Attachment 3— VERIFICATION TRAINING GUIDE</b>	<b>65</b>
<b>Attachment 4— TRAINING POLICY</b>	<b>67</b>
<b>Attachment 5— TRAINING SHORTFALL REPORT</b>	<b>74</b>
<b>Attachment 6— WAIVER FORMAT</b>	<b>75</b>

## Chapter 1

### GENERAL GUIDANCE

**1.1. References, Abbreviations, Acronyms, Terms, and Addresses.** See [Attachment 1](#).

**1.2. Responsibilities:**

1.2.1. HQ ACC/DO is designated as the responsible agency for this volume IAW AFPD 11-2. The HQ ACC/DO will:

1.2.1.1. Chair semiannual HQ ACC Realistic Training Review Boards (RTRB) to review ground and flying training requirements/programs for CAF units. RTRB participants will include applicable HQ ACC/DO representatives and HQ ACC/DOZ representatives as appropriate.

1.2.1.2. Process all change requests.

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

1.2.1.4. Review subordinate unit supplemental instructions and supplemental training programs annually.

1.2.2. DRUs will:

1.2.2.1. Provide standard instructional texts to support operational weapons/tactics training. Forward two copies of each to HQ ACC and NAF/DO/OV, and five copies to each CAF wing/group.

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

1.2.2.3. Review subordinate unit training programs annually.

1.2.3. Wings/groups will:

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

1.2.3.2. Attach each wing/group/OSS API-6/B flyer to a flying squadron.

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

1.2.3.4. If applicable, forward supplements to this instruction and other supporting documents to HQ ACC/DOZ for review. Review supplements annually. The 755 OSS will publish an Electronic Combat Group (ECG) supplement to this AFI detailing procedures for student management at the EC-130H Formal Training Unit (FTU), Davis-Monthan AFB AZ, and maintenance of records for both students and qualified crewmembers.

1.2.3.5. Identify training shortfalls that adversely impact combat capability through appropriate channels. Units are required to submit shortfall reports (see [Attachment 5](#), Training Shortfall Report) each quarter (due 31 January, 30 April, and 31 July) to HQ ACC/DOZ and a summary shortfall report at the end of the training cycle (due 31 October). Informational copies of reports

will also be sent to the NAF/DO and HQ ACC/DOT. Prior to submitting the annual report, units are reminded to prorate incomplete training as detailed in **Chapter 4**, and **Chapter 5** of this instruction and the Ready Aircrew Program (RAP) Tasking Message. Negative reports are required. All reports may be submitted via e-mail, provided it is signed/approved by the Electronic Combat Group Commander (ECG/CC).

1.2.4. Squadron supervision will:

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

1.2.4.2. Ensure review of training and evaluation records of newly assigned aircrew members and those completing formal training to determine the training required for them to achieve BMC or CMR and to ensure provisions of this instruction have been met.

1.2.4.3. Ensure RAP missions are oriented to developing basic combat skills, or practicing tactical employment simulating conditions anticipated in the unit mission. Provide guidance to ensure only effective RAP missions are logged as RAP sorties. See **Attachment 2** for RAP mission definitions.

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

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

1.2.4.6. Determine utilization of BMC aircrew members.

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

1.2.4.8. Identify the levels of supervision required to accomplish the required training, unless specifically directed.

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

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

1.2.4.11. Ensure aircrew members participate only in sorties, events, and tasks for which they are qualified and current.

1.2.4.12. Identify training shortfalls for all RAP and non-RAP events. Report shortfalls to the group commander each quarter and at the end of the training cycle (due 31 January, 30 April, 31 July and 31 October) for incorporation into the Training Shortfall Report. Quarterly reports should be based upon a proportion of the full year's annual requirements. Negative reports are required. All reports may be submitted via e-mail.

1.2.5. Individual aircrew members will:

1.2.5.1. Hand carry all available training records to assist the gaining unit in assessing qualification and training requirements.

1.2.5.2. Be responsible for completion of training requirements and currencies within the guidelines of this instruction.

1.2.5.3. Ensure they participate only in ground and flying activities for which they are qualified and current.

### 1.3. Processing Changes:

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

1.3.2. HQ ACC/DO will:

1.3.2.1. Process recommendations for change.

1.3.2.2. Forward recommended changes to AF/XOOT for AF/XO approval.

1.3.2.3. Address time sensitive changes by immediate action message.

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

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

1.4.1.1. Phase 1 is Initial Qualification Training or Requalification.

1.4.1.1.1. For Pilots, Copilots, Navigators, and FEs, basic flying qualification training provides the training necessary to qualify basic aircrew members in flying duties without regard to the unit's mission. Upon completion of basic C-130 IQT or RQ (Phase 1), the Pilot, Copilot, Navigator, or FE attains Basic Aircraft Qualification (BAQ).

1.4.1.1.2. For Mission Crew and AMTs, Phase 1 and Phase 2 are combined at the EC-130H FTU.

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

1.4.1.2.1. Phase 2 provides the training necessary to qualify an aircrew member in a specific crew position for flying duties needed to perform the COMPASS CALL mission. Pilots, Copilots, Navigators, and FEs maintain BAQ status until they complete Phase 2.

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

1.4.2. Continuation Training (CT). The two aspects of CT are non-RAP and RAP requirements. Non-RAP requirements consist of aircrew training in basic flying skills that ensure safe operation of the aircraft. RAP requirements consist of specific mission-related training and focuses on capabilities needed to accomplish a unit's core tasked missions.

1.4.3. Specialized Training. Specialized training is training in any special skills necessary to carry out the unit's assigned missions that is not required by every aircrew member. Specialized training consists of upgrade/specialized mission equipment training (Aircraft Commander (AC), Instructor, quick reaction capabilities (QRC), alternate mission equipment (AME), etc.) and CT to maintain proficiency and qualification in unit tasked special capabilities and missions. Specialized training is normally accomplished after an aircrew member is assigned CMR/BMC status and is normally an addition to

CMR/BMC requirements. Unless otherwise specified, aircrew members in CMR/BMC positions may hold special capabilities/qualifications as long as any additional training requirements are accomplished.

1.4.3.1. Specialized mission equipment includes both QRCs and AMEs. QRCs are capabilities which have no formal training program but require one-time training and certification, to be documented in personal training folders. AMEs have formal training and certification, and require currencies to be maintained IAW [Chapter 4](#).

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

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

1.4.4.1. CMR positions are filled by aircrew members who complete the minimum training required for the individual to be qualified and proficient in all of the primary missions tasked to their assigned unit and weapon system.

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

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

1.4.4.2. BMC positions are filled by aircrew members who complete the minimum training required for the individual to be familiarized in all, and qualified and proficient in some, of the primary missions tasked to their assigned unit and weapon system.

1.4.4.2.1. BMC aircrew members maintain familiarization with all unit core missions. For those missions in which they maintain familiarization only, BMC aircrew members must be able to attain proficiency and qualification in 30 days or less. BMC aircrew members accomplish all mission-related ground training designated by their attached SQ/CC. Failure to complete BMC required training results in regression to non-BMC (N-BMC) status. While N-BMC, aircrew members may not perform RAP training sorties without supervision (IAW paragraph [1.5.4](#).) until a SQ/CC-approved recertification program is completed.

1.4.4.2.2. BMC aircrew members may be upgraded to CMR, deploy and participate in any mission for which they are proficient and qualified, without additional training, as determined by the SQ/CC.

1.4.4.3. N-CMR/N-BMC. Aircrew members that regress to N-CMR/N-BMC status will accomplish the requirements identified in 4.7.

1.4.4.4. Unqualified (UQ). Unqualified aircrew members require additional training and a flight evaluation before progressing to a higher qualification level. They are not authorized to perform any flight duty unless under the direct supervision of an instructor/evaluator. UQ aircrew fall under the category of personnel: enrolled in Initial Qualification Training (IQT), downgraded for loss of currency, who have been downgraded for a demonstrated lack of ability, or failure to meet standards during a flight evaluation.

## 1.5. Training Concepts and Policies:

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

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

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

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

1.5.4.1. All unqualified and non-current aircrew members.

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

1.5.4.1.2. For unqualified and non-current Pilots or Copilots, an instructor must be at a set of controls during critical phases of flight.

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

1.5.4.3. Senior officers as defined in AFI 11-202, Vol 1, and paragraph 2.6.

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

1.5.4.5. Pilots, Copilots, Navigators, and Flight Engineers receiving air refueling training when within  $\frac{1}{4}$  NM of tanker.

1.5.4.6. Navigators receiving celestial navigation training.

1.5.4.7. Any other personnel undergoing Upgrade or Specialized training as defined in [Chapter 5](#) or approved training plan.

1.5.5. Flight Engineers (FE), Airborne Maintenance Technicians (AMT), and Analysis Operators (ANO) are exempt from maintaining an AF Form 623, **On-the-Job Training Record**, IAW AFI 36-2201.

## 1.6. RAP Policy and Management:

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

1.6.2. The total number of RAP sorties for a qualification level is the primary factor for maintaining an individual's qualification level. The breakout of sortie/mission types is provided as a guideline to be followed as closely as possible with minor variances authorized. Variations in sortie/mission types may be used as a basis for regression by the SQ/CC. Qualification in a mission is determined by the SQ/CC, with consideration for HQ ACC guidance and the individual's capabilities.

1.6.3. An effective RAP training sortie requires accomplishing a mission sortie as described in [Attachment 2](#) or IAW the current RAP tasking message which takes precedence.

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

1.6.5. Progression from BMC to CMR requires:

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

1.6.5.2. Qualification in all core missions required at CMR.

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

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

1.6.5.5. SQ/CC certification.

1.6.6. SQ/CCs will determine and assign aircrew members that will train for and maintain special capabilities or qualifications.

1.6.7. CMR/BMC aircrew members will fly the required monthly sortie rate. If unable, refer to regression in paragraph [4.10](#).

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

1.6.9. Aircrew members are classified as "non-experienced" when initially certified BMC/CMR by the squadron commander. Squadron commanders may reclassify aircrew members as "experienced" when they meet minimum hours in [Table 1.1](#) and demonstrate sufficient proficiency to handle the

reduced continuation training requirements. Squadron training will document reclassification to “experienced” in the aircrew member’s training folder.

1.6.10. End-of cycle training requirements are based upon the aircrew member's experience level on the last day of the current cycle. See [Table 1.1.](#) for definitions of crewmember experience.

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

1.6.12. The aircrew training cycle is 12 months, from 1 October through 30 September. Units will complete training requirements during the appropriate training cycle unless otherwise excepted.

**Table 1.1. EC-130H Experienced Crewmember Requirements.**

Crew Position	Total Hours <sup>1</sup>	C-130 Hours <sup>1</sup>	EC-130H Hours
Pilot	1000	300	100 <sup>2</sup>
Copilot	900	300	100
	700	500	100
Navigator	800	200	100
Flight Engineer	1500	200	100
	400	300	100
Mission Crew	300	-	150
AMT	750	-	300
	450	-	450

**NOTES:**

- Includes CCMS/OFT/WST for all crewmembers except AMTs.
- EC-130H hours after certification as pilot in command.

### 1.7. Training Sortie Program Development:

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

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

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

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

## 1.8. Training Records and Reports:

1.8.1. Units will maintain aircrew records for individual training and evaluations IAW:

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

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

1.8.1.3. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with AFDP 37-1, *Information Management*, and AFMAN 37-123, *Management of Records*, and disposed of in accordance with the Air Force *Records Disposition Schedule (RDS)*, located at <https://webrims.amc.af.mil>.

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

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

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

1.8.2. Track the following information for all aircrew:

1.8.2.1. Ground training.

1.8.2.2. Accomplishment of individual sorties, RAP sorties, sortie types, and events cumulatively for the annual training cycle.

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

1.8.2.4. Currencies.

## 1.9. Aircrew Utilization Policy:

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

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

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

### 1.10. Sortie Allocation Guidance:

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

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

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

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

### 1.11. Waiver Authority:

1.11.1. Unless specifically noted otherwise in the appropriate section, waiver authority for requirements of the RAP tasking message and for all provisions in [Chapter 4](#) and [Chapter 5](#) of this volume is the ECG/CC. For all other provisions of this instruction, the waiver authority is HQ ACC/DOZ with HQ ACC/DOT included as an information addressee for Pilot, Copilot, Navigator, and Flight Engineer waivers, unless otherwise stated.

1.11.2. Units subordinate to a NAF will forward requests directly to HQ ACC/DOZ and provide their NAF/DO with an informational copy. Follow the format as listed in [Attachment 6](#), as required.

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

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

1.11.5. Formal Course Waivers.

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

1.11.5.1.1. In-Unit IQT/RQ/Upgrade is defined in this Instruction as that C-130 IQT/RQ/Upgrade training normally performed at the Basic C-130 FTU, Little Rock AFB AR. In-Unit IQT/RQ/Upgrade will be conducted using the appropriate C-130 Aircrew Training System (ATS) IQT, RQ, or instructor upgrade syllabus. In-Unit IQT/RQ/Upgrade waivers will be requested as detailed in this paragraph. When In-Unit IQT/RQ/Upgrade training is authorized, HQ ACC assumes responsibility for the burden of providing this training.

1.11.5.1.2. HQ ACC/DO is the approval authority to conduct In-Unit IQT/RQ/Upgrade and is the waiver authority to change the formal requirements of In-Unit IQT/RQ/Upgrade training.

1.11.5.2. Waiver for Phase 1/Phase 2 training. HQ ACC/DOZ is the waiver authority for all HQ ACC/DO-approved training syllabi taught at the EC-130H FTU.

1.11.5.3. Waiver requests for Phase 1 and Phase 2 training will be submitted IAW [Attachment 6](#).

## Chapter 2

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

**2.1. General.** This chapter outlines Phase 1 and Phase 2 training of aircrew members into the EC-130H aircraft and includes IQT/RQ and portions of MQT. Mission crew and AMT will complete Phase 1 training (combined with Phase 2) at the EC-130H FTU IAW this chapter. All crewmembers will complete Phase 2 training at the EC-130H FTU IAW this chapter. All crewmembers will complete Phase 3 training at their assigned operational squadron as described in [Chapter 3](#).

2.1.1. Formal EC-130H Phase 1 and Phase 2 training performed at the EC-130H FTU will be performed according to HQ ACC/DO-approved course syllabi.

2.1.2. The term EC-130H FTU applies to the entire 55 ECG with specific duties delegated to each squadron. The 755 OSS will normally perform all student academics, course management and registrar duties. Flying training (to include the CCMCS) will be conducted by the operational squadrons. EC-130H FTU training procedures will be outlined in the ECG supplement to this AFI.

2.1.3. Approval/Waiver for Phase 1 and Phase 2 training. HQ ACC/DO is the approval authority for all ACC training syllabi. HQ ACC/DOZ is the waiver authority for these syllabi IAW paragraph [1.11](#).

2.1.4. Pilots, Copilots, Navigators, and Flight Engineers must have completed Basic C-130 Phase 1 training (IQT/RQ) prior to beginning Phase 2 training. Additionally, they must have a current C-130 INSTM/QUAL AF Form 8 (FE and Navigator QUAL only) and not exceed 6 months non-current in any events resulting in non-currency in the aircraft designated in [Table 4.4](#).

2.1.5. Pilots with a current BAQ Pilot Qualification evaluation will be trained in the left seat.

2.1.6. Requalify aircrew members IAW paragraph [4.9](#).

#### **2.2. In-Unit IQT/RQ (Phase 1) (P/CP/Nav/FE only):**

2.2.1. In exceptional circumstances when Basic C-130 FTU training is not available for Pilots, Copilots, Navigators, or FEs within a reasonable time period, this training may be conducted at the EC-130H FTU IAW the provisions of this paragraph. IAW 11-202, Vol 1, this training must be initiated within 45 days of reporting for duty, and completed IAW the timeline defined in the applicable syllabus.

2.2.2. Waivers must be approved IAW paragraph [1.11](#).

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

2.2.4. HQ ACC/DO is the approval authority to conduct In-Unit IQT/RQ and is the waiver authority to change the formal requirements of In-Unit IQT/RQ training.

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

**2.3. Prerequisites.** Course prerequisites will be IAW the appropriate formal course syllabus and the Education & Training Course Announcements (ETCA).

2.3.1. Waivers for formal course prerequisites. HQ ACC/DOZ is the waiver authority for all HQ ACC/DO-approved training syllabi prerequisites taught at EC-130H FTU. Submit waivers IAW para. **1.11.**

**2.4. Ground Training.** Ground training accomplished during Phase 1 and 2 training will be credited toward CT requirements, provided it meets the time requirements listed in **Table 4.1.**

2.4.1. Written examinations must satisfy the requirements of AFI 11-202, Vol 2, and HQ ACC guidance.

2.4.2. All items from **Table 2.2.** and grounding items from **Table 4.1.** must be completed prior to the first flight.

**2.5. Flying Training:**

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

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

2.5.3. Training may be conducted both on designated training and operational missions.

2.5.4. BAQ Flight Crew will log non-RAP events listed in **Table 4.4.**

2.5.5. Aircraft Commanders.

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

2.5.5.2. Prior Qualified Pilots (PQP). PQPs are pilots converted from a different MDS. PQPs have no prior C-130 pilot qualification.

2.5.5.2.1. Train PQPs in the seat specified by **Table 2.1. Table 5.1.** does not apply to PQPs trained in the left seat at the Basic C-130 FTU as Pilots.

2.5.5.2.2. 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). For those that meet the 500-hour prerequisite, refer to **Table 2.1.**

**Table 2.1. Pilot IQT (Phase 1) Flying Time Prerequisites.**

Total Flying Time <sup>1</sup>	Qualification Seat on AF Form 8
0 – 1000	Right / FC
> 800 (FAIP)	Left / FP
> 1000	Left / FP
<b>NOTES:</b>	
1. For rotary-wing pilots see paragraph 2.3.2	

## 2.6. Time Period for Phase 1 and Phase 2 training:

2.6.1. Training will be completed within the time specified by the approved syllabus. Failure to do so within the specified time limit requires notification to HQ ACC/DO through HQ ACC/DOZ with the aircrew member's name and rank, reason for delay, planned actions, and estimated completion date.

2.6.2. Aircrew who require training prior to commencing a formal syllabus must start flying within 45 days of reporting for duty IAW AFI 11-202, Vol 1. This includes requalification or recurrency prior to beginning Phase 2 training. This training will be completed within 60 days of starting training.

## 2.7. Phase 1 and 2 training for Senior Officers (Colonel Selects and Above): AFI 11-202, Vol 1, identifies senior officer qualification requirements. Per COMACC policy, officers selected to command a flying wing or group (and their vices/deputies) will complete initial qualification and/or initial mission qualification prior to assuming command. Waivers to this policy require COMACC approval.

2.7.1. Electronic Combat Group commanders (ECG/CC) should at minimum be BMC in the EC-130H. Additionally, they may be a fully certified flight examiner. These individuals do not require nor do they have to maintain instructor certification or CMR status.

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

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

2.7.1.3. MCCs will attend formal Phase 1 and Phase 2 training at the EC-130H FTU.

2.7.2. All other senior officers will attend a Senior Officer Course (SOC). Flight Crew SOC is conducted at the Basic C-130 FTU. MCCs will attend a 755 OSS developed SOC.

2.7.3. Senior officers who were previously qualified C-130 Pilots or Navigators do not need to attend the Basic C-130 FTU SOC unless unqualified for more than 5 years. The SOC will be developed and administered by the EC-130H FTU.

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

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

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

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

**Table 2.2. Ground Training Required for Phase 1 and Phase 2 Training.**

Subject <sup>1</sup>	Reference Directive	Grounding	Affect CMR/BMC	Notes
<b>NOTE:</b> Waiver authority for the ground training specified is IAW the reference directive. This list is intended as a single source reference. Where discrepancies exist, the reference directive takes precedence. Ground training accomplished during Phase 1, 2, and 3 training may be credited toward CT requirements for the training cycle in which it was accomplished.				
<b>AIRCREW TRAINING</b>				
Initial CRM	AFI 11-290	Yes	No	
Initial Physiological Training	AFI 11-403	Yes	No	
Marshalling Exam	AFI 11-218	Yes	No	2
<b>AIRCREW LIFE SUPPORT INITIAL TRAINING</b>				
LL01, LSFT	AFI 11-301, Vol 1	Yes	No	3
LL 03, Egress Training	AFI 11-301, Vol 1	Yes	Yes	
<b>INITIAL SURVIVAL TRAINING</b>				
SS01, LAS	AFI 16-1301 (pending)	Yes	No	3
SS20, Basic Survival	ETCA	Yes	No	
SS31, Basic Water Survival, Parachute, S-V86-A	ETCA	Yes	No	
<b>NOTES:</b>				
1. See <a href="#">Attachment 2</a> for Event definitions. All initial training events meet the requirements for their corresponding recurring event listed in <a href="#">Table 4.1</a> .				
2. Applies to Pilots, Copilots, FEs, Navigators, and AMTs.				
3. Once per assignment, prior to first flight.				

## Chapter 3

### MISSION QUALIFICATION TRAINING (PHASE 3) TRAINING

**3.1. General.** Phase 3 training is required to upgrade EC-130H aircrew to CMR/BMC and includes portions of MQT.

**3.2. Phase 3 Training Prerequisites.** To begin Phase 3 training, the aircrew member must possess a current mission qualification in the EC-130H.

**3.3. Time Period for Phase 3 Training:**

3.3.1. Training will be completed within 90 days of graduation from Phase 2 training and assignment to an operational squadron.

**3.4. Ground Training:**

3.4.1. Ground training accomplished during Phase 3 will be credited toward CT requirements, provided it meets the time requirements listed in [Table 4.1](#).

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

3.4.3. Any other ground training required to complete Phase 3 will be defined in the ECG supplement to this instruction.

**3.5. Flying Training.** Flying training necessary to complete Phase 3 will be defined in the ECG supplement to this instruction.

**3.6. Senior Officer Qualification:**

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

3.6.2. Wing/vice wing commanders and group/deputy group commanders who qualify in an EC-130H as their primary aircraft will complete all Phase 3 training necessary to be designated as BMC.

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

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

**3.7. PQP Upgrade Plan.** After completion of Phase 2 training, enter Prior Qualified Pilots in a 755 OSS developed and ECG/CC-approved training program designed to season and experience them as EC-130H Pilots. Normally, these individuals should not be downgraded and flown strictly as Copilots since left-seat experience and seasoning is vital to Pilot progression. When flying in the left seat, PQPs will be under the

direct supervision of an instructor during critical phases of flight. Ensure PQPs are adequately trained in Copilot systems, duties, and knowledge.

3.7.1. PQPs may be certified as an Aircraft Commander after the following conditions are met:

3.7.1.1. Completion of the PQP training program.

3.7.1.2. A minimum of 100 hours EC-130H primary/secondary time as qualified Pilot following completion of Phase 2 training.

3.7.1.3. SQ/DO recommendation and SQ/CC certification.

3.7.1.4. Document this training and certification in the individual's training record.

3.7.1.5. Prior to Aircraft Commander certification, PQPs may log both RAP and non-RAP events and currencies in either seat.

**Table 3.1. Ground Training Required for Phase 3 Training.**

Subject <sup>1</sup>	Reference Directive	Grounding	Affect CMR/BMC	Notes
<b>NOTE:</b> Waiver authority for the ground training specified is IAW the reference directive. This list is intended as a single source reference. Where discrepancies exist, the reference directive takes precedence. Ground training accomplished during Phase 1, 2, and 3 training may be credited toward CT requirements for the training cycle in which it was accomplished.				
<b>MOBILITY TRAINING</b>				
Initial CWT (Ground Ensemble)	AFPD 32-40 AFI 32-4001	No	Yes	
Initial Small Arms Training	AFI 36-2226 AFI 31-207	No	Yes	
Initial Self-Aid/Buddy Care	AFI 36-2238	No	Yes	
<b>AIRCREW TRAINING</b>				
Initial CWTQT	AFI 11-2EC-130H, Vol 1	No	Yes	
Initial Verification Training	AFI 11-2EC-130H, Vol 1	No	Yes	
<b>AIRCREW LIFE SUPPORT TRAINING</b>				
LL 05, Egress Training with ACDE	AFI 11-301, Vol 1	Yes	Yes	
<b>NOTES:</b>				
1. See <b>Attachment 2</b> for Event definitions. All initial training events meet the requirements for their corresponding recurring event listed in <b>Table 4.1</b> .				

## Chapter 4

### CONTINUATION TRAINING

**4.1. General.** This chapter specifies ground and flying training requirements for BAQ, BMC, and CMR aircrew members. Aircrew members must be qualified IAW AFI 11-202, Vol 2, and must complete Phase 1 and 2 training to maintain BAQ status and Phase 3 training to maintain BMC/CMR status.

#### **4.2. Ground Training:**

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

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

4.2.3. Most ground training events do not follow the annual training cycle. Unless otherwise indicated, currencies are good for the time period listed in **Table 4.1.** to the end of the calendar month in which training was last accomplished.

4.2.4. Waivers for Aircrew Life Support Continuation Training (ALSCT) events will be reviewed and forwarded through the Aircrew Life Support Program Manager (HQ ACC/DOTO) to HQ ACC/DOT, with HQ ACC/DOZ as an informational addressee.

4.2.5. Waivers for Code of Conduct Training (CoCCT) events will be reviewed and forwarded through the Survival, Evasion, Resistance, and Escape (SERE) Program Manager (HQ ACC/DOTO) to HQ ACC/DOT, with HQ ACC/DOZ as an informational addressee.

#### **4.2.6. Situational Emergency Procedures Training (SEPT).**

4.2.6.1. Training provided to review abnormal/emergency procedures and aircraft systems operations/limitations during realistic scenarios. SEPTs should be accomplished in small, crew sized groups so all members may participate to the fullest extent possible. One crewmember should present an abnormal/emergency situation and the crew should discuss actions necessary to cope with the malfunction and carry it to a logical conclusion. Discussion of affected system indications, affects on other systems, aircraft performance, mission degradation, and crew coordination should also be included. Emergency procedures and pertinent special interest items should be emphasized.

4.2.6.2. SEPT discussions are normally conducted on the ground, but continuation of the training may be conducted in-flight on a limited basis as defined by the local supplement to this AFI.

4.2.6.3. An aircrew member will not fly unsupervised unless a SEPT was accomplished during the current month or the previous month.

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

**4.3. Flying Training:**

4.3.1. Flight Crew non-RAP flying requirements are listed in **Table 4.3**. Annual RAP requirements will be published in the RAP Tasking Message. All currencies are listed in **Table 4.4**.

4.3.2. Failure to accomplish requirements of **Table 4.3** during the annual training cycle will not affect BMC/CMR status, but will require additional training IAW paragraph **4.11**.

4.3.3. Do not credit landings or air refuelings flown in the simulator toward events in **Table 4.3** and **4.4**.

4.3.4. BAQ Requirements. BAQ aircrew members will:

4.3.4.1. Complete a qualification evaluation IAW AFI 11-202, Vol 2, and AFI 11-2EC-130E/H, Vol 2.

4.3.4.2. Accomplish non-RAP requirements in **Table 4.3** and meet non-RAP currencies in **Table 4.4**. **EXCEPTION:** BAQ aircrew members who are air refueling qualified are required to complete AR requirements listed in the RAP Tasking Message and meet AR currencies in **Table 4.4**.

4.3.4.3. Accomplish all ground training items in **Table 4.1** which do not affect BMC/CMR status.

**Table 4.1. Continuation Ground Training.**

Subject <sup>1</sup>	Frequency	Reference Directive	Grounding	Affect CMR/BMC	Notes
<b>NOTE:</b> Waiver authority for the ground training specified is IAW the reference directive. This list is intended as a single source reference. Where discrepancies exist, the reference directive takes precedence. Ground training accomplished during Phase 1, 2, and 3 training may be credited toward CT requirements for the training cycle in which it was accomplished.					
<b>MOBILITY TRAINING</b>					
CWT (Ground Ensemble) Refresher	12 Months	AFPD 32-40 AFI 32-4001	No	Yes	
Small Arms Training	30 Months	AFI 36-2226 AFI 31-207	No	Yes	2
Intelligence Training	12 Months	AFI 14-105 AFI 11-2EC-130H, Vol 1	No	CMR	
ISOPREP Review	6 Months	AFI 14-105	No	CMR	
Self-Aid/Buddy Care	24 Months	AFI 36-2238	No	CMR	
<b>AIRCREW TRAINING</b>					
CWTQT Refresher	12 Months	AFI 11-2EC-130H, Vol 1	No	CMR	

Subject <sup>1</sup>	Frequency	Reference Directive	Grounding	Affect CMR/ BMC	Notes
Flight Engineer Systems Refresher	12 Months	AFI 11-2EC-130H, Vol 1	No	Yes	5
Simulator Refresher	12 Months	AFI 11-2EC-130H, Vol 1	Yes	No	3
Verification Refresher	18 months	AFI 11-2EC-130H, Vol 1	No	CMR	4
TERPS	12 Months	AFI 11-202, Vol 3 AFMAN 11-217, Vol 1	No	Yes	5
CRM Refresher	24 Months	AFI 11-290	Yes	No	
Flight Physical	12 Months	AFI 48-123	Yes	No	6
Physiological Refresher	3-5 Years	AFI 11-403	Yes	No	
Authenticate/ Operations Codes	12 Months	AFKAO-5 AFI 11-2EC-130H, Vol 1	No	CMR	7
<b>AIRCREW LIFE SUPPORT CONTINUATION TRAINING (ALSCT)</b>					
LL 03, EET	12 Months	AFI 11-301, Vol 1	Yes	No	8
LL 04, ACDT	12 Months	AFI 11-301, Vol 1	No	CMR	
LL 06-ALSE	12 Months	AFI 11-301, Vol 1	No	CMR	
<b>Code of Conduct Continuation Training (CoCCT)</b>					
SS02, CST	36 Months	AFI 16-1301 (pending)	No	CMR	8, 9
SS03, CAC	36 Months	AFI 16-1301 (pending)	No	CMR	8, 9
SS05, WST	36 Months	AFI 16-1301 (pending)	No	CMR	9
SS06, EPT	36 Months	AFI 16-1301 (pending)	Yes	No	
<b>AIR FORCE AWARENESS PROGRAM TRAINING</b>					
Protection of the President and Others	PCS	AFI 71-101, Vol 2	No	No	
US/Russia Prevention of Dangerous Military Actions	Initial/ 12 Months and Predeployment	CJCS 2311.01	No	No	

Subject <sup>1</sup>	Frequency	Reference Directive	Grounding	Affect CMR/BMC	Notes
Fire Extinguisher	Initial/PCS	AFOSHSTD 91-56	No	No	
Code of Conduct	24 Months	AFI 36-2209	No	No	
Law of Armed Conflict	12 Months	AFI 51-401	No	No	
Substance Abuse Education	After PCS	AFI 44-121	No	No	
Military Equal Opportunity Newcomer's Orientation	After PCS	AFI 36-2706	No	No	

**NOTES:**

1. See [Attachment 2](#) for Event definitions.
2. Designated weapons couriers are considered Group B and will receive training every 15 months.
3. Applies to Pilots, Copilots, Navigators, and FEs. May be extended to 17 month frequency at discretion of SQ/DO.
4. N/A for FE and AMT.
5. Applies to FEs.
6. Physical must be accomplished each year by the last day of the individual's birth month.
7. Applies to all Pilots, Copilots, Navigators, FEs, MCCs, and MCSs.
8. If an aircrew member is TDY for flying duties for 45 or more days at a location where training capability does not exist and becomes delinquent while TDY, training will be accomplished prior to first flight after return to home station.
9. Accomplished once per assignment not to exceed 36 months.

**Table 4.2. Flight Surgeon and Flight Test Engineer Training.**

Subject <sup>1</sup>	Frequency	Reference Directive	Grounding	Affect Mobility Status	Notes
<b>NOTE:</b> Waiver authority for the ground training specified is IAW the reference directive. This list is intended as a single source reference. Where discrepancies exist, the reference directive takes precedence. Ground training accomplished during Phase 2 training may be credited toward CT requirements for the training cycle in which it was accomplished.					
<b>MOBILITY TRAINING</b>					
CWT (Ground Ensemble) Refresher	24 Months	AFPD 32-40 AFI 32-4001	No	Yes	2, 5
ISOPREP Review	6 Months	AFI 14-105	No	Yes	2, 5
<b>AIRCREW TRAINING</b>					
Initial CRM	One-time requirement	AFI 11-290	No	Yes	
Flight Physical	12 Months	AFI 48-123	Yes	No	
Physiological Refresher	3-5 Years	AFI 11-403	Yes	No	
<b>AIRCREW LIFE SUPPORT CONTINUATION TRAINING (ALSCT)</b>					
LL01, LSFT	Initial	AFI 11-301, Vol 1	Yes	No	
LL 03, EET	60 days	AFI 11-301, Vol 1	Yes	No	4
LL 04, ACDT	12 Months	AFI 11-301, Vol 1	No	Yes	2, 5
LL06, ALSE	60 days	AFI 11-301, Vol 1	No	Yes	4
<b>Code of Conduct Continuation Training (CoCCT)</b>					
SS02, CST	36 Months	AFI 16-301 (pending)	No	Yes	2, 3, 5
SS03, CAC	36 Months	AFI 16-301 (pending)	No	Yes	2, 3, 5
SS05, WST	36 Months	AFI 16-301 (pending)	No	Yes	2, 3, 5
SS06, EPT	60 days	AFI 16-301 (pending)	Yes	No	4

Subject <sup>1</sup>	Frequency	Reference Directive	Ground- ing	Affect Mobility Status	Notes
<p><b>NOTES:</b></p> <ol style="list-style-type: none"><li>1. See <a href="#">Attachment 2</a> for event definitions.</li><li>2. Flight Surgeons without a mobility requirement do not need to accomplish.</li><li>3. Accomplished once per assignment not to exceed 36 months.</li><li>4. 55 WG LSO may waive up to 180 days, depending on frequency of and familiarity with flying.</li><li>5. Not applicable to flight test engineers.</li></ol>					

**Table 4.3. Flight Crew Non-RAP Annual Requirements.**

<b>Crew Position</b>	<b>Requirement<sup>1</sup></b>	<b>BAQ/BMC INEXP/EXP</b>	<b>CMR INEXP/EXP</b>
Pilot	Basic Sortie	18/6	24/12
	Local Proficiency Sortie <sup>2</sup>	3/1	4/2
	Landings		
	Day	18/6	24/12
	Night	4/2	6/3
	Instrument Approach		
	Precision Approach	12/4	18/8
	Nonprecision Approach	12/4	18/8
	Air Refueling	9/3	12/6
Night Air Refueling <sup>3</sup>	4/2	6/3	
Copilot	Basic Sortie	18/12	24/18
	Local Proficiency Sortie <sup>2</sup>	3/2	4/3
	Landings		48/36
	Day	36/24	
	Night	8/4	12/9
	Instrument Approach		
	Precision Approach	12/8	18/12
	Nonprecision Approach	12/8	18/12
	Air Refueling	6/2	8/4
Night Air Refueling <sup>3</sup>	3/1	4/2	
Navigator	Basic Sortie	18/6	24/12
	Celestial Day Navigation Route <sup>2</sup>	2/1	3/2
	Celestial Night Navigation Route <sup>2</sup>	2/1	3/2
	Celestial Night Navigation Route <sup>2</sup>	3/1	5/3
	Navigation Route <sup>2</sup>	8/3	12/6
	Air Refueling		
Flight Engineer	Basic Sortie	18/6	24/12
	Air Refueling	8/3	12/6

Crew Position	Requirement <sup>1</sup>	BAQ/BMC INEXP/EXP	CMR INEXP/EXP
AMT	Basic Sortie	18/6	24/12
	Air Refueling	4/2	6/3
<p><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>1. Except for takeoffs, landings and pilot air refueling, Instructors and Flight Evaluators may log up to 50% of their requirements while instructing or evaluating.</li> <li>2. Dual log as a Basic Sortie.</li> <li>3. Dual log with Air Refueling .</li> </ol>			

**Table 4.4. Event Currencies (Days)**

Event	Pilot	Copilot	Navigator	FE	AMT	Mission Crew	Notes
Takeoff	45	45	--	--	--	--	1
Landing	45	45	--	--	--	--	1
Night Landing	120	120	--	--	--	--	
Instrument Approach	45	45	--	--	--	--	1
Navigation Route	--	--	120	--	--	--	
Celestial Navigation Route	--	--	120	--	--	--	2
Air Refueling	75	--	90	120	--	--	
Night Air Refueling	120	--	--	--	--	--	
Basic Sortie	--	--	60 <sup>3</sup>	60	60	60 <sup>4</sup>	1
Mission Sortie	--	--	60	--	60 <sup>3</sup>	60 <sup>3</sup>	
Instructor Sortie	90	--	90	90	90	90	
Simulated Engine out Approach/Missed Approach	120	--	--	--	--	--	1
Touch-and-go landing	90	--	--	--	--	--	
Reverse Taxi	180	--	--	--	180	--	
AMT Mission Pre-Flight	--	--	--	--	90	--	
AME	--	--	--	--	120	120	3

**NOTES:**

1. Loss of currency makes the crewmember non-current in the aircraft.
2. Updates Navigation Route
3. Crewmembers certified in different blocks must maintain currency in each block.
4. Flight Test Engineers use mission crew currencies.

## 4.3.5. BMC Requirements. BMC aircrew members will:

- 4.3.5.1. Complete all requirements for BAQ status.
- 4.3.5.2. Complete a mission evaluation IAW AFI 11-202, Vol 2, and AFI 11-2EC-130E/H, Vol 2.
- 4.3.5.3. Maintain all currencies in **Table 4.4**.
- 4.3.5.4. Accomplish RAP requirements in the RAP tasking message.
- 4.3.5.5. Accomplish all ground training items in **Table 4.1** which affect BMC status.
- 4.3.5.6. Maintain the RAP sortie rate (lookback) detailed in **Table 4.5**.
- 4.3.5.7. Maintain non-RAP BMC annual requirements in **Table 4.3**.

4.3.6. CMR Requirements. CMR aircrew members will:

4.3.6.1. Complete all requirements for BMC status.

4.3.6.2. Accomplish all ground training in [Table 4.1](#).

4.3.6.3. Maintain non-RAP CMR annual requirements in [Table 4.3](#).

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

4.3.7.1. Instructors and Flight Evaluators may log 50 percent of their requirements while instructing or evaluating with the exception of takeoffs, landings or pilot air refueling.

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

	Cycle	BMC (INEXP/EXP)	CMR (INEXP/EXP)
<b>PILOT</b>			
<b>COPILOT</b>	3-Month Lookback	2/1	4/2
<b>NAVIGATOR</b>			
<b>ENGINEER</b>	1-Month Lookback	1/1	2/1
<b>AMT</b>	3-Month Lookback	4/2	7/4
	1-Month Lookback	2/1	3/2
<b>MISSION CREW</b>	3-Month Lookback	7/2	9/4
	1-Month Lookback	3/1	4/2

4.3.8. Special Qualifications/Training:

4.3.8.1. Specialized training will be conducted IAW [Chapter 5](#), guiding syllabi, and the RAP tasking message. Sortie requirements will be dictated by the RAP tasking message.

4.3.8.2. Failure to accomplish special qualification requirements specified in the RAP tasking message results in loss of currency only for the special qualification. Recurrency/recertification requirements for special capabilities/certifications will follow Paragraph [4.7](#).

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

4.3.9.1. Aircrew members assigned/attached to TF- or CB-coded units will be designated as experienced and accomplish the requirements as shown in [Table 4.3](#) for BMC/BAQ as applicable. In addition, they will comply with currencies in [Table 4.4](#) for events in which they are qualified. For instructors, failure to accomplish these requirements will not affect instructor qualification, but will require additional training as required by the SQ/CC prior to resuming instructor duties in the delinquent event(s). **EXCEPTION:** Aircrew members not air refueling qualified are not required to complete AR currencies shown in [Table 4.4](#).

4.3.9.2. Mission and instructor evaluations, as applicable, will be conducted IAW AFI 11-202, Vol 2.

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

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

4.3.10.2. Senior officers assigned or attached for flying to an EC-130H unit will maintain BAQ status at a minimum but may be designated BMC. These officers will be designated as experienced and will maintain 50 percent of all BAQ/BMC RAP and non-RAP requirements and all currencies. Pilots who are current in takeoff, landing and approaches may be at the controls while carrying passengers.

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

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

#### 4.4. Special Categories:

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

4.4.2. HQ ACC and NAF API-8/D Aircrew Members performing aircrew duties:

4.4.2.1. HHQ personnel will be in an appropriately coded API billet in order to fly. Pre-coordination with the supporting unit is required to fly unless supporting a formal inspection. HQ ACC division chiefs or the NAF/DO are reviewing authorities for assigned personnel. HQ ACC/NAF will:

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

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

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

4.4.2.2. HHQ flying personnel maintaining EC-130H BMC status are exempt from continuation ground training affecting BMC. These individuals will be designated as experienced and fly all RAP and non-RAP annual requirements at 50% of the BMC rate. All event currencies apply.

4.4.3. ACC-assigned Flight Test Engineers (FTE). FTEs are engineers and/or scientists occupying duty positions requiring them to fly on a regular basis to conduct or participate in test missions. These personnel hold an AFSC of X61S or X62E and are on aeronautical orders placing them in aviation service code 9D. FTEs are authorized to fly and log time as primary crewmembers when performing duties IAW AFI 65-503. When not performing test duties, FTEs may fly to maintain proficiency and to gain an understanding of the tactical employment of the weapon system. FTEs whose primary air-

craft is the EC-130H will be attached to one of the operational COMPASS CALL squadrons for flying.

#### 4.4.3.1. FTE Initial Training.

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

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

4.4.3.2. FTE Recurring Training. FTEs with more than 6 months of flying will be considered experienced. FTEs will maintain the ground training requirements in **Table 4.2.** FTEs will maintain basic sortie currency IAW **Table 4.4.** If an FTE loses currency, the FTE's next flight must be with a mission crew instructor.

### 4.5. Difference Qualification:

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

4.5.2. All C-130 variants are considered the same MDS: Pilots, Copilots, Navigators, and Flight Engineers qualified in any C-130 variant are qualified in the EC-130H as "basic" (FP/C, FN, FF) once having completed 755 OSS developed and ECG/CC-approved difference training. Training and certification will be documented in the individual's training record. Completion of difference training may be accomplished as part of the Phase 2 syllabus.

**4.6. Block Certification.** This section applies to Block 20 and Block 30 versions of COMPASS CALL. For future block modifications (Block 35), 755 OSS will develop a Block Certification training plan. This plan will address training required, currencies, requirements, and evaluations.

4.6.1. Any crewmember may be certified in multiple blocks of EC-130H aircraft provided they have squadron commander approval and meet the minimum requirements of their particular crew position's 755 OSS developed and ECG/CC-approved Block Certification Training Plan. Block Certification will be documented in the individual's training record.

4.6.2. RAP and non-RAP Requirements/Currency for Multi-Block-Certified Crewmembers.

4.6.2.1. Pilots, Copilots, and Flight Engineers. Once block-certified in another block of the EC-130H, Pilots, Copilots and Flight Engineers may log all RAP and non-RAP requirements in either block, and currencies are updated for all certified blocks.

4.6.2.2. Navigators.

4.6.2.2.1. Navigators who are certified in multiple blocks may count all events, except Navigation Routes, which are flown in either block towards annual RAP and non-RAP sortie requirements.

4.6.2.2.2. Navigation Routes.

4.6.2.2.2.1. There is no requirement for Block 30 Navigators to be qualified in celestial navigation as part of the Block Certification training for Block 20. If celestial navigation qualification is desired, navigators who fly Block 30 aircraft as their primary block will complete celestial navigation training IAW paragraph 5.8.

4.6.2.2.2.2. Navigators qualified in celestial navigation must maintain all Celestial Navigation Route event and currency requirements. Celestial Navigation Routes will count toward Navigation Route event and currency requirements.

4.6.2.2.2.3. Navigators who are not qualified in celestial navigation may update Navigation Route event requirements and currencies in either block.

4.6.2.2.3. Currencies for Basic Sorties must be maintained separately for each certified block. Mission Sortie and Air Refueling currencies may be updated in either block.

4.6.2.3. AMTs. Basic Sorties and Air Refueling sorties will update currency and sortie requirements in each certified block. RAP sorties may update either block for RAP sortie count and look-back requirements. All other RAP event requirements and currencies, to include Mission Sortie currency, will not transfer from block to block.

4.6.2.4. Mission Crew.

4.6.2.4.1. RAP requirements may be logged in any certified block.

4.6.2.4.2. Mission Sortie currency must be maintained in all certified blocks. Mission Sorties flown in one block do not update mission currency in the other block.

4.6.2.4.3. Basic Sortie currency may be updated in either block.

4.6.2.5. Loss of basic or RAP currency in a non-primary block results in non-currency in that block only. Aircraft qualification is not affected.

4.6.3. Evaluations: Evaluation requirements/restrictions for Block Certified crewmembers will be specified in the unit supplement to AFI 11-202, Vol 2.

#### 4.7. Currency/Recurrency:

4.7.1. **Table 4.4.** defines flying currency requirements for all EC-130H aircrew members. If an aircrew member loses currency in a particular event, that event may not be performed except under instructor supervision in order to regain currency.

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

#### 4.7.3. Recurrency.

4.7.3.1. If the aircrew member is non-current in an event for up to 6 months, currency may be regained by demonstrating proficiency under the direct supervision of a current instructor of the same crew position. The non-current event must be completed as defined in [Attachment 2](#). The following exceptions apply to this paragraph:

4.7.3.1.1. Exception for mission crew. If the crewmember is non-current for Basic Sortie, but is otherwise current in all other areas, Basic Sortie currency may be regained under the supervision of an instructor of any crew position.

4.7.3.1.2. Exception for AME. Crewmembers may be non-current for up to one year in an AME event and still regain currency under the supervision of an instructor. If an AME-certified individual is non-current for more than one year, certification must be accomplished IAW paragraph [5.7](#). Aircraft qualification is not affected.

4.7.3.1.3. Exception for Block Certified Aircrew.

4.7.3.1.3.1. If a Block Certified crewmember is non-current in a non-primary block for less than 1 year but otherwise maintains currency in the primary block, the individual must show proficiency in the non-current block to an instructor of the same crew position to regain currency.

4.7.3.1.3.2. If a crewmember is non-current in a non-primary block for more than one year, Block Certification Training will be re-accomplished IAW the ECG supplement.

4.7.3.2. To regain mission currency, the following restrictions apply:

4.7.3.2.1. An instructor ANO may supervise two non-current ANOs at the same time. An instructor Acquisition Operator (AO) may supervise two non-current AOs at the same time (Block 30 only). All other crew positions require individual direct supervision.

4.7.3.2.2. Each of the following crew positions can only regain mission sortie currency for a single crewmember per sortie: Navigator, MCC, AMT, MCS, and HBO. There are no limits to the number of AOs or ANOs who can regain mission sortie currency provided the restrictions in paragraph [4.7.3.2.1](#) are met.

4.7.4. Loss of qualification. Loss of currency for more than six months will affect qualification as described below. For those events which result in a loss of qualification, requalification must be accomplished as directed in paragraph [4.9](#). For example, a crewmember who accomplished an event with a 45 day currency on 4 January becomes non-current on 19 February, and becomes unqualified on 19 August.

4.7.4.1. Loss of currency for more than six months in any event which makes the crewmember non-current in the aircraft will result in the loss of basic qualification. A QUAL evaluation must be accomplished prior to regaining basic qualification. These items are identified in [Table 4.4](#) with Note 1.

4.7.4.2. Loss of currency for more than six months for mission sortie or AMT preflight will result in loss of mission qualification. A MSN evaluation must be accomplished prior to regaining mission qualification.

4.7.4.3. Loss of pilot Air Refueling currency for more than six months makes the pilot unqualified for air refueling. Qualification will be regained on an in-flight evaluation (SPOT or INSTM/QUAL).

4.7.4.4. Loss of currency for more than six months for instructor duties results in loss of instructor qualification. An INSTR evaluation must be accomplished prior to regaining instructor qualification.

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

4.7.5. Ground Training. Overdue ground training requirements must be satisfied before the aircrew member is considered qualified and current to perform tasks applicable to that type of training. Ground training annotated as affecting CMR status will require regression to N-CMR until completion of appropriate training as required by either this instruction or the SQ/CC, as applicable. Ground training identified as not affecting CMR status does not require regression from CMR, although it may result in grounding until the training is completed (e.g. life support training). The duration of the grounding and status of sortie lookback will determine the effect on CMR status.

#### 4.8. Event Credit:

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

4.8.2. BAQ Flight Crew undergoing Phase 2 training will log non-RAP events listed in [Table 4.3](#) and [Table 4.4](#) if accomplished during Phase 2 flights.

#### 4.9. Requalification Training.

4.9.1. AFI 11-202, Vol 1, specifies requalification training limits and requirements.

4.9.2. BAQ requalification of Pilots, Copilots, Navigators and Flight Engineers: When the requalification course at LRAFB is not practical or quotas are not available, units may request waivers to conduct in-unit training using formal school courseware. Units will request waivers according to paragraph [2.2](#).

#### 4.10. Regression:

4.10.1. CMR/BMC Regression for Failure to Meet Lookback: Lookback requirements are listed in [Table 4.5](#). These rates are fixed and independent of the RAP tasking message which sets an annual rate for sortie accomplishment.

4.10.1.1. RAP lookback requirements will be treated as an ongoing process independent of the annual training cycle. Aircrew members who meet 1-month and 3-month lookback requirements without completing their annual training requirements will be handled IAW paragraph [4.11](#).

4.10.1.2. Only RAP training, exercise, and contingency sorties may be used for lookback.

4.10.1.3. Failure to meet 1-month sortie lookback requires a review of the aircrew member's 3-month sortie history. If the 3-month sortie lookback has been met, the SQ/CC may allow the individual to remain CMR/BMC. Failure to meet this 3-month lookback requires the SQ/CC to either regress the individual to N-CMR/N-BMC (as applicable), place the individual on probation

for 1-month, remove the aircrew member from a CMR manning position, or initiate action to remove the aircrew member from active flying status. If probation is chosen, the only way to remove the individual from probation and preserve current status is to reestablish a 1-month look-back at the end of the probation period (see [Figure 4.1](#)). Probation will be documented in the individual's training record.

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

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

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

4.10.3. See [Figure 4.1](#) for regression flow chart.

#### **4.11. End-of-Cycle Requirements:**

4.11.1. Aircrew members who have failed to complete sortie and/or event requirements of this instruction by the end of the training cycle may require additional training, depending upon the type and magnitude of the deficiency. Refer to paragraph [4.10](#) to determine if requirements can be prorated. Mass training shortfalls must be reported IAW paragraph [1.2.3.5](#).

4.11.2. Aircrew members who fail to meet the total annual non-RAP sortie/event requirements will be considered noncurrent for the sorties/events they did not complete and may not perform those sorties/events except under instructor supervision in order to regain currency. Recurrency requirements will be as listed in paragraph [4.7](#).

4.11.3. Aircrew members who fail to meet annual RAP sortie requirements:

4.11.3.1. Will be regressed to N-CMR/N-BMC, as applicable, if the SQ/CC determines the deficiency is significant. To regain CMR/BMC, a regressed aircrew member will complete all deficient events. These sorties may be counted against the total requirements for the new training cycle.

4.11.3.2. May be allowed to continue at CMR/BMC if lookback is maintained and the SQ/CC determines the deficiency is not significant.

4.11.4. Aircrew members who fail to accomplish annual sorties/events required for special mission capabilities/qualifications will be considered non-current for the special mission capability/qualification and may not perform those sorties/events except under instructor supervision to regain currency. Recurrency requirements will be as listed in paragraph 4.7.

#### **4.12. Proration of End-of-Cycle Requirements:**

4.12.1. At the end of the annual training cycle, the SQ/CC may prorate all training requirements when DNIF, emergency leave, non-flying TDY/exercises, or combat/contingency operations preclude training for a portion of the training period. Normal annual leave will not be considered for proration, while extended bad weather which precludes units from flying for more than 15 consecutive days can be considered for proration.

4.12.2. The following guidelines apply to proration of training:

4.12.2.1. Proration will only be used to adjust for genuine circumstances of non-availability, not to mask training or planning deficiencies.

4.12.2.2. Proration is based on cumulative days of non-availability for flying during the training cycle. Use **Table 4.6.** to determine the number of months to be prorated based on cumulative calendar days of non-availability.

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

4.12.2.4. Round prorated fractions of less than 0.5 to the next lower whole number, but do not prorate below one.

4.12.2.5. Newly assigned aircrew members and aircrew members achieving CMR/BMC after the 15th of the month will be considered to be in CT on the first day of the following month for proration purposes. Use **Table 4.7.** to determine the prorated share of training.

4.12.2.6. An aircrew member's last month on station prior to departing PCS may be prorated. Individuals departing PCS may be considered CMR for reporting purposes during a period of 60 days from date of last flight, or until loss of CMR currency, port call, or sign-in at the new duty station.

**Table 4.6. Proration Allowance.**

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

Table 4.7. Event Proration Calculation Table.

		Months Remaining After Proration											
		12	11	10	9	8	7	6	5	4	3	2	1
A N N U A L E V E N T S	36	36	33	30	27	24	21	18	15	12	9	6	3
	30	30	28	25	23	20	18	15	13	10	8	5	3
	28	28	26	23	21	19	16	14	12	9	7	5	2
	24	24	22	20	18	16	14	12	10	8	6	4	2
	22	22	20	18	17	15	13	11	9	7	6	4	2
	18	18	17	15	14	12	11	9	8	6	5	3	2
	17	17	16	14	13	11	10	9	7	6	4	3	1
	16	16	15	13	12	11	9	8	7	5	4	3	1
	14	14	13	12	11	9	8	7	6	5	4	2	1
	13	13	12	11	10	9	8	7	5	4	3	2	1
	12	12	11	10	9	8	7	6	5	4	3	2	1
	11	11	10	9	8	7	6	6	5	4	3	2	1
	10	10	9	8	8	7	6	5	4	3	3	2	1
8	8	7	7	6	5	5	4	3	3	2	1	1	
7	7	6	6	5	5	4	4	3	2	2	1	1	
6	6	6	5	5	4	4	3	3	2	2	1	1	
5	5	5	4	4	3	3	3	2	2	1	1	1	
4	4	4	3	3	3	2	2	2	1	1	1	1	
3	3	3	3	2	2	2	2	1	1	1	1	1	
2	2	2	2	2	1	1	1	1	1	1	1	1	
1	1	1	1	1	1	1	1	1	1	1	1	1	

4.12.2.7. CMR aircrew members who attend USAFWS courses in TDY and return status, and/or who participate in actual flying contingency operations may be reported throughout the TDY as CMR. Upon return, those aircrew will accomplish a prorated share of sortie/event requirements.

4.12.2.8. EXAMPLE: Capt Jones attained CMR on 20 August. In January, he was granted 17 days of emergency leave, and attended Squadron Officers School in residence for 56 days in March and April. Capt Jones was prorated to start CT on 1 September, and his SQ/CC authorized 3 months proration -- one for emergency leave and two for SOS -- using Table 4.6. Using Table 4.7., Capt Jones was then able to figure out how many events must be accomplished during the training cycle.

4.12.2.9. Contingency Operations:

4.12.2.9.1. Contingency operations can have a positive or negative impact on a unit's CT program, as emphasis is on supporting the actual contingency. A potential lack of training oppor-

tunities while deployed can place a burden on the unit, forcing it to accomplish a majority of its CT program in a reduced period of time at home station. As such, flexibility is built into the proration guidelines.

4.12.2.9.2. Normally, all sorties flown during contingency operations will be logged as contingency operations sorties. These sorties do not count toward annual RAP requirements, but may be used for lookback purposes. RAP events logged during contingency operations sorties do not count toward annual RAP requirements, but will be used to update currencies. Upon returning from contingency operations, units will prorate RAP sorties and events for the period of time each individual was deployed. In addition, proration is authorized for the deployment preparation and deployment recovery time where home station flying is reduced by MAJCOM.

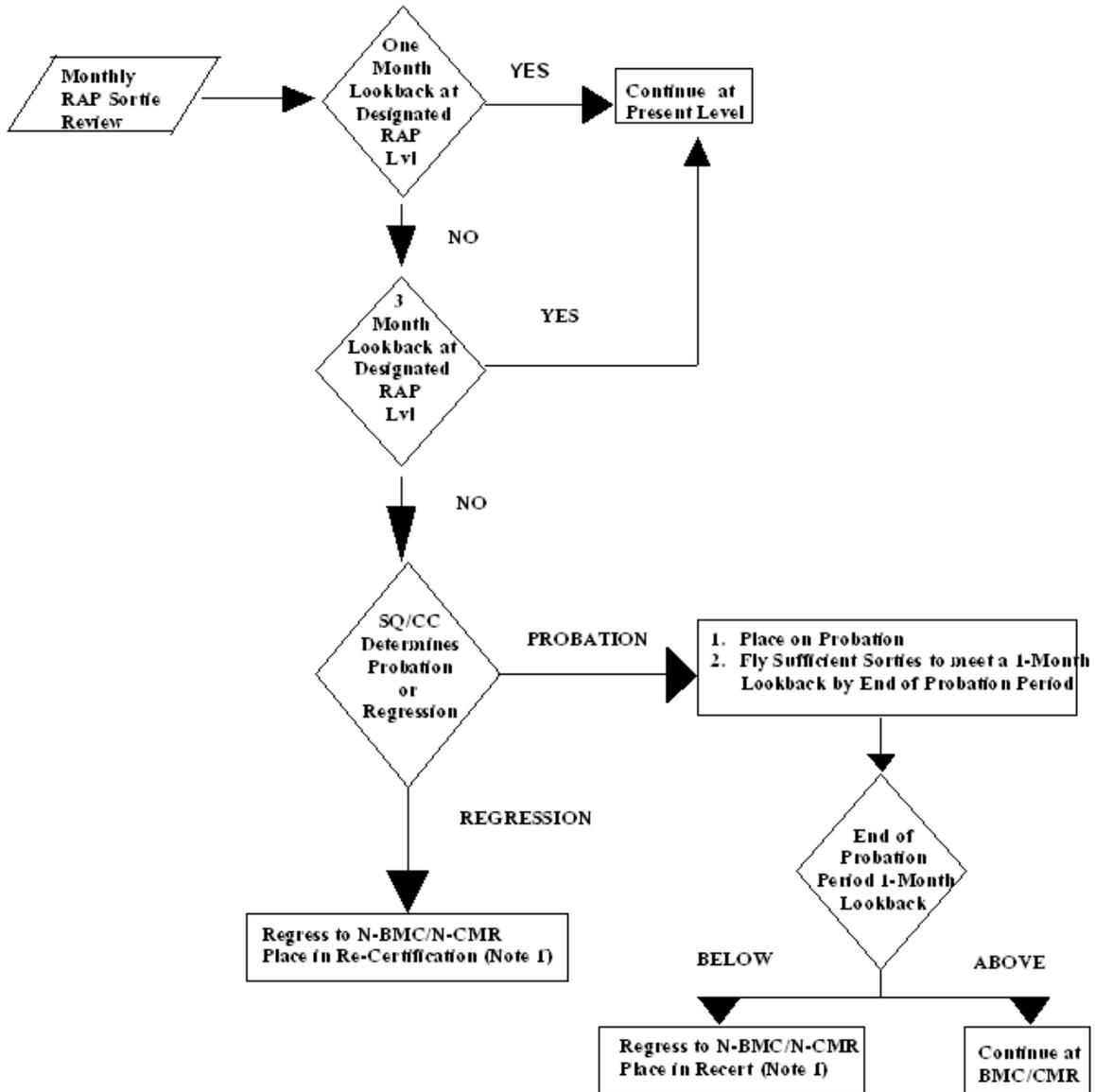
4.12.2.9.3. As the training quality of missions flown at contingency locations may vary considerably, ECG/CCs are authorized to allow sorties that provided valid training to be logged as RAP sorties. Events accomplished on these sorties count toward RAP event requirements, provided aircrew members meet the mission/event definitions listed in [Attachment 2](#). These sorties/events may not be prorated upon return to home station.

4.12.2.9.3.1. Upon return from contingency operations, proration will be computed by calculating the sorties/events to be prorated for the entire deployment, and then subtracting the number of valid RAP sorties/events flown and logged as authorized by the ECG/CC. The result is the allowable sortie/event proration. Negative numbers equate to zero.

4.12.2.9.3.2. EXAMPLE: Capt Smith, an inexperienced CMR Pilot, deployed to a contingency for 62 days. During that time he flew 16 sorties, 5 of which met the [Attachment 2](#) definition of a mission sortie and were logged as such. Upon returning from deployment, his unit elects to prorate his requirements for that time period since he flew missions that he could not count toward RAP CT requirements. According to [Table 4.2.](#), he can be prorated for 2 months based on 62 days deployed. According to [Table 4.6.](#), this equates to 2 mission sorties of the 14 required annually. However, since he flew and logged 5 mission sorties, the difference is negative 3 and no proration is allowed.

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

Figure 4.1. Regression Flow Chart.



## Chapter 5

### UPGRADE AND SPECIALIZED TRAINING

**5.1. General.** This chapter contains information for specialized training and upgrade. This training applies to aircrew members upgrading to instructor or flight examiner, Copilots upgrading to Pilot/Aircraft Commander, COMPASS CALL Mission Crew completing positional upgrades and AME training.

**5.2. Upgrade Training Time Limits.** Copilots upgrading to Pilot/Aircraft Commander via an In-Unit IQT/RQ/Upgrade waiver and aircrew members upgrading to instructor have a maximum of 120 days to complete training. Failure to complete training in this time period requires notification to the HQ ACC/DO through HQ ACC/DOZ with the aircrew member's name and rank, reason for delay, planned actions, and estimated completion date.

#### **5.3. Aircraft Commander (AC):**

5.3.1. General. Commanders will consider experience, knowledge, and judgment prior to certifying a Pilot as an Aircraft Commander and designating as pilot-in-command on the flight authorization. Certification will be documented in the individual's training record. Pilots will normally be certified as an Aircraft Commander after completion of MQT. However, for those awaiting training, certification is at the discretion of the SQ/CC after completion of difference training.

5.3.2. An AC candidate is an individual designated by the squadron commander for entry into training before a formal AC upgrade course.

5.3.2.1. Commanders will consider Copilot experience, knowledge, and judgment prior to identifying an individual as an AC Candidate. AC candidates must have an in-depth knowledge of systems, procedures, and publications before entering the formal upgrade program. AC candidates should possess enough experience to directly upgrade from mission Copilot to mission AC.

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

5.3.2.3. AC candidates must meet the flying hour prerequisites necessary to be considered an experienced Copilot as listed in [Table 1.1](#).

5.3.2.4. Document AC candidate certification in the individual's training record.

5.3.3. **Prerequisites.** AC upgrades must:

5.3.3.1. Be first lieutenants or higher to begin training.

5.3.3.2. Meet flying time requirements in [Table 5.1](#).

**Table 5.1. AC Upgrade Flying Time Prerequisites.**

Total Hours <sup>1</sup>	C-130 Hours
>1300	400
1000-1300	800
<i>This table does not apply to PQPs trained in the left seat at the Basic C-130 FTU.</i>	
<b>NOTES:</b>	
1. Includes OFT/WST flying time.	

5.3.3.3. Complete the AC Preparatory Course prior to starting AC upgrade training. This in-unit course consists of academic and flight training using courseware provided by the ATS contractor. Copilots should demonstrate aptitude in all Pilot maneuvers including 3-engine approaches, landings, and go-arounds. Copilots who do not complete this course require waiver through HQ ACC/DOZ to attend training.

5.3.4. AC Upgrade. An individual currently enrolled in a formal AC upgrade course (normally accomplished at Little Rock AFB). AC upgrades may perform most flight maneuvers authorized for a Pilot under the direct supervision of an IP. See restrictions in [Attachment 4](#).

5.3.5. Upgrade via In-Unit IQT/RQ/Upgrade. Formal school attendance is the primary method for AC BAQ training. However, due to shortages of available training quotas, this is not always possible. Waiver requests for In-Unit IQT/RQ/Upgrade training should be sent to HQ ACC/DOZ IAW paragraph [1.11.5](#), using the format detailed in [Attachment 6](#). The following items apply:

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

5.3.5.2. Fill all available Basic C-130 FTU quotas prior to requesting an In-Unit IQT/RQ waiver.

5.3.5.3. Use only the approved ATS courseware.

5.3.5.4. Ensure that officers completing upgrade via an In-Unit IQT/RQ waiver incur an Active Duty Service Commitment (ADSC) IAW AFI 36-2107, *Active Duty Service Commitments (ADSC) and Specified Time of Contracts (SPTC)*.

5.3.6. For Copilots upgrading to AC, mission upgrade training is a squadron responsibility. Squadrons will use flying portion of the Pilot MQT syllabus. Proficiency advancement will be at the discretion of the SQ/DO. Upon completion of the training, Pilots will be given an in-flight mission evaluation. These Pilots may be certified as an Aircraft Commander by the SQ/CC upon successful completion of the mission evaluation. Air Refueling qualification will be IAW paragraph [5.8](#).

#### **5.4. Instructor Upgrade:**

5.4.1. General: SQ/CCs will personally review each instructor candidate's qualifications to ensure the individual possesses skills necessary to upgrade to instructor:

5.4.2. Prerequisites:

5.4.2.1. Minimum Flying Time. Instructor candidates must meet the flying hour prerequisites necessary to be considered Experienced as listed in [Table 1.1](#). Additionally, flight crew will meet the hour requirements listed in [Table 5.2](#).

5.4.2.1.1. For ANOs and AOs who have served at least two years at an operations site with verifiable instructor experience, this experience may be used as a basis for requesting waivers to the flying time prerequisites.

5.4.2.1.2. ACs must possess a minimum of 200 C-130 hours after certification as pilot in command.

5.4.2.2. ACs, Navigators, and FEs must complete the Instructor Preparatory Course prior to starting instructor upgrade training. This in-unit training consists of academics for all crew positions and flight training for ACs. ACs should demonstrate aptitude in all IP maneuvers. Courseware is available from the ATS contractor. Aircrew members who do not complete the course require a HQ ACC/DOZ waiver to attend training. 755 OSS will administer the academic portions of this course and all examinations. Flight training will be administered by the individual's flying squadron.

#### 5.4.3. Initial Instructor Upgrade.

5.4.3.1. ACs, Navigators, and FEs.

5.4.3.1.1. For ACs, Navigators, and FEs, formal school attendance at the Basic C-130 FTU is the primary method for initial instructor upgrade training.

**Table 5.2. Flight Crew Instructor Upgrade.**

Crew Position	Total Hours <sup>1</sup>	C-130 Hours
<b>Aircraft Commander</b>	1800	300 <sup>2</sup>
	1500	500 <sup>2</sup>
<b>Navigator</b>	1000	200
<b>Flight Engineer</b>	2000 <sup>3</sup>	200
	400 <sup>3</sup>	400
<b>AMT</b>	750 <sup>3</sup>	300
	450 <sup>3</sup>	450
<b>NOTES:</b>		
1. Total hours includes CCMS/OFT/WST time except AMT..		
2. ACs must possess a minimum of 200 C-130 hours after certification as pilot in command.		

5.4.3.1.2. Due to shortages of available training quotas, In-Unit Upgrade may be required for initial instructors. Waiver requests for In-Unit Upgrade to instructor should be sent to HQ ACC/DOZ IAW paragraph [1.11.5](#), using the format detailed in [Attachment 6](#). Units must

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

5.4.3.1.3. Instructors may instruct basic C-130 events upon return from the Basic C-130 FTU (or completion of initial instructor evaluation if using In-Unit Upgrade). They may be certified to instruct RAP and other additional events IAW paragraph **5.4.6**.

5.4.3.2. Mission crew and AMTs must complete initial instructor upgrade training using HQ ACC/DOZ-approved courseware taught by the 755 OSS. Courseware may be modified if local training restrictions (e.g., no simulator) prevent units from following the formal course syllabus.

#### 5.4.4. **Instructor Requalification.**

5.4.4.1. Unqualified for more than 2 years.

5.4.4.1.1. For ACs, Navigators, or FEs who were previously qualified instructors in any C-130 MDS and have been unqualified C-130 instructors for more than 2 years in the C-130, complete instructor requalification training in-unit using the flying portion of the formal school courseware.

5.4.4.1.2. For mission crewmembers and AMTs who were previously qualified COMPASS CALL instructors and have been unqualified COMPASS CALL instructors for more than 2 years, complete instructor requalification training in-unit using the flying portion of the HQ ACC-approved syllabus.

5.4.4.1.3. Prior to requalification, instructors will satisfactorily complete ground training IAW paragraph **5.4.7**.

5.4.4.2. Requalification training for crewmembers who have been unqualified for less than 2 years is at the discretion of the SQ/CC.

5.4.5. **Instructor Transfers.** Crewmembers who have previously attended a formal instructor course for instructor qualification and were certified in any US Air Force aircraft are eligible for upgrade to EC-130H instructors using the provisions of this paragraph. Training for instructor transfers will be determined by the SQ/CC. Prior to instructor qualification, the following procedures will be followed:

5.4.5.1. Ground training will be completed IAW paragraph **5.4.7**.

5.4.5.2. Mission crew and AMT qualified crewmembers require an initial instructor evaluation.

5.4.5.3. Instructor Transfer for AC, Navigator, or FE.

5.4.5.3.1. ACs, Navigators, and FEs who are qualified C-130 instructors may instruct basic C-130 events once they have completed EC-130H difference training. They may be certified to instruct RAP and all other additional events IAW paragraph **5.4.6** after they have met the flying requirements necessary to be designated as Experienced as listed in **Table 1.1**.

5.4.5.3.2. For AC, navigator, and FE instructor candidates who have never been qualified instructors in a C-130 MDS but have previously attended a formal instructor course for instructor qualification and were certified instructors in any US Air Force aircraft may upgrade in-unit without an In-Unit Upgrade waiver.

5.4.5.3.2.1. 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 group commander approval.

5.4.5.3.2.2. Crewmembers upgrading in-unit will require an initial instructor flight evaluation.

**5.4.6. Additional Event Instructor Certification.** ACs, navigators, and FEs who have completed a basic C-130 instructor evaluation must be certified by the SQ/CC prior to instructing RAP events, Air Refueling, or Celestial Navigation.

5.4.6.1. Document all additional instructor certifications in the individual's training record.

5.4.6.2. Ground training will be completed IAW paragraph **5.4.7.**

5.4.6.3. ACs, Navigators, and FEs will complete instructor training as developed by their flying squadron.

5.4.6.3.1. Air Refueling. As a minimum, prior to certification as an Air Refueling IP, Pilots will fly a certification sortie with an IP. Pilots will demonstrate proficiency in air refueling instructor techniques.

5.4.6.3.2. Celestial Navigation. As a minimum, prior to certification as a celestial navigation IN, navigators will fly a certification sortie with an IN.

5.4.6.4. SQ/CCs may identify other events which they determine an additional instructor certification is necessary.

#### **5.4.7. Ground Training.**

5.4.7.1. ACs, Navigators, and FEs. Prior to certification for instructing additional events or EC-130H FTU students, all ACs, navigators, and FEs will satisfactorily complete ground training and a written examination on this instruction, crew position syllabi, and group training standards. Training and examinations will be prepared, administered, and controlled by the 755 OSS. This training and examination will be given as part of the syllabus for initial upgrades when using In-Unit Upgrade.

5.4.7.2. Mission Crew and AMTs. Prior to qualification, all instructors will satisfactorily complete ground training and a written examination on this instruction, crew position syllabi, and group training standards. Training and examinations will be prepared, administered, and controlled by the 755 OSS. This training and examination will be given as part of the syllabus for initial upgrades.

**5.5. Flight Examiner Upgrade.** Flight examiner upgrade will be IAW AFI 11-202, Vol 2.

#### **5.6. Mission Crew Positional Upgrades:**

5.6.1. COMPASS CALL Mission Crew positional upgrades will be conducted IAW applicable CTDs.

5.6.2. MCS/HBO Instructor Upgrade. MCS or HBO qualified crewmembers who later complete instructor upgrade training are qualified to instruct in both of their qualified positions (e.g. ANO and MCS). When an aircrew member is already a qualified instructor before attending MCS or HBO upgrade, the following procedures apply:

5.6.2.1. These instructors will not instruct aircrew in the upgrade position (MCS or HBO) until they have certified as an MCS/HBO instructor.

5.6.2.2. Prior to certification they will have accomplished a minimum of 10 mission sorties in the upgrade position (MCS/HBO).

5.6.2.3. Fly a certification sortie with an instructor of the same crew position (MCS/HBO) to validate instructional abilities in the new upgrade position.

5.6.2.4. Documentation of this certification process will be maintained in the individual's training record.

## **5.7. Specialized Mission Equipment Certification.**

5.7.1. Specialized Mission Equipment Certification will be IAW 755 OSS developed, ECG/CC-approved, training plan.

5.7.2. Currency/Loss of Currency. Currency on AME equipment will be maintained IAW **Table 4.4**. Requirements to update/regain currency will be defined in the 755 OSS developed, ECG/CC-approved, training plan.

5.7.3. Document each individual Specialized Mission Equipment certification in the individual's training record.

## **5.8. Additional Event Training/Certification.**

5.8.1. Air Refueling. Training will normally be accomplished in conjunction with Phase 2. If not accomplished in Phase 2, designation as CMR will be after Air Refueling Qualification.

5.8.1.1. If training is conducted outside the ACC formal Phase 2 syllabus, squadrons will use flying portion of the syllabus for AR qualification.

5.8.1.2. Pilots. Air refueling is a qualification that requires in-flight evaluation prior to performing contacts unsupervised.

5.8.1.3. Copilots, Navigators and FEs. Air refueling is a qualification that requires evaluation prior to flying unsupervised. As a minimum air refueling procedures will be verbally evaluated and documented on an AF Form 8.

5.8.2. Celestial Navigation. Training will normally be conducted during Phase 3 training for Block 20 Navigators. Designation as CMR following Phase 3, but prior to Celestial Navigation Qualification, will be at the discretion of the SQ/CC.

5.8.2.1. Training will be conducted IAW 755 OSS developed and ECG/CC-approved training plan.

5.8.2.2. The SQ/CC has the authority to determine which, if any, crewmembers will be trained and qualified in celestial navigation. Untrained crewmembers may be designated either BMC or CMR.

5.8.2.3. Celestial navigation is a qualification item for CMR Navigators assigned to Block 20 as the primary block. As a minimum, celestial navigation procedures will be evaluated and documented on an AF Form 8.

5.8.2.3.1. The SQ/CC may elect to remove a navigator's celestial navigation qualification if it is in the best interest of the squadron due to manning or aircraft availability. For such changes, the navigator would no longer be required to demonstrate celestial navigation procedures on future QUAL evaluations.

5.8.2.3.2. Navigators removed from celestial navigation qualification may be requalified IAW Para. 4.9.

5.8.3. Touch-and-Go Landings. Touch-and-go landings are a qualification item for all Pilots. They should normally be evaluated on the initial qualification evaluation, and all recurring evaluations. Aircraft Commanders may be certified by the SQ/CC to perform touch-and-go landings without direct IP supervision.

5.8.3.1. Unsupervised AC Touch-and-Go Landing Certification.

5.8.3.1.1. Individuals must have at least 100 hours following Aircraft Commander certification (not counting other time) in any C-130 MDS prior to becoming certified for unsupervised touch-and-go landings.

5.8.3.1.2. SQ/CCs will designate ACs certified for unsupervised touch-and-go landings in the individual's training record.

5.8.3.1.3. When the Aircraft Commander is certified to perform unsupervised touch-and-go landings, flight-idle touch-and-go landings may be performed by the Aircraft Commander in the left seat and by an other qualified Pilot or Copilot in the right seat.

5.8.4. Commanders may identify other events which they determine an additional certification and training is required. The 755 OSS will be responsible for developing training plans and certification standards.

5.8.5. The following AF Forms are prescribed/adopted:

5.8.5.1. AF Form 8, *Certificate of Aircrew Qualification*.

5.8.5.2. AF Form 623, *On-the-Job Training Record*.

5.8.5.3. AF Form 847, *Recommendation for Change of Publication*.

RONALD E. KEYS, Lt General, USAF  
DCS/Air and Space Operations

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

AFPD 11-2, *Aircraft Rules and Procedures*

AFI 11-2EC-130E/H, Vol 2, *EC-130E/H--Aircrew Evaluation Criteria*

AFI 11-2EC-130E/H, Vol 3, *EC-130E/H—Operations Procedures*

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

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

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

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

AFMAN 11-217, Vol 1, *Instrument Flight Procedures*

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

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

AFI 11-301, Vol 1, *Aircrew Life Support (ALS) Program*

AFPD 11-4, *Aviation Service*

AFI 11-401, *Aviation Management*

AFI 11-403, *Aerospace Physiological Training Program*

AFI 11-421, *Aviation Resource Management*

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

AFI 14-105, *Unit Intelligence Mission and Responsibilities*

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

AFPD 32-40, *Disaster Preparedness*

AFI 32-4001, *Disaster Preparedness Planning and Operations*

AFI 33-360, Vol 1, *Publications Management Program*

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

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

AFI 36-2209, *Survival and Code of Conduct Training*

AFI 36-2226, *Combat Arms Program*

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

AFI 36-2706, *Military Equal Opportunity (MEO) Program*

AFPD 37-1, *Information Management*

AFMAN 37-123, *Management of Records*

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

AFI 44-121, *Alcohol and Drug Abuse Prevention and Treatment (ADAPT) Program*

AFI 48-123, *Medical Examination and Standards*

AFI 51-401, *Training and Reporting to Ensure Compliance with the Law of Armed Conflict*

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

AFI 71-101, Vol 2, *Protective Service Matters*

AFI 91-301, *Air Force Occupational and Environmental Safety, Fire Protection and Health (AFOSH) Program*

AFKAO-5, *Instructional Guide for Operations Codes*

AFOSH 127-56, *Fire Protection and Prevention*

AFTTP 3-1.1, *General Planning & Employment Considerations (S)*

AFTTP 3-1.2, *Threat Reference Guide & Countertactics (S)*

AFTTP 3-1.16, *Tactical Employment – EC-130H (S)*

ETCA, *Education & Training Course Announcement*

### ***Abbreviations and Acronyms***

**ACC**—Air Combat Command

**ACCI**—Air Combat Command Instruction

**ACDE**—Aircrew Chemical Defense Ensemble

**ADSC**—Active Duty Service Commitment

**AF**—Air Force

**AFI**—Air Force Instruction

**AFMAN**—Air Force Manual

**AFOSH**—Air Force Occupational Safety and Health

**AFSC**—Air Force Specialty Code

**AFTTP**—Air Force Tactics, Techniques, and Procedures

**AGL**—above ground level

**ALSCT**—Aircrew Life Support Continuation Training

**AME**—alternate mission equipment

**AMT**—Airborne Maintenance Technician

**ANO**—Analysis Operator

**API**—Aircrew Position Indicator

**AO**—Acquisition Operator

**AOC**—air and space operations center

**AR**—air refueling

**ARMS**—Aviation Resource Management System

**ATD**—Aircrew Training Device

**ATS**—Aircrew Training System

**BAQ**—Basic Aircraft Qualification

**BMC**—Basic Mission Capable

**C2W**—Command and Control Warfare

**CAF**—Combat Air Forces

**CAT/CWD**—Contract Aircrew Training/Courseware Development

**CBO**—Chemical, Biological Oxygen

**CBT**—Computer-Based Training

**CCMCS**—COMPASS CALL Mission Crew Simulator

**CFT**—Cockpit Familiarization Trainer

**CMR**—Combat Mission Ready

**CPT**—Cockpit Procedures Trainer

**CRM**—Crew Resource Management or Cockpit Resource Management

**CT**—Continuation Training

**CTD**—Celestial Training Device, Course Training Document

**CWTQT**—Chemical Warfare Task Qualification Training

**DNIF**—Duty Not Including Flying

**DOC**—Designed Operating Capability

**DOD**—Department of Defense

**DODD**—Department of Defense Directive

**DRU**—Direct Reporting Unit

**ECG**—Electronic Combat Group

**ECG/CC**—Electronic Combat Group Commander

**EP**—Emergency Procedures

**EPE**—Emergency Procedures Evaluation

**ETCA**—Education & Training Course Announcements

**EXP**—Experienced

**FAIP**—First Assignment Instructor Pilot

**FE**—Flight Engineer  
**FS**—Flight Surgeon  
**FOA**—Field Operating Agency  
**FTU**—Formal Training Unit  
**GPS**—Global Positioning System  
**HBO**—High Band Operator  
**HHQ**—Higher Headquarters  
**HOSM**—Host Operations System Management  
**HQ**—Headquarters  
**IAW**—in accordance with  
**INEXP**—inexperienced  
**INFLTREP**—Inflight Report  
**INS**—Inertial Navigation System  
**INTREP**—Intelligence Report  
**IOC**—Initial Operating Capability  
**IP**—Instructor Pilot  
**IQT**—Initial Qualification Training  
**IRC**—Instrument Refresher Course  
**ISOPREP**—Isolated Personnel Report  
**LPS**—Local Proficiency Sortie  
**MAJCOM**—Major Command  
**MDS**—Mission Designation Series  
**MDT**—Mission Directed Training  
**MEGP**—Mission Essential Ground Personnel  
**MIJI**—meaconing, interference, jamming, and intrusion  
**MISREP**—Mission Report  
**MPC**—Mission Planning Cell  
**MOST**—Mission-Oriented Simulator Training  
**MQT**—Mission Qualification Training  
**MSF**—Mission Support Facility  
**NAF**—Numbered Air Force  
**OFT**—Operational Flight Trainer

**OG**—Operations Group  
**OG/CC**—Operations Group Commander  
**OSS**—Operations Support Squadron  
**PAA**—Primary Aircraft Authorization  
**PCS**—permanent change of station  
**PDO**—Publications Distribution Office  
**PQP**—prior qualified pilot  
**QRC**—quick reaction capability  
**RAP**—Ready Aircrew Program  
**ROE**—rules of engagement  
**RQ**—Requalification Training  
**RTRB**—Realistic Training Review Board  
**SEFE**—Standardization/Evaluation Flight Examiner  
**SELO**—Standardization/Evaluation Liaison Officer  
**SEPT**—Simulated Emergency Procedures Training  
**SNS**—Satellite Navigation Station  
**SOC**—Senior Officers Course  
**SOF**—Supervisor of Flying  
**SQ/CC**—Squadron Commander  
**TACAN**—Tactical Air Navigation  
**TDY**—temporary duty  
**TIBS**—Theater Information Broadcast Service  
**TOD**—time-of-day  
**TRSS**—Training Support Squadron  
**UMD**—Unit Manning Document  
**UFT**—Undergraduate Flying Training  
**UPT**—Undergraduate Pilot Training  
**USAFWS**—United States Air Force Weapons School  
**WG/CC**—Wing Commander  
**WG/CV**—Wing Vice Commander  
**WOD**—word-of-the-day  
**WST**—Weapons 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, normal procedures, abnormal and emergency procedures, and various continuation training requirements.

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

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

**Aircrew Training System**—An integrated qualification, upgrade, and continuation training program for aircrew members. Civilian contractors provide courseware for use in the field, as well as instruction and ATD training at the Basic C-130 FTU and various simulator locations. All flight training is conducted by Air Force instructors.

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

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

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

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

**Block Certification**—Process used for COMPASS CALL aircrew members certified in multiple Blocks of the EC-130H. Training documentation will annotate in which Blocks the aircrew member has been certified (i.e., Block 20).

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

**Cockpit Procedures Trainer**—A training device in which instruments and displays are activated to respond to trainee inputs. Used for safety of flight, instrument, normal, and emergency procedures.

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

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

**COMPASS CALL Analysis and Targeting Team (CCATT)**—A team of IO analysts who are part of the Operations Planning Team (OPT) and are integral to the target analysis and selection process. These

individuals also build cryptologic targeting aids and interface with the cryptologic intelligence community to meet OPT requirements. The CCATT is a COMPASS CALL Support Team with expanded scope, connectivity, and enhanced IO targeting responsibilities.

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

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

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

**Copilot**—A crewmember trained and qualified to operate the aircraft from the right seat only.

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

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

**Critical Phases of Flight**—Take-off, air refueling (within ¼ NM of tanker), approach to landing, landing, flight below 3000 feet AGL, or any flight maneuver stipulated in AFI 11-2EC-130H and E/H-series instructions specifically requiring direct instructor supervision for qualified or unqualified aircrew members.

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

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

**Emergency Procedures Evaluation**—An evaluation of aircrew knowledge and responsiveness to critical and noncritical emergency procedures conducted by a SEFE.

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

**Experienced/Inexperienced Aircrew**—A designation used to determine the level of training an aircrew member receives within the Ready Aircrew Program. (See [Table 1.1.](#))

**Flight Crew**—Aircrew members whose primary responsibility is the safe ground and flight operation of an EC-130 aircraft. These members consist of the Aircraft Commander, Copilot, Navigator, Flight Engineer, and Airborne Maintenance Technician.

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

**Formal School Courseware**—Training materials and programs developed for training aircrew members at formal schools. It includes all student study guides, workbooks, computer-based training lessons, slide tape lessons, instructor guides, and applicable AF Forms for documenting training.

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

**InUnit IQT/RQ/Upgrade**—Formal training performed at the EC-130H FTU that is normally performed at the Basic C-130 FTU. Also referred to as the secondary method at LRAFB.

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

**Mission Crew**—Aircrew members whose primary in-flight duties are command and control warfare as performed from the mission crew compartment of a COMPASS CALL aircraft. Members consist of the MCC, MCS, AO, ANO, and HBO.

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

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

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

**Phase 1 Training**—All formal IQT/RQ training in the basic C-130 for Pilots, Copilots, FEs, and Navigators normally performed at the Basic C-130 FTU. For Mission Crew and AMTs, Phase 1 training is combined with Phase 2 training.

**Phase 2 Training**—Training to qualify an aircrew member in basic COMPASS CALL mission. Phase 2 training is provided to the P, CP, Nav, and FE after receiving Phase 1 training at the Basic C-130 FTU or In-Unit training. For Mission Crew and AMT, this training includes IQT/RQ (Phase 1) and portions of MQT.

**Phase 3 Training**—Training performed following completion of Phase 2 to qualify an aircrew member to CMR/BMC status. This training includes portions of MQT.

**Pilot**—A crewmember trained and qualified to operate the aircraft from either the left or right seat.

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

**Prior Qualified Pilot (PQP)**—Pilot converted from another MDS. PQPs have no prior C-130 pilot qualification.

**Primary Aircraft Inventory**—Aircraft authorized for performance of a unit's operational mission. The PAI forms the basis for allocation of operating resources to include manpower, support equipment, and flying hour funding. The operating command determines the PAI required to meet their assigned missions. (See AFI 16-402.)

**Primary Block**—The Block of COMPASS CALL aircraft flown by the aircrew member's assigned/attached squadron.

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

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

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

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

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

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

**Verification**—A ground training process aimed at ensuring and aircrew member's tactical employment knowledge. Verification is a unit tactics program conducted in both initial and refresher phases. Initial verification occurs during Phase 3 training, while refreshers are utilized to reinforce, refresh, and update aircrew members on a unit' wartime mission/tasking, tactics, and procedures.

### *Addresses*

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**Attachment 2****GLOSSARY OF MISSION/SORTIE AND EVENT DEFINITIONS****A2.1. Sortie and Event Definitions:****A2.1.1. Air Refueling :**

A2.1.1.1. Pilots must accomplish closure to a tanker from 1/4 NM and 5 minutes of cumulative boom time. Only one air refueling event (day or night) may be accomplished on a given sortie for each crewmember.

A2.1.1.2. Copilots must perform Copilot duties during AR.

A2.1.1.3. Navigators must accomplish all air refueling checklists and monitor aircraft position during the air refueling.

A2.1.1.4. Flight Engineers must occupy the FE seat and operate the AR panel for at least one contact.

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

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

**A2.1.2. AME Event. Refer to ECG Supplement.**

A2.1.3. **Authentication.** Credit for an authentication event requires correct response to an authentication challenge using appropriate authentication tables.

A2.1.4. **Basic Sortie.** Log basic sorties on designated training or operational missions that include appropriate pre-mission planning, preflight according to flight publications, preparation of performance/takeoff and landing data, weather and crew briefings, flight plan filing, and post-mission procedures. Minimum required flying time is 30 minutes while performing primary/secondary/instructor/evaluator duties.

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

A2.1.4.2. Navigators. If more than one navigator is on a flight, each may obtain Basic Sortie credit on the same flight provided each one occupies the navigator position, maintains a log, performs navigator duties, and meets the requirements for a basic sortie.

A2.1.5. **Comm - SATCOM.** Credit for a comm-SATCOM event requires two-way communication using aircraft SATCOM equipment with live frequencies. Static or in-flight use of aircraft equipment is acceptable. If satellite time is not available, loading of the comm-SATCOM equipment IAW 755 OSS procedures will be logged as an event.

A2.1.6. **Have Quick.** Credit a Have Quick event when an aircrew member correctly loads the word-of-the-day (WOD), accomplishes either a self-start time-of-day (TOD) or receives a TOD from an outside source, and successfully uses the radio in Have Quick mode to both transmit and receive. Only one Have Quick event may be credited per mission sortie.

A2.1.7. **Instructor sortie.** Creditable whenever instruction or a recurring evaluation is administered in-flight or in the simulator. Will be dual logged with Basic Sortie if completed aboard the aircraft.

A2.1.8. **Instrument Approach.** Conduct approaches IAW AFMAN 11-217, Vol 1.

A2.1.9. **Landing.** Fly a landing of any configuration, full-stop or touch-and-go, from either seat.

A2.1.9.1. Night Landing. Accomplish the landing between the end of the evening civil twilight and the beginning of morning civil twilight, IAW AFI 11-401. Dual log with Landing

A2.1.10. **Language Event.** Credit a language event for a minimum of 2 hours of academic instruction, or programmed self-study. These events may include reading, translating, transcribing, or activity recognition exercises. Language Event in this context refers to cryptologic language skills vice global skills.

A2.1.11. **Local Proficiency Sortie.** Local proficiency sorties (LPS) allow Pilots and Copilots 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. 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. Will be dual logged with Basic Sortie. Do not credit an LPS on the same flight as an evaluation. The following are the minimum required maneuvers to credit an LPS (comply with restrictions in [Attachment 4](#)):

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

A2.1.11.2. Experienced Copilots (If certified by SQ/CC for simulated emergency procedures): review of boldface emergency procedures, one precision approach, one non-precision approach, one holding pattern or procedure turn, at least one landing, one circling approach (traffic permitting), one simulated engine-out go-around (optional), one no-flap approach and landing (optional), one simulated engine-out landing (optional), and one VFR traffic pattern (weather permitting).

A2.1.11.3. Inexperienced Copilots: review of boldface emergency procedures, one precision approach, one non-precision approach, one holding pattern or procedure turn, at least one landing, one circling approach (traffic permitting), and one VFR traffic pattern (weather permitting).

A2.1.12. **Malfunction Analysis.** Credit a malfunction analysis event for an actual or simulated event requiring proper reaction, crew coordination, and system operation taking into account the tactical situation, and crew/system/aircraft limitations.

A2.1.13. **Mission Sortie.** Credit a mission sortie for training or exercise missions planned and executed to realistically simulate a typical combat mission. Mission sorties may be logged on actual combat missions for currency only. All training sorties will include a training scenario. All mission sorties will include a pre-brief and debrief. Mission sorties require a minimum of two turns on orbit in the primary duty position or while instructing/evaluating. COMPASS CALL missions designated to test

weapon system capability/equipment may be logged as a mission sortie at the discretion of the SQ/DO.

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

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

A2.1.14. **Navigation Route.** A navigation route requires a minimum of 2 hours over a Category I route or Category II route using Category I procedures. The navigator will maintain a log using radio aid, celestial (if applicable), and/or radar fixes. Category I procedures should be practiced to include TAS checks, deviation checks, dead reckoning, and fuel management. Each navigator can credit only one Navigation Route per flight, but more than one qualified navigator may obtain sortie credit on the same flight provided each one meets the requirements of a navigation sortie. May dual log with Basic Sortie if all requirements of [A2.1.3](#) and A2.1.3.2 are met.

A2.1.14.1. **Celestial Navigation Route.** Celestial Navigation Routes will include celestial navigation procedures. Even if both day and night celestial are accomplished on the same flight, only one event -- day or night -- may be logged. Dual log with Navigation Route.

A2.1.14.1.1. Log a Celestial Day Navigation Route if a celestial line of position was taken. Day celestial fix includes a pre- or post-computation, an actual sextant shot, and plotting of the LOP on a chart. Navigators may take credit for a day celestial fix for any single-body shot during daylight hours to include civil twilight.

A2.1.14.1.2. Log a Celestial Night Navigation Route if a night celestial fix was taken. Night celestial fix includes a pre- or post-computation, an actual sextant shot, and plotting of a minimum of one LOP on the chart.

A2.1.14.2. **Radar Fix.** A position plotted on a chart using the radar as the primary method for determining position. Credit a radar fix using range/bearing from a single target, or combination of ranges and bearings from multiple targets to determine position.

A2.1.15. **Random Approach.** Credit this event when a random steep/shallow approach is conducted IAW procedures listed in AFTTP 3-1.16 and AFI 11-2EC-130E/H, Vol 3.

A2.1.16. **RAP Sortie.** RAP sorties are used for tracking sortie lookback requirements. Log a RAP sortie only when a mission sortie is accomplished. Only one RAP sortie may be logged per mission, but a basic sortie may also be logged provided the basic sortie requirements are met.

A2.1.17. **Reverse Taxi.** Perform reverse taxi with at least 90 degrees of turn.

A2.1.18. **Secure Voice.** Credit a secure voice event when an aircrew member loads appropriate COMSEC into the KY-58 or KYV-5, and successfully uses the radio in secure mode to both transmit and receive. Credit only one secure voice event per mission sortie.

A2.1.19. **Signals Event.** Credit a signals event for a minimum of 2 hours of academic instruction, or programmed self-study. These events will include aural recognition of signals or target system study.

A2.1.20. **Simulated Engine-Out Approach/Missed Approach.** Fly an instrument approach and missed approach with one-engine simulated inoperative. Dual log with Instrument Approach.

A2.1.21. **Takeoff.** Fly a takeoff, initial or touch-and-go, from either seat.

A2.1.22. **Threat Reaction.** Credit a threat reaction when accomplishing an actual or simulated event requiring proper reaction, crew coordination, and system operation, taking into account the tactical situation, and crew/system/aircraft limitations.

A2.1.23. **Touch-and-Go Landing.** Fly a touch-and-go landing from either seat. Dual log with Take-off and Landing.

## A2.2. Ground Training Event Definitions:

A2.2.1. **Authentication and Operations Codes.** 755 OSS will develop local training programs to provide Pilots, Copilots, Navigators, Flight Engineers, Mission Crew Commanders, and Mission Crew Supervisors with annual refresher training IAW AFKAO-5, *Instructional Guide for Operations Codes*.

A2.2.2. **Chemical Warfare Refresher (Ground Ensemble).** All aircrew members will accomplish an annual CW refresher IAW AFI 32-4001, *Disaster Preparedness Planning and Operations*.

A2.2.3. **Chemical Warfare Task Qualification Training (CWTQT).** CWTQT is an exercise emphasizing hands-on training, dressed out in partial ACDE ensemble. The purpose of the exercise is to enable crewmembers to become aware of their limitations while wearing the equipment. Complications of heat exhaustion, fatigue, hyperventilation, limited dexterity, and hampered communication can all be experienced during the exercise. Observers must closely monitor crewmember actions during the exercise. If a crewmember experiences difficulties such as excessive thermal stress, hyperventilation, headaches, etc., and either the observer or crewmember believes it is unsafe to continue, the equipment will be immediately removed.

A2.2.3.1. Aircrew members will wear the following equipment:

Flying helmet

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

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

MXU-835 intercom assembly.

Glove set (cotton, butyl, Nomex).

A2.2.3.2. Initial CWTQT requires both ground and flying training. Ground training should mirror instruction provided during ACDE refreshers, with additional time/training provided to completely cover all applicable items/subjects. Flying training must be conducted in an aircraft. Aircrew members who completed initial CWTQT during a previous tour in any MDS are not required to reaccomplish initial CWTQT. Aircrew members must complete initial CWTQT during Phase 3 training.

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

A2.2.3.3. CWTQT Refresher Training. Aircrew members must accomplish this training annually, with currency good through the end of the calendar month in which training was last accomplished. Failure to accomplish refresher training results in regression to N-CMR/N-BMC status.

A2.2.3.3.1. Training may be accomplished either in the aircraft or the CCMCS. Using the CCMCS is the preferred method.

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

A2.2.3.4.1. Only one Pilot, Copilot, or Flight Engineer will be dressed out at any time.

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

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

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

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

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

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

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

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

**A2.2.4. Code of Conduct Continuation Training (CoCCT).** Aircrew are required to complete CoCCT IAW AFI 16-1301, *SERE Program* (pending) (Formerly Life Support Training IAW AFI 11-301, Vol 1, and ACCI 11-301). Pending AFI 16-1301 can be found at: <https://do.acc.af.mil/dot/DOTO/Rescue/files/SERE/Draft%20AFI%2016-1301,%20SERE%20Program.pdf>.

A2.2.4.1. Local Area Survival (LAS) (SS01) (Formerly LS01). LAS provides local standard operating procedures preparing aircrew for possible aircraft emergencies near the base of assignment to include local environmental aspects and local recovery procedures. LAS is a one-time requirement prior to first flight at every assignment. Personnel who PCS and then return for subsequent assignments must accomplish this training during each reassignment.

A2.2.4.2. Combat Survival Training (CST) (SS02) (Formerly High Threat CST (LS02) and Low Threat CST (LS11) – now combined). Aircrew will conduct field escape and evasion exercises and ignite flares. They will discuss global survival, field medical techniques, and the five phases of evasion.

A2.2.4.3. **Conduct After Capture (CAC) (SS03) (new).** Students discuss resistance training, the Code of Conduct, the UCMJ and the Articles of the Geneva Convention as they apply to captivity, and conduct during wartime, peacetime government, hostage, and terrorist detention.

A2.2.4.4. **Water Survival Training (WST) (SS05) (Formerly LS03).** Academic and equipment training will provide aircrew members the opportunity to demonstrate their ability to use EC-130H-specific flotation devices and equipment available during an overwater emergency. Aircrew members arriving PCS who can produce source documentation of currency on this item from any C-130 MDS are not required to reaccomplish training, but must be provided difference training on the EC-130H configuration. Difference training will be provided by squadron Life Support.

A2.2.4.5. **Emergency Parachute Training (EPT) (SS06) (Formerly LS09 and LS10).** Each aircrew member will perform procedures using hanging harness training methods and weapons system specific aircrew equipment. Training will include weapons specific aircrew flying equipment, i.e., flight gloves, flight helmet, etc. This training will utilize a demonstration and performance method of instruction. Aircrew members on non-ejection aircraft will perform EPT once every 36 months. EPT with ACDE is now a one-time requirement during an aircrew member's flying career. Once completed, it does not have to be accomplished again.

A2.2.5. **Crew Resource Management.** All aircrew members will accomplish an initial CRM course, followed by biennial refresher training IAW AFI 11-290, *Cockpit/Crew Resource Management Training Program*. Aircrew members who have completed initial CRM training in any aircraft MDS or while attending formal flying training will NOT reaccomplish initial training. Refresher courses are normally provided concurrent with simulator refresher training for Pilots, Copilots, Navigators, and Flight Engineers, and locally for mission crews and AMTs.

A2.2.6. **Flight Engineer Systems Refresher.** FEs will complete an annual ground training course covering selected aircraft systems provided for in ATS contractor courseware. Training is designed to improve the FEs technical knowledge of aircraft systems, operational procedures, and unit mission.

A2.2.7. **Flight Physical.** All aircrew members will accomplish an annual flight physical IAW AFI 48-123, *Medical Examination and Standards*. Flight physicals should normally be accomplished within 3 months preceding the last day of the individual's birth month.

A2.2.8. **Initial Chemical Warfare Training (Ground Ensemble).** All aircrew members will accomplish initial CW training during Phase 3 training or within 90 days of assignment to a mobility position IAW AFI 32-4001, *Disaster Preparedness Planning and Operations*. Individuals who have not attended a refresher course in 36 months or more are required to undergo initial training.

A2.2.9. **Initial Survival School.** Accomplish IAW ETCA.

A2.2.10. **Initial Verification Training.** Aircrew members must complete initial verification training during Phase 3 training.

A2.2.11. **Initial Water Survival.** Accomplish IAW ETCA.

A2.2.12. **Intelligence Training.** All aircrew members will complete annual intelligence training IAW AFI 14-105, *Unit Intelligence Mission and Responsibilities*. This training should be closely aligned with unit weapon/tactics programs and will include, as a minimum (items may be tracked collectively or separately in ARMS):

A2.2.12.1. Knowledge of Threats. Instruction should cover Integrated Air Defense Systems, surface-to-air threats (SAM/AAA), and air-to-air threats as detailed in AFTTP 3-1.2. Focus instruction on those items appropriate and applicable to execution of the unit mission.

A2.2.12.2. Visual Recognition of Rotary- and Fixed-Wing Aircraft, and Naval Vessels. Aircrew members must identify type of aircraft they are likely to encounter -- to include variants and paint schemes -- from various aspects and determine whether the aircraft is a threat or non-threat. In addition aircrew members will utilize major features to recognize ground targets and major categories of naval vessels.

A2.2.12.3. Evasion and Recovery. Evasion and recovery training prepares aircrew members for the possibility of evasion, captivity, and escape in hostile territory. This training may be completed in conjunction with high threat combat survival training.

A2.2.12.4. Collection and Reporting Systems. Training will enable aircrew members to initiate aircrew-originated reports (INFLTREP, SIR, etc.) and will familiarize them with the information requirements of the intelligence-generated MISREP and INTREP. Intelligence oversight concerns should also be addressed.

A2.2.13. **ISOPREP Review.** All aircrew members will review their ISOPREP cards every 6 months, IAW AFI 14-105, *Unit Intelligence Mission and Responsibilities*.

A2.2.14. **Life Support Continuation Training.** Aircrew members are required to complete life support continuation training IAW AFI 11-301, Vol 1, *Aircrew Life Support (ALS) Program*.

A2.2.14.1. Life Support Familiarization Training (LSFT) (LL01). All aircrew members will accomplish LSFT prior to their first flight at home station IAW AFI 11-301, Vol 1. This is a one-time event, per base assignment, conducted prior to the first flight at home station to familiarize aircrew members with local ALS equipment availability, issue, use, pre-flight, and post-flight procedures. This training will be provided for subsequent re-assignments to the same base.

A2.2.14.2. Emergency Egress Training (EET) (Non-Ejection Seat) (LL03). All aircrew members will accomplish EET annually IAW AFI 11-301, Vol 1. Evaluates aircrew ability to demonstrate proficiency in air and ground emergency egress procedures. Stresses the importance of aircrew coordination, responsibilities, and use of appropriate emergency egress equipment. Aircrew members arriving PCS who can produce source documentation of currency on this item from any C-130 MDS are not required to reaccomplish training, but must be provided difference training on the EC-130H configuration. Difference training will be provided by squadron Life Support.

A2.2.14.3. Aircrew Chemical Defense Training (ACDT) (LL04). All aircrew members will accomplish ACDT refresher annually IAW AFI 11-301, Vol 1. Academic and equipment training will provide aircrew members the opportunity to demonstrate their ability to don and doff ACDE and utilize buddy dressing procedures. This training also includes information on hazards and limitations of wearing the equipment properly and improperly, preflight procedures, aircraft integration, and parachute descent emergency procedures. Each aircrew will demonstrate procedures during their initial class; subsequent classes require a minimum of 10% of aircrew participants to dress out and demonstrate aircrew contamination control area (ACCA) processing procedures.

A2.2.14.4. Egress Training (Non-Ejection Seat) with ACDE (LL05). All aircrew members will accomplish egress training with ACDE IAW AFI 11-301, Vol 1. Training will be conducted like normal egress training with the added burden of wearing the aircrew ensemble.

A2.2.14.5. **Aircrew Life Support Equipment (ALSE) Training.** (LL06) All aircrew members will accomplish life support equipment training annually IAW AFI 11-301, Vol 1. Academic and equipment training will provide aircrew members the opportunity to demonstrate their ability to locate, preflight, and use all aircrew and passenger life support equipment carried aboard the EC-130H or issued to aircrews. Aircrew members arriving PCS who can produce source documentation of currency on this item from any C-130 MDS are not required to reaccomplish training, but must be provided difference training on the EC-130H configuration. Difference training will be provided by squadron Life Support personnel.

A2.2.15. **Marshalling Exam.** All flight crew must complete a marshalling exam IAW AFI 11-218, *Aircraft Operation and Movement on the Ground*. Initial exams must be accomplished prior to first flight. Exams must be accomplished prior to first flight, but NLT 30 days following PCS arrival to a flying unit. Marshalling exams conducting at the Basic C-130 FTU will count towards this event.

A2.2.16. **Physiological Training.** All aircrew members will accomplish academics and a chamber flight IAW AFI 11-403, *Aerospace Physiological Training Program*. Both an initial course, and refresher training are required. Individuals are required to accomplish a refresher every 5 years.

A2.2.17. **Self-Aid and Buddy Care.** All aircrew members will accomplish a biennial SABC refresher IAW AFI 36-2238, *Self-Aid and Buddy Care Training*.

A2.2.18. **Simulator Refresher/Mission-Oriented Simulator Training (MOST).** Pilots, Copilots, Navigators, and Flight Engineers will complete a simulator refresher course, conducted by the ATS contractor. Navigator refreshers will also make use of the Satellite Navigation Stations (SNS). Aircrews should also perform MOST missions to practice and apply CRM principles. This is an annual requirement, but aircrew members may go up to 17 months between refreshers if simulator slots are not readily available. Extensions must be granted by the SQ/DO and will be filed in the individual's training record. Completion of an AC or IP upgrade course via the primary method counts as annual simulator refresher training.

A2.2.19. **Small Arms Training.** Training will be provided to all aircrew members IAW AFI 36-2226, *Combat Arms Training and Maintenance (CATM) Program*; and AFI 31-207, *Arming and Use of Force by Air Force Personnel*. Weapons couriers are considered Group B and will accomplish small arms training every 15 months. All other aircrew members are considered Group C and will accomplish small arms training every 30 months.

A2.2.20. **TERPS.** Flight Engineers will receive annual training on FLIP and instrument procedures. This training is normally taught in conjunction with Flight Engineer Systems Refresher.

A2.2.21. **Verification Refresher.** Verification refresher training, as required by this instruction, updates aircrew members on their unit's wartime mission. Each aircrew member will complete an annual verification refresher program IAW **Attachment 3** of this instruction as established by the unit weapons and tactics office. Aircrew members who perform MPC duties during a unit deployment to will receive credit for continuation verification. Initial verification counts as the annual refresher.

**Attachment 3****VERIFICATION TRAINING GUIDE****A3.1. Tasking to Training Process:**

- A3.1.1. Realistic Training Process.
- A3.1.2. Review Unit OPLANs.
- A3.1.3. Review Unit DOC Statement.
- A3.1.4. Publications Overview.
- A3.1.5. AFI 11-2EC-130H, Vol 1.
- A3.1.6. AFI 11-2EC-130E/H, Vol 2.
- A3.1.7. AFI 11-2EC-130E/H, Vol 3.
- A3.1.8. AFTTP 3-1.1, 3-1.2, and 3-1.16.
- A3.1.9. Review Tactics Training Opportunities.

**A3.2. Theater Training:**

- A3.2.1. Unit tactics offices will develop theater training for USACOM, CENTCOM, PACOM, SOUTHCOM, and EUCOM.
- A3.2.2. Subject areas will include geography, terrain, climatology and recent history, command structure, intelligence, theater resources and their disposition, rules of engagement, command/ control/ communications, local operating procedures, theater employment, electronic combat, and tactical deception.

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

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

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

**A3.6. Tactics Academics.** Wing and squadron weapons offices will develop employment academics based on CAT and other available courseware. Training should consist of an academic course and/or audiovisual program. Instruction may be classified and should include information from AFTTP 3-1.1, 3-1.2, and 3-1.16. Topics may include, but are not limited to, terminal operations, enemy capabilities, mission execution and tasking, planning considerations, electronic combat considerations, use of airborne C2 assets, platform capabilities, evasive maneuvering, authentication procedures, all levels of ROE, safe passage, and electronic combat equipment capabilities, operations, checks, and procedures.

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

**A3.8. Verification Board.** Scenario planning will be concluded with a mission briefing to a verification board. The board will be chaired by the SQ/CC, or an appointed representative if he is not available. The board will further consist of a panel of instructors. Following the mission briefing, the board will ask questions pertaining to mission execution. The board chair will verify individual aircrew members as "ready for deployment" or require them to reaccomplish verification training.

## Attachment 4

### TRAINING POLICY

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

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

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

A4.1.3. A minimum of 1 and ½ hours must be allotted for aircraft preflight duties when determining the anticipated departure time.

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

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

A4.2.2. Planned training profiles and seat changes.

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

#### **A4.4. Touch-and-Go Landings:**

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

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

A4.4.2.1. Minimum runway length for 50 percent flap flight idle touch-and-go landings is 5000 feet. Minimum runway length for all other touch-and-go landings is 6000 feet.

A4.4.2.2. Crosswind component, corrected for RCR, is within the recommended zone of the landing crosswind chart.

A4.4.2.3. Minimum ceiling of 1000 feet and minimum visibility of 2 miles (300 feet and ¾ mile (RVR 40) for IPs).

A4.4.2.4. Authorized when normal wake turbulence criterion is met.

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

#### **A4.5. Stop-and-Go Landings:**

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

A4.5.2. When stop-and-go landings are performed, the runway remaining for takeoff must be equal to or greater than CFL (balanced or unbalanced, whichever is greater). Crosswind component corrected for RCR must be in the recommended zone of the landing crosswind chart. Ceiling and visibility must be at least 300 feet and 3/4 mile (RVR 40).

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

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

A4.6.1. Full stalls

A4.6.2. Rudder force reversals or fin stalls

A4.6.3. Spins

A4.6.4. Simulated runaway trim malfunctions

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

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

A4.6.7. Simulated engine-out takeoffs

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

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

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

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

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

A4.11.1. **Approach to Stalls.** Authorized during daylight, in VMC, at a minimum of 5000 feet AGL or 5000 feet above a cloud deck. Direct IP supervision is required. May only be flown if required as part of a formal syllabus or with group commander approval.

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

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

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

A4.12.1. Precision approach - DH (or 200-foot HAT, whichever is higher).

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

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

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

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

**A4.13. Simulated Emergency Flight Procedures:**

A4.13.1. Practice emergencies that require simulating an engine shutdown, placing switches in other than their normal position, or an abnormal configuration, only during training, evaluation, or currency flights when an instructor or evaluator pilot is in one of the pilot seats. IP candidates who occupy a pilot seat and are under the supervision of an evaluator pilot not occupying a pilot seat may practice simulated emergency procedures during initial or requalification upgrade evaluations to instructor pilot. Do not conduct aircraft systems emergency procedures training during tactical training. Preface all simulated emergencies with the word "simulated" and terminate simulated emergencies when an actual emergency arises.

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

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

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

A4.14.1. Copilots having attained the flying hour prerequisites necessary to be considered Experienced may conduct simulated engine-out approaches, missed approaches, and landings with squadron commander approval. Documentation will be recorded in the individual's training record.

#### A4.14.2. Restrictions:

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

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

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

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

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

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

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

##### A4.15.1. Restrictions:

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

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

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

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

A4.15.2. No-flap landings are authorized for AC Candidates and above.

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

A4.15.4. Copilots having attained the flying hour prerequisites necessary to be considered Experienced may conduct no-flap approaches and landings with squadron commander approval. Documentation will be recorded in the individual's training record.

A4.15.5. Use 50% flaps for a go-around from a no-flap approach. Planned go-arounds/missed approaches from engine-out no-flap landings will not be conducted. Required go-arounds from engine-out no-flap approaches require setting the flaps to 50% and using all four engines.

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

A4.16.1. Pilots, Copilots, FE, and Navigators receiving air refueling training must be under direct supervision from an instructor certified to instruct AR.

A4.16.2. Copilots will normally fly the precontact position. Copilots may perform right seat contacts with an AR certified IP in the left seat. AC Candidates may perform left seat contacts with an AR certified IP in the right seat.

A4.16.3. AR qualified Pilots may perform contacts from either seat. IPs and Pilots in instructor upgrade may perform boom limit demonstrations.

A4.16.4. Any Pilot or Copilot in the contact position may take fuel.

A4.16.5. Document air refueling qualification in the individual's training record.

**Table A4.1. Training Restriction Summary**

Event	Restrictions	Notes
<b>Touch-and-Go Landings</b>	<p>Authorized only on designated training, evaluation, or currency missions</p> <p>Requires certification and minimum 100 hours as pilot-in-command.</p> <p>ACs restricted to flight idle touch and go landings. Certified AC must be in left seat.</p> <p>Ground and flight idle touch and go performed by any pilot from any seat when a flight evaluator, IP, or IP candidate during upgrade/evaluation occupies a pilot's seat.</p> <p>Ground idle touch and go only authorized if required as part of a formal syllabus or with group commander approval. No-flap ground-idle touch and go landings not authorized.</p> <p>Minimum runway length: flaps 50 percent, 5,000 feet - for all other, 6,000 feet.</p> <p>Crosswind component corrected for RCR is within recommended zone.</p> <p>Minimum ceiling of 1,000 ft and minimum visibility of 2SM (300-ft and RVR 40 (3/4 SM visibility) if an IP is in either seat)</p>	
<b>Stop-and-Go Landings</b>	<p>Authorized only on designated training, evaluation, or currency missions</p> <p>Authorized to be performed by any C-130 qualified Pilot or Copilot.</p> <p>Runway remaining for takeoff must be equal to or greater than CFL (balanced or unbalanced, whichever is greater).</p> <p>Crosswind component corrected for RCR in the recommended zone of the landing crosswind chart.</p> <p>Ceiling and visibility must be at least 300-feet and 3/4 mile (RVR 40).</p> <p>No-flap stop and go landings are not authorized.</p>	
<b>Simulated Engine Failure</b>	<p>Authorized for certified Experienced Copilot or above with direct IP supervision.</p> <p>Prohibited during air refueling operations.</p> <p>Retard one throttle to flight idle at not less than VMCA (one-engine inoperative, out of ground effect) nor less than 300 feet AGL.</p> <p>Authorized day IMC if WX at or above circling minimums or night IMC with weather at or above 1,000-foot ceiling and 2SM visibility or circling minimums whichever is higher</p> <p>Crosswind component must be in the recommended zone for landing</p> <p>Engine out no-flap landings restricted to AC Upgrades and above, and planned go-around are not authorized.</p> <p>Engine out circling approaches will not be compounded with any other simulated malfunctions.</p>	1

Event	Restrictions	Notes
<b>No-Flap Landing</b>	<p>Authorized for certified Experienced Copilot or above with direct IP supervision.</p> <p>Engine out no-flap landings restricted to AC Upgrades and above, and planned go-around are not authorized.</p> <p>No-flap circling approaches are restricted to AC Upgrades and above, and will not be combined with any other simulated emergencies.</p> <p>Max gross weight is 120,000 lbs. and crosswind component must be within the recommended range.</p> <p>Authorized in day IMC if WX is at or above circling minimums, and at night IMC with weather at or above 1,000-foot ceiling and 2SM visibility or circling minimums whichever is higher.</p> <p>Crosswind component must be within the recommended zone for no-flap landings.</p> <p>No-flap stop-and-go or ground-idle touch-and-go landings are not authorized.</p>	1
<b>Go-around, Missed Approaches</b>	<p>Minimum altitude is 500-feet AGL when aircraft, equipment, or personnel are on the runway.</p> <p>VFR/Visual/Circle - No lower than 200-feet AGL when practicing simulated emergencies.</p> <p>Practice instrument approaches - no lower than minimum altitude for the approach.</p>	
<b>Air Refueling</b>	<p>Copilots may contact with an AR certified IP in left seat.</p> <p>AC Candidates and non-AR qualified Pilots may contact with an AR certified IP in the right seat.</p> <p>AR Qualified Pilots may perform contacts from either seat.</p> <p>AR certified IPs may perform boom limit demonstrations. ACs in IP upgrade may perform boom limit demos under the direct supervision of an AR IP.</p>	
<b>Windmill Taxi Start</b>	<p>Day only on dry hard-surfaced runway at least 147 feet wide.</p> <p>Crosswind component in the recommended zone of the landing crosswind chart.</p> <p>Dash one recommendations are mandatory.</p>	1 2
<b>Slow Flight Demonstration</b>	<p>At or above 5,000 feet AGL.</p> <p>Fly at approach, threshold, and 1.2 times stall speed with gear down and flaps 0, 50, or 100 percent.</p> <p>Do not exceed 15-degrees of bank..</p>	1 2
<b>Approach to Stalls</b>	<p>Requires day VMC at a minimum of 5,000 feet AGL or above cloud deck.</p>	1 2
<b>Steep Turns</b>	<p>Authorized during day VMC with up to 60-degrees bank.</p> <p>Restricted to at or above 5,000 feet AGL or above cloud deck for bank angles in excess of 45-degrees.</p> <p>Review stall speeds before performing turns.</p>	
<b>Aborted Normal Takeoff</b>	<p>Day only on dry hard-surfaced runway with crosswind component in the recommended zone of the landing crosswind chart.</p> <p>Runway must be sufficient to allow takeoff and refusal speeds to be equal.</p> <p>Not authorized from touch and go or stop and go landings.</p> <p>Prebrief all actual engine shutdowns for simulated malfunctions.</p>	1 2

Event	Restrictions	Notes
<b>Actual Engine Shutdown and Airstart</b>	Day VMC no lower than 2500 feet AGL.	1
<b>NOTES:</b> 1. Direct IP supervision required. 2. May only be flown if required as part of a formal syllabus or with group commander approval.		

**Attachment 5****TRAINING SHORTFALL REPORT**

MEMORANDUM FOR HQ ACC/DOZ

FROM: xx ECS/CC

SUBJECT: xx SQ Training Year Shortfalls

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

EVENT/SORTIE-PERCENT OF CMR/BMC CREWS (BY CREW POSITION) AFFECTED

- SPECIFIC REASON FOR SHORTFALL
- CORRECTIVE ACTION (IF ANY)
- LIMFACS

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

3. xx ECS POC is (provide a Squadron POC for training shortfall information, including name, rank, office symbol, and DSN).

xx ECS/CC Signature Block

1<sup>ST</sup> Ind, 55 ECG/CC

TO: HQ ACC/ DOZ

CC: NAF/DO

HQ ACC/DOT

55 ECG/CC Signature Block

**Attachment 6****WAIVER FORMAT**

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

MEMORANDUM FOR HQ ACC/DOZ

FROM: 55 ECG/CC

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

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

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

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

55 ECG/CC signature block

cc:

NAF/DOT

HQ ACC/DOT (for all front-end aircrew and all life-support prerequisite waivers)