

**22 SEPTEMBER 2003**

***Flying Operations***

**MC-130 AIRCREW TRAINING**



**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

---

**NOTICE:** This publication is available digitally on the AFDPO WWW site at:  
<http://www.e-publishing.af.mil>

---

OPR: HQ AFSOC/DOT  
(Maj C. J. Hemmer)  
Supersedes AFI 11-2MC-130V1, 17 July 2001

Certified by: HQ USAF/XOO  
(Brig Gen Teresa M. Peterson)  
Pages: 122  
Distribution: F

---

This instruction and AFI 11-202 Vol 1, *Aircrew Training*, implement AFD 11-2, *Aircraft Rules and Procedures*. It establishes standards for qualification, mission qualification, continuation, and upgrade training for aircrew members operating the MC-130E/H/P aircraft and AFSOC aircrew members operating AFSOC C-130E/H aircraft. This instruction also implements AFD 11-4, *Aviation Service*. It also applies to Air Education and Training Command (AETC), Air Force Reserve Command (AFRC), and Air National Guard (ANG) units. Ensure that all records created by this AFI are maintained and disposed of IAW AFMAN 37-139, *Records Disposition Schedule*. Refer recommended changes and conflicts between this and other publications to HQ AFSOC/DOA, 100 Bartley Street, Suite 160W, Hurlburt Field FL 32544, on Air Force (AF) Form 847, **Recommendation for Change of Publication**. MAJCOMs may supplement this volume. MAJCOMs will coordinate their supplements to this instruction with AFSOC/DOA before publication. Send one copy of printed supplement to HQ AFSOC/DOA.

This instruction requires the collection, maintenance, or dissemination of information protected by the Privacy Act of 1974. When personal information is collected, personnel will be provided with a Privacy Act Statement. Authorities for maintenance of this system are 37 U.S.C. 301a, Public Law 92-204, Public Law 93-294, DoD Directive 7750.57, AFI 36-2212, and E.O. 9397. The Privacy Act System Number F011 AF XO A, Aviation Resource Management Systems (ARMS) covers required information. The Paperwork Reduction Act of 1974 as amended in 1996 affects this instruction.

***SUMMARY OF REVISIONS***

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

Substantive changes include: Simplified and clarified instructor-in-seat requirements (1.4.6.); Clarifies waiver requirements (1.6.); Clarifies difference training and adds airframes to which difference training applies (2.6.3.-2.6.4., 3.6.1.-3.6.2.); Requires night time to be logged to log night requirements (4.1.5.); Eliminates quarterly requirements and substantially alters nearly all currency requirements (Chapter 4); Eliminates reference to Navigation Sortie; eliminates ability for instructors to log events while instruct-

ing; clarifies DSO multiple qualification requirements (4.5.2.2.); Deletes requirement for MC130P qualified aircrew to do day only drops in C130E (4.5.3.); Adds verbiage encouraging fire extinguisher training to be hands-on (4.7.11.1.); Clarifies which formal courses can update refresher currency (4.9.1.3.); Clarifies IRC requirement (4.9.2.); Alters definition of Combat Mission Profile (4.14. & 15.1.); Adds requirement for Low Level Combat Mission Profile (4.14.1.1.); Deletes requirement for Other System Update; Ensures MC-130H EWOs have the same qualification requirements as MC-130H navigators (Table 4.4.); Deletes event definitions that are repeated from AFSOCI 11-207 and moves table 4.11. to AFSOCI 11-207; Adds substitute for NDB training if an actual NDB is not available (Table 4.4.); Alters definitions and requirements for Formation, HAR, and Formation HAR (4.14.20.); Adds recommendation to accomplish the actual heavy equipment drop with loads that weigh in excess of 15,000 lbs (Table 4.5.-Table 4.8.) ; Adds event definitions and table for AFSOC units that fly the C-130E/H as their primary MDS (Chapter 4); Deletes reference to Benson Tank operations and Towplate drops (Table 5.4.); Clarifies verbiage for instructor ground and flight training requirements (5.10.); Alters criteria needed to log CDTQT and allows the event to be logged in the WST on certain occasions (Attachment 2); Removes hour and number of days requirement from all refreshers (Attachment 3-Attachment 8); deletes celestial nav requirement for MC-130P (A4).

**Chapter 1— POLICY 6**

1.1. General. ....	6
1.2. Training Objective. ....	6
1.3. Responsibilities: ....	6
1.4. Aircrew Training Policy: ....	10
1.5. Active Duty Service Commitments. ....	12
1.6. Waivers: ....	13
Table 1.1. Processing of Waiver Requests. ....	13
1.7. Senior Officer Flying/Supervisory Aircrew: ....	15
1.8. Intracommand and Intercommand Transfer of Aircrews. ....	16
1.9. Initial Cadre for Change of Aircraft, Equipment, or Capability. ....	16
1.10. Unit Aircrew Capability. ....	17
1.11. Changes. ....	17
1.12. Deviations. ....	17
1.13. Publication Administration. ....	17

**Chapter 2— QUALIFICATION TRAINING 18**

2.1. Overview. ....	18
2.2. General Requirements. ....	18
2.3. Training Prerequisites. ....	18
Table 2.1. Minimum Hours Required For Aircraft Commander Training. ....	18

2.4.	Ground Training Requirements. ....	18
2.5.	Flying Training Requirements. ....	19
2.6.	Basic Aircraft Qualification Conversion/Difference Training Requirements. ....	19
<b>Chapter 3— MISSION QUALIFICATION TRAINING</b>		<b>21</b>
3.1.	Overview. ....	21
3.2.	General Requirements. ....	21
3.3.	Training Prerequisites: ....	21
3.4.	Ground Training Requirements. ....	21
3.5.	Flying Training Requirements. ....	22
3.6.	Mission Conversion/Difference Training Requirements. ....	22
<b>Chapter 4— CONTINUATION TRAINING</b>		<b>24</b>
4.1.	General Requirements: ....	24
4.2.	Experience Based Training Levels (TL). ....	24
Table 4.1.	Minimum FTL Hour Requirements (N/A AFRC). ....	25
4.3.	Training Requirements: ....	26
Table 4.2.	Prorata Training Requirements. ....	27
4.4.	Recurrency/Requalification Training. ....	27
4.5.	Multiple Qualifications.....	29
4.6.	General Information. <b>Table 4.3.</b> ....	30
4.7.	One Time Ground Training Event Definitions: ....	31
4.8.	Recurring Ground Training Requirements (Based on GTLs):.....	33
4.9.	Recurring Aircrew Refresher Training Requirements (Based on FTLs):.....	37
4.10.	Use of the Aviation Resource Management System. ....	38
Table 4.3.	Basic Aircraft Ground Training Requirements.....	39
4.11.	Block Training. ....	45
4.12.	Instructor/Flight Examiner Training Requirements.....	45
4.13.	Basic Aircraft Qualification Event Definitions. ....	45
Table 4.4.	Semiannual Basic Aircraft Qualification Flying Training Requirements by FTL. ....	46
4.14.	MC-130E/H Mission Event Definitions and Accrediting Criteria ( <b>Table 4.5.</b> and <b>Table 4.6.</b> ): ....	47
Table 4.5.	MC-130E Semiannual Mission Ready Flying Requirements by FTL. ....	53

Table 4.6.	MC-130H Semiannual Mission Ready Flying Requirements by FTL. ....	56
4.15.	MC-130P Mission Event Definitions and Accrediting Criteria ( <b>Table 4.7.</b> ) . . . . .	59
Table 4.7.	MC-130P Semiannual Mission Ready Flying Requirements by FTL. ....	64
4.16.	C-130E/H Mission Event Definitions and Accrediting Criteria ( <b>Table 4.8.</b> ) . . . . .	66
Table 4.8.	C-130E/H Semiannual Mission Ready Flying Requirements by FTL. ....	68
Table 4.9.	Combatant Commander's Area of Responsibility (AOR) Training Requirements. (Note 1) .....	70

## **Chapter 5—UPGRADE/SPECIALIZED TRAINING 72**

5.1.	General.....	72
5.2.	Time Period for Qualification .....	72
5.3.	Aircraft Commander Upgrade, General.....	72
5.4.	Aircraft Commander Upgrade, Prerequisites: .....	72
5.5.	Aircraft Commander Upgrade, Ground and Flight Training Requirements: .....	72
5.6.	Aircrew Instructor Program. ....	73
5.7.	Instructor Qualifications. ....	73
5.8.	Instructor Responsibilities: .....	73
5.9.	Instructor Upgrade Prerequisites: .....	74
Table 5.1.	Minimum Hours Required to Upgrade to Instructor Pilot. ....	75
Table 5.2.	Minimum Hours Required to Upgrade to Instructor Flight Engineer. ....	75
5.10.	Ground and Flight Training Requirements. ....	76
5.11.	Flight Examiner Upgrade. ....	76
	Special Mission Qualifications. ....	76
5.13.	Dual/Multiple Qualification Ground and Flight Training Requirements: .....	77
5.14.	Functional Check Flight (FCF): .....	77
Table 5.3.	Special Mission Evaluations and Instructor Certified Events. ....	78

## **Chapter 6—AIRCREW TRAINING RECORD 80**

6.1.	General. ....	80
6.2.	Instructions for Documenting Aircrew Training (Form 4109). ....	80
6.3.	Instructions for Documenting Aircrew Training Comments (AF Form 4110). ....	83
6.4.	Instructions for Documenting Aircrew Performance (AF Form 4111). ....	84
6.5.	Forms Adopted .....	85

6.6. Forms Prescribed.....	85
<b>Attachment 1— GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION</b>	<b>86</b>
<b>Attachment 2— CHEMICAL DEFENSE TASK QUALIFICATION TRAINING (CDTQT)</b>	<b>96</b>
<b>Attachment 3— PILOT/FLIGHT ENGINEER SIMULATOR REFRESHER COURSE</b>	<b>98</b>
<b>Attachment 4— NAVIGATOR REFRESHER COURSE</b>	<b>103</b>
<b>Attachment 5— ELECTRONIC WARFARE OFFICER REFRESHER COURSE</b>	<b>105</b>
<b>Attachment 6— FLIGHT ENGINEER SYSTEMS REFRESHER COURSE</b>	<b>108</b>
<b>Attachment 7— AIRBORNE COMMUNICATION SPECIALIST REFRESHER COURSE</b>	<b>111</b>
<b>Attachment 8— LOADMASTER REFRESHER COURSE</b>	<b>113</b>
<b>Attachment 9— SAMPLE UPGRADE NOMINATION LETTER</b>	<b>121</b>

## Chapter 1

### POLICY

**1.1. General.** This instruction provides for training management of Air Force Special Operations Command (AFSOC) and AFSOC-gained C-130 type aircrew members. This instruction also provides training management for Air Education and Training command (AETC) MC-130 aircrew members. It implements AFI 11-202 Volume 1, *Aircrew Training*, which is affected by the Privacy Act of 1974. Training policy, guidance, and requirements are set forth for each phase of aircrew training. The phases are progressively designed to develop the combat readiness of each aircrew member while maintaining previously acquired proficiency.

1.1.1. Qualification Training (**Chapter 2**) qualifies aircrew members for basic, non-tactical aircrew duties.

1.1.2. Mission Qualification Training (**Chapter 3**) qualifies aircrew members in their AFSOC/unit mission.

1.1.3. Continuation Training (**Chapter 4**) provides the capability for aircrew members to reinforce and build upon previous training and conduct Mission Essential Task List (METL) based, combat-oriented aircrew training designed to enhance and maintain combat readiness.

1.1.4. Upgrade/Specialized Training (**Chapter 5**) upgrades copilots (CP) to aircraft commanders (AC) and all aircrew members to instructor and flight examiner qualification. It also qualifies selected aircrew members in specialized mission operations.

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

### 1.3. Responsibilities:

1.3.1. Headquarters AFSOC, AFRC, ANG, and AETC, in coordination with Headquarters United States Special Operations Command (USSOCOM), will establish and supervise an aircrew training program consistent with the policies and requirements of this instruction. Headquarters Air Force Reserve Command (AFRC) and Headquarters Air National Guard (ANG) will subscribe to this instruction.

1.3.2. Commanders at each level will comply with the policies and intent of this instruction, ensure that safety is not compromised, and monitor aircrew training to ensure these programs are both aggressively and realistically designed and executed.

1.3.3. HQ AFSOC/DOT Responsibilities.

1.3.3.1. Oversee all MC-130 formal flying training and mission ready ground training events.

1.3.3.2. Monitor quality of training for MC-130 students.

1.3.3.3. Process prerequisite waiver requests for all MC-130 aircrew training courses.

1.3.3.4. Determine student training quotas required ensuring adequate MC-130 crew force levels.

- 1.3.3.5. Allocate and monitor student quotas for aircrew training courses supporting MC-130 units.
- 1.3.3.6. Review and approve Syllabus of Instruction (SOI) and for all MC-130 formal aircrew training courses.
- 1.3.3.7. Review and recommend changes to *Education Training Course Announcements* (ETCA) for all MC-130 formal aircrew training courses.
- 1.3.3.8. Hold annual Program Flying Training (PFT) conferences, coordinate PFT issues, and monitor publication of PFT documents and subsequent revisions.
- 1.3.3.9. Approve or disapprove requests for secondary method in-unit training.
- 1.3.3.10. Program flying hours required for all MC-130 aircrew training.
- 1.3.3.11. Monitor resources required meeting MC-130 aircrew training requirements and identifying deficiencies in manpower, personnel, facilities, or training equipment.
- 1.3.3.12. Monitor graduate field evaluation programs per AFI 36-2201, *Developing, Managing, and Conducting Training*.
- 1.3.3.13. Review and approve SOIs and training plans for all MC-130 unit developed aircrew training courses.
- 1.3.4. HQ AFSOC/DPR Responsibilities.
  - 1.3.4.1. Ensure MC-130 aircrew students meet appropriate course prerequisites or possess a HQ AFSOC/DO approved waiver.
  - 1.3.4.2. Establish and maintain personnel assignment policies to ensure quality aircrew instructor manning for AFSOC training programs.
- 1.3.5. HQ AFSOC/XPR Responsibilities.
  - 1.3.5.1. Manage the acquisition, modification, and contractor support of all AFSOC MC-130 aircrew training devices and courseware.
  - 1.3.5.2. Program sufficient funding to satisfy identified deficiencies in AFSOC aircrew training and ensures concurrency between aircraft and aircrew training devices.
- 1.3.6. HQ AFSOC/XPM Responsibilities.
  - 1.3.6.1. Determine and validate manpower required to support all AFSOC aircrew training programs.
  - 1.3.6.2. Complete force level forecasts for the next Presidential Budget submission plus the next Program Objective Memorandum cycle. HQ AFSOC, in coordination with HQ AFPC, will provide the projected number of assigned aircrew members for each time period, with corresponding authorizations and force turnover rates.
  - 1.3.6.3. Determine and forward to HQ USAF required data for computation of advanced student authorizations needed to support formal aircrew training schools.

### 1.3.7. HQ AETC/DOFS/DORA, HQ AETC/TRSS, HQ 19AF AND 58 SOW Responsibilities.

1.3.7.1. Be responsible for overall operation, logistics, and administration of MC-130H/P formal training courses.

1.3.7.2. Conduct and monitor MC-130H/P formal training courses to ensure course objectives and standards are met.

1.3.7.3. Prepare and distribute PFT.

1.3.7.4. Administer end-of-course critiques and graduate field evaluations. A summary of all critiques and evaluations will be routed through HQ AFSOC/DOT for review.

1.3.7.5. Maintain a class roster of student entries and graduates for each formal course.

1.3.7.6. Prepare and forward to HQ AFSOC/DOT current student training status at least monthly.

1.3.7.7. Award AF Form 1256, Certificate of Training, to graduates per ETCA. Maintain a record of certificates issued. Record will include graduate's name, rank, course completed, course number, dates of course entry and completion, and automated personnel data system (PDS) course code.

1.3.7.8. Prepare, review, and forward to HQ AFSOC/DOT all SOIs. SOIs will contain a brief summary of revised, deleted, or added material and a resource impact statement (flying hours, manpower, facilities, etc.). Coordinate with HQ AFSOC/DOT to ensure formal school graduates meet AFSOC requirements as defined by the AFSOC Mission Essential Task Listings (METLs). This includes monitoring and adjusting syllabus content and quality as well as PFT quantity to produce crewmembers qualified to perform the AFSOC mission. The annual Training Review, Syllabus Review, and PFT Conferences are the primary conduits for significant changes.

1.3.7.9. Conduct annual syllabus reviews and update courses appropriately.

1.3.7.9.1. Changes will be incorporated into a revised course syllabus of instruction and coordinated with HQ AFSOC/DOT.

1.3.7.10. Review ETCA and determine if changes to the course announcements are needed. If so, coordinate with HQ AFSOC/DOT and submit appropriate changes.

1.3.7.11. Notify appropriate agencies, in writing, when scheduled student graduation dates are extended or if students will graduate without completing all syllabus-training requirements.

1.3.7.12. Maintain a master course file per AFI 36-2201, *Developing, Managing, and Conducting Training*.

1.3.7.13. Determine annual MC-130H/P formal aircrew training quota requirements, submit quota requests to HQ AFSOC/DOT, and manage quotas allocated. Commanders at each level will ensure compliance with the policies and intent of this instruction, ensure safety is not compromised, and monitor aircrew training to ensure these programs are both aggressive and realistically designed and executed.

1.3.7.14. Ensure subordinate unit training offices are trained in regulations, procedures, and other facets of job performance.

### 1.3.8. 16 SOW, 16 OG, and 19 SOS Responsibilities.

1.3.8.1. Be responsible for overall operation, logistics, and administration of MC-130E formal training courses.

1.3.8.2. Conduct and monitor MC-130E formal training courses to ensure course objectives and standards are met.

1.3.8.3. Prepare and distribute PFT.

1.3.8.4. Administer end-of-course critiques and graduate field evaluations. A summary of all critiques and evaluations will be routed through HQ AFSOC/DOT for review.

1.3.8.5. Maintain a class roster of student entries and graduates for each formal course.

1.3.8.6. Prepare and forward to HQ AFSOC/DOT current student training status at least monthly.

1.3.8.7. Award AF Form 1256, Certificate of Training, to graduates per ETCA. Maintain a record of certificates issued. Record will include graduate's name, rank, course completed, course number, dates of course entry and completion, and PDS course code.

1.3.8.8. Prepare, review, and forward to HQ AFSOC/DOT all SOIs. SOIs will contain a brief summary of revised, deleted, or added material and a resource impact statement (flying hours, manpower, facilities, etc.). Coordinate with HQ AFSOC/DOT to ensure formal school graduates meet AFSOC requirements as defined by the AFSOC Mission Essential Task Listings (METLs). This includes monitoring and adjusting syllabus content and quality as well as PFT quantity to produce crewmembers qualified to perform the AFSOC mission. The annual Training Review, Syllabus Review, and PFT Conferences are the primary conduits for significant changes.

1.3.8.9. Conduct annual syllabus reviews and update courses appropriately.

1.3.8.9.1. Changes will be incorporated into a revised course SOI and coordinated with HQ AFSOC/DOT.

1.3.8.10. Review ETCA and determine if changes to the course announcements are needed. If so, coordinate with HQ AFSOC/DOT and submit appropriate changes.

1.3.8.11. Notify appropriate agencies, in writing, when scheduled student graduation dates are extended or if students will graduate without completing all syllabus-training requirements.

1.3.8.12. Maintain a master course file per AFI 36-2201, *Developing, Managing, and Conducting Training*.

1.3.8.13. Determine annual MC-130E formal aircrew training quota requirements, submit quota requests to HQ AFSOC/DOT, and manage quotas allocated. Commanders at each level will ensure compliance with the policies and intent of this instruction, ensure safety is not compromised, and monitor aircrew training to ensure these programs are both aggressive and realistically designed and executed.

1.3.8.14. Ensure subordinate unit training offices are trained in regulations, procedures, and other facets of job performance.

### 1.3.9. Supervisor Responsibilities.

1.3.9.1. Identify areas where additional training is needed and direct training accordingly.

1.3.9.2. Obtain necessary training support for deployed personnel from the appropriate agency as the need arises.

1.3.9.3. Ensure objectives determining successful mission accomplishment are briefed, debriefed, and evaluated.

1.3.9.4. Request training waivers through appropriate channels if training facilities or support are not available.

#### 1.3.10. Unit Training Office Responsibilities.

1.3.10.1. Monitor unit training programs to ensure compliance with this instruction and applicable Air Force guidance on the training of aircrew members.

1.3.10.2. Submit waivers and notifications as required through appropriate channels. Track continuation training and notify individuals when currency is lost. Notify unit operations officers and commanders on issues affecting readiness.

1.3.10.3. Monitor status of unit training. Report deviations and document significant trends affecting unit or individual training status.

1.3.10.4. Schedule and conduct required or directed training to ensure all crewmembers receive applicable ground training during eligibility periods.

1.3.10.5. Request training quotas required for off-station training through appropriate channels.

1.3.10.6. Conduct annual training reviews for all aircrew members.

1.3.10.7. Submit all unit developed training programs to HQ AFSOC/DOT for review and approval.

### 1.4. Aircrew Training Policy:

1.4.1. ETCA lists the courses available for student attendance and where courses are conducted. Three methods of qualification training exist: formal schools, secondary method, and unit-developed.

1.4.1.1. Formal Schools. Formal schools are the primary method of training. USAF policy is that formal schools will be used when available unless attendance would be impractical. The 314 OG and 58 OG are Offices of Primary Responsibility (OPR) for applicable training forms pertaining to their respective ETCA formal courses. The 19 SOS is OPR for AF Forms 4111 pertaining to their respective ETCA formal courses. These forms will contain the appropriate tasks and subtasks, minimum events, training profile, and minimum proficiency level prescribed by the applicable courseware. Forward any AF Form 4111 overprints to HQ AFSOC/DOT for coordination and approval prior to implementation. Overprints will be prepared IAW AFI 33-360V2, *Forms Management Program*. Use the example letter at [Attachment 9](#) to nominate an individual for formal training.

1.4.1.1.1. Send nominations for formal training schools to HQ AFSOC/DOT through Group/DOT using the sample letter in [Attachment 9](#). Include the individual's ARMS flying history report.

1.4.1.2. Secondary Method Training (SMT). SMT is conducted at the operational unit, using applicable formal school courseware, or HQ AFSOC/DOT approved AF Form 4111, **Special Operations Training Record**, where formal school courseware is not developed (does not exist).

Except where specifically allowed by this instruction, all other flying training conducted in unit must be approved by the waiver authority IAW **Table 1.1.** The training listed in **Table 5.3.** may be conducted in-unit without first requesting a secondary method waiver. *EXCEPTION:* CONUS units conducting in-unit Forward Arming and Refueling Point (FARP) or functional check flight/operational check flight (FCF/OCF) qualification must have a secondary method waiver. Training personnel in the unit of assignment will prepare an AF Form 4109 folder prior to beginning unit level training. If using the secondary method of qualification or upgrade, submit the appropriate secondary method waiver IAW **Table 1.1.** Maintain the secondary method waiver approval in the individual's AF Form 4109, **Aircrew Training Record.**

1.4.1.2.1. 19 SOS or Little Rock formal courseware requests. Once the waiver is approved, HQ AFSOC/DOT (HQ AFRC/DOT for AFRC units, HQ ANG/XOT for ANG units) will contact the appropriate formal school and request that the courseware be sent to the requesting unit.

1.4.1.2.2. 58 SOW formal courseware requests. Once the waiver is approved, HQ AFSOC/DOT (HQ AFRC/DOT for AFRC units, HQ ANG/XOT for ANG units) will contact HQ AETC/DOFS and 19 AF/DOS and request that the courseware be sent to the requesting unit. If formal school courseware exists on Compact Disk Read Only Memories (CD-ROM) maintained in the squadron, units can build the training folder after HQ AFSOC/DOT waiver approval. AFSOC/DOT will send a courtesy copy of the approved waiver to AETC/DOFS and 19 AF/DOS.

1.4.1.2.3. Use of HQ AFSOC approved AF Forms 4111 overprints. Flying training conducted under this authorization will be conducted using the appropriate HQ AFSOC/DOT approved AF Forms 4111. HQ AFSOC/DOT is OPR for AF Forms 4111 that are not developed through formal schools.

1.4.1.3. Unit-Developed Training. Unit-developed training is training conducted at the operational unit that is not offered at a formal school, that is specific to the unit and has been approved by AFSOC/DOT. The training will be accomplished using AFSOC/DOT approved AF Form 4111 overprints. Unit training personnel will prepare an AF Form 4109 prior to beginning unit-developed training.

1.4.1.4. AFSOC/DOT is the OPR for AF Forms 4111 that are not developed through formal schools.

1.4.2. Training Records. Use AF Form 4109 to document the qualification, requalification, specialized training, or upgrade of an aircrew member. This record and attached forms will provide a chronological record of qualification or upgrade training administered by a formal flight training school or a unit of assignment and serves as a mini-syllabus. It documents all applicable ground training, special function training, part task training, cockpit procedures training, simulator training, and flying training accomplished by an aircrew member. Instructions for completing and managing training records are contained in **Chapter 6.** AETCI 36-2205 and 58 SOWI 36-2201, *Formal Aircrew Training Management*, contains instructions for formal training accomplished in AETC units.

1.4.3. Time Period for Secondary Method Qualification. Active duty aircrew members (primary or supervisory) must complete secondary method qualification or requalification training within 4 months (normally 12 months for AFRC/ANG) from the date of their first ground training session or first flight (whichever occurs first). Active duty individuals will start training within 6 weeks after

reporting for duty, AFRC individuals will normally begin training within 60 days or second Unit Training Assembly (UTA) after reporting for duty. The provisions of AFI 11-401 apply to aircrew members who fail to qualify under the requirements of this chapter. Individuals unable to complete mission qualification within these limits may continue training; however, their units will notify HQ AFSOC/DOT, (AFRC units through channels to HQ AFRC/DOT, ANG units through channels to HQ ANG/XOT; with information copy to HQ AFSOC/DOT) with a description of the difficulty and expected qualification date (not to exceed an additional 4 months). AETC units will forward this information to HQ AETC/DOFS with information copies to HQ 19 AF/DOS and HQ AFSOC/DOT.

1.4.4. The number of training tasks in the appropriate training guide is a recommended minimum, which normally allows the student to achieve proficiency. It is neither intended to restrict the number of times the task must be accomplished nor restrict proficiency advancement.

1.4.5. When training is not listed for a crew position, the aircrew member is considered qualified in that position for that maneuver.

1.4.6. Instructor Pilot Requirement. The instructor pilot (IP) will be in a pilot's seat for:

1.4.6.1. Ground idle touch and go landings.

1.4.6.2. Flight idle touch and go landings when the AC is not touch and go certified.

1.4.6.3. Simulated emergency flight procedures.

1.4.6.4. Other times required by applicable operational instructions or at the discretion of the instructor pilot.

1.4.6.5. Maneuvers during which an individual occupies a pilot seat, is not fully qualified in the specific type aircraft (MDS) and mission being flown with the following exceptions:

1.4.6.5.1. IP candidates, under the supervision of a qualified IP (not in a pilot's seat), may occupy a pilot seat with an unqualified pilot except during takeoff, landing, and simulated engine-out training.

1.4.6.5.2. Two MC-130E student pilots may simultaneously occupy the pilot's seats during terrain following (TF) low level and airdrop qualification training while under the supervision of an IP (standing). Both students must be specifically certified in accordance with (IAW) the 19 Special Operations Squadron (SOS) MC130EP SOI and be documented at a minimum 2B level in the particular maneuver. A mission qualified pilot or co-pilot may simultaneously occupy a pilot seat with a student pilot (or co-pilot)/(certified IAW this paragraph) during TF low-level and airdrop training while under the supervision of an IP (standing). An IP will occupy a pilot seat during all MC-130E Night Vision Goggle (NVG) low level qualification training.

1.4.6.5.3. During initial and requalification IP evaluations, IP candidates may occupy a pilot's seat when under the supervision of a flight examiner, not in a pilot's seat. Under these conditions, IP candidates may exercise all of the privileges of a fully qualified IP. *AETC Only:* The pilot occupying the other pilot seat during such circumstances must be qualified as an AC or higher in the maneuver.

**1.5. Active Duty Service Commitments.** Formal training, either primary or secondary method, conducted per this instruction may incur an active duty service commitment per AFI 36-2107, Active Duty

Service Commitments (ADSC) and Specified Period of Time Contracts (SPTC). Reference AFI 36-2107 for program specifics. Unit training officers will coordinate with the servicing Military Personnel Flight (MPF) to ensure the individual acknowledges the ADSC to be incurred by signing the AF Form 63, **Active Duty Service Commitment Counseling Statement**. This action will occur prior to the individual entering training. Upon course completion, the unit training officer will notify the MPF the individual has completed training and the MPF will update the ADSC in the Personnel Data System .

1.5.1. For secondary-method training where formal courseware is required, file a letter in the individual's AF Form 4109, **Special Operations Aircrew Training Record**, stating that the MPF has been notified by the unit training officer of the training completion date or 120 days after the first flying event, whichever occurs first. Units are required to ensure ADSC compliance. (Not applicable to AFRC units)

**1.6. Waivers:** HQ USAF/XOO is the waiver authority for training requirements as specified in AFI 11-202 Vol 1. These requirements currently include physical, physiological training, CRM, life support equipment and procedures training, flight evaluations, IRC, and egress training (see AFI 11-202 Vol 1 for specific guidance). AFSOC/DO is the waiver authority for MDS-specific Vol 1 aircrew training requirements. AFSOC/DO waiver authority is further delegated for this instruction IAW [Table 1.1](#).

**Table 1.1. Processing of Waiver Requests.**

Waiver requested by:	Waiver Authority	Forward request through:	Reply sent to:	Info copy sent to:
Any unit (for items required by AFI 11-202 V1)	HQ USAF/XOO	Group/DOT (OGV for AFRC) to NAF/DO (if applicable) to MAJCOM/DO	Group/DOT (Group/OGV for AFRC)	See below
Active Duty unit	HQ AFSOC/DOT	Group/DOT to HQ AFSOC/DOT	Group/DOT	Requesting unit
AETC Formal School or AETC Unit	HQ AETC/DOF	Group/DOT to HQ 19 AF/DOS to HQ AETC/DOF	Group/DOT	AETC Formal School HQ AFSOC/DOT HQ 19 AF/DOS
AFSOC Formal School	HQ AFSOC/DOT	Group/DOT to HQ AFSOC/DOT	Group/DOT	Formal School
AFRC unit	HQ AFRC/DOT	Group/OGV to 10 AF/DOT to HQ AFRC/DOT	Group/OGV	10 AF/DOT, HQ AFSOC/DOT, Requesting Unit
ANG unit	HQ ANG/XOT	OG/CC	SQ/DOT	HQ AFSOC/DOT, Requesting unit

1.6.1. Provide the following information for a waiver request:

1.6.1.1. Identify waiver type (specify paragraph number being waived).

- 1.6.1.2. Full name and grade of individual requiring waiver.
  - 1.6.1.3. Unit of assignment (if attached, provide flying unit).
  - 1.6.1.4. Current crew qualification, including special mission qualifications.
  - 1.6.1.5. Total flying time/PMAI time including instructor/evaluator time. Attach flying history report.
  - 1.6.1.6. Crew qualification to which aircrew member is qualifying or upgrading (if applicable).
  - 1.6.1.7. Scheduled training start date (if applicable).
  - 1.6.1.8. Expected qualification or upgrade completion date (if applicable).
  - 1.6.1.9. Date event last accomplished (if applicable).
  - 1.6.1.10. Justification for waiver.
  - 1.6.1.11. Requesting unit point of contact (include name, rank, office symbol, e-mail address, and telephone number).
  - 1.6.1.12. Mailing address to which the courseware should be sent (if applicable).
  - 1.6.1.13. If the training requires an ADSC per para 1.5., include the statement “Individual acknowledged receipt of ADSC by signing AF Form 63 on <date AF Form 63 signed>.”
- 1.6.2. For secondary method training, the waiver authority (per **Table 1.1.**) will include the appropriate formal school (58 Special Operations Wing [SOW], 19 SOS, 314 Airlift Wing [AW]) as an addressee on all correspondence and will request that the formal school forward applicable courseware to the aircrew member’s unit of assignment. The 314 Operations Group (OG) and 58 OG will forward approved formal courseware to the appropriate unit without further AETC coordination. Maintain the waivers in the individual’s AF Form 4109, **Special Operations Aircrew Training Folder**.
- 1.6.3. Units conducting training where a waiver is not required will send a request for the applicable courseware through channels to HQ AFSOC/DOT (HQ AFRC/DOT for AFRC units, HQ ANG/XOT for ANG units), with an information copy to the appropriate formal school. Include unit point of contact (name, rank, office symbol, and telephone number) and the name and rank of the individual who will receive the training.
- 1.6.4. Use formal courseware received for training the individual referenced in the waiver. When the courseware is adapted for local use, modify it only if the training is incompatible with local training conditions; i.e., no simulators.
- 1.6.5. Items listed below may be waived at the level indicated:
- 1.6.5.1. Operations group commander or equivalent may waive 10 percent of the total and PMAI hours required for upgrade in all crew positions. A copy of the waiver must be filed in the individual’s training record. Students will bring a waiver letter to the formal school for insertion into their training record.
  - 1.6.5.2. Operations group commander or equivalent may extend individual currency up to 2 months for **Table 4.3.** requirements (except flight physical, physiological training, CRM refresher, life support equipment training, egress training, NVD, small arms, and IRC) for reasons of crew-

member or instructor non-availability. Notify HQ AFSOC/DOT, HQ ANG/XOT, HQ AFRC/DOT through HQ 10AF/DOT, or HQ 19 AF/DOS by message when issuing waivers or extensions.

1.6.5.3. Operations group commander or equivalent may waive flying currency items in **Table 4.4.** through **Table 4.8.** on an individual basis only. Wings/groups must keep an accurate record of waivers granted. Notify HQ AFSOC/DOT, HQ ANG/XOT, HQ AFRC/DOT through 10AF/DOT, or HQ 19 AF/DOS, as appropriate, by hardcopy (message, memo, - not e-mail) when waivers are issued.

1.6.5.4. Unit commander may carry new crewmembers as “mission ready” for up to six months if an aircrew member arrives on-station after a PCS and has not been qualified in all core mission events. This automatic waiver expires six-months after a crewmember signs into a unit. Squadrons have six months from the time an aircrew member signs into the unit to complete qualification training, otherwise the aircrew member becomes mission unqualified. Units may formally request an extension through HQ AFSOC/DOV or HQ AFSOC/DOT. Examples of core mission events which may be waived include, but are not limited to, personnel drops for loadmasters, airborne intercepts for EWOs, and airland operations for pilots. Formal schoolhouses should include restrictions on AF Forms 8, **Certificate of Aircrew Qualification** for any core item not trained, regardless if the method of qualification is by evaluation or instructor certification. Under no circumstance will aircrew perform core items in which they are not qualified unless under the direct supervision of an instructor. This waiver does not apply to basic aircraft qualification events.

1.6.5.5. Waivers that do not fall within the guidelines above must be submitted using the format in paragraph **1.6.**

1.6.6. Units will maintain waiver logs for one year. The following information will be tracked:

1.6.6.1. Waiver type.

1.6.6.2. Approval authority.

1.6.6.3. Approval date.

1.6.6.4. Waiver number.

1.6.6.5. Waiver expiration date.

## **1.7. Senior Officer Flying/Supervisory Aircrew:**

1.7.1. Senior Officer Flying. Senior officers in authorized flying positions, Aircrew Position Indicator (API 6 or 8), may be qualified in unit aircraft if they have completed formal Undergraduate Pilot Training (UPT), Undergraduate Navigator Training (UNT) (orientation courses do not apply). Senior officers who have completed Undergraduate Helicopter Training (UHT) course must complete fixed wing qualification training prior to qualifying in fixed wing aircraft. They must complete annual written exams and flight evaluations which will be annotated on AF Form 8.

1.7.1.1. General officers, assigned to fly in their primary assigned AFSOC aircraft, may fly without an instructor only if they are in commander billets, are mission qualified, and maintain the basic aircraft qualification requirements in **Table 4.4.** and the mission ready or basic mission capable requirements in **Table 4.5.** through **Table 4.8.** IAW AFI 11-202 V1 para 2.8.1. All other general officers must fly with an instructor. General officers, restricted to fly with an instructor, as a

minimum will complete the following semiannual currency requirements in each aircraft in which the general officer is qualified:

	<u>Pilot</u>	<u>Other</u>
Sorties	6	6
Takeoff/Approach/Landing	6 each	N/A

1.7.1.2. Colonels will maintain either basic aircraft qualification, basic mission capable, or mission ready status and complete the appropriate ground and flying requirements outlined in **Chapter 2**, **Chapter 3**, and **Chapter 4**.

1.7.1.3. Lieutenant colonel and below will maintain either basic aircraft qualification, basic mission capable, or mission ready status, and complete the appropriate ground and flying requirements outlined in **Chapter 2**, **Chapter 3**, and **Chapter 4**. Flying squadron commanders and operations officers will maintain mission ready status. *Exception:* AETC flying squadron commanders and operations officers will complete at least basic mission capable flying currency requirements.

1.7.2. Supervisory Flying. Senior officers in authorized supervisory flying positions (API 6 or 8) who are qualified and maintain currency in one type aircraft, but have other types assigned to their units, may fly in primary crew positions in unit aircraft in which they are not qualified in observer status only, and only after completion of the Senior Officer Orientation Course for the applicable aircraft (NOTE: only one Senior Officer Orientation Course is required for transitioning between C-130E and MC-130E/P aircraft). They must have current flight physicals, physiological training, and egress training prior to their first flight. They will log "O" (O-6 and above) or "X" (O-5 and below) time (not creditable for pay) and will not occupy a pilot's seat with passengers on board. Senior officer pilots logging "O" time will always fly with an instructor pilot when occupying a pilot seat (see AFI 11-401 for further guidance).

1.7.3. Senior Officer Multiple Aircraft Qualification. Senior officers in supervisory flying positions (API 6 or 8) maintaining multiple aircraft qualification must have completed a formal UHT/UNT/UPT course. Basic aircraft qualification requires annual qualification examinations for each aircraft. Only one annual basic aircraft qualification flight evaluation is required between AC-130H, C-130E, and MC-130E/P aircraft, maintain Flight Evaluation Folder (FEF) and semiannual currency requirements at primary unit. Annual basic aircraft qualification flight evaluations are required in AC-130U and/or MC-130H aircraft. Mission qualification requires mission qualification examinations and mission flight evaluations in each MDS.

**1.8. Intracommand and Intercommand Transfer of Aircrews.** Validated training completed prior to transfer is honored by the gaining organization and is used to determine the appropriate training phase where the newly assigned aircrew member is placed. Aircrew members qualified in the same MDS of one unit are considered qualified in that equipment throughout the force when used for the same mission.

**1.9. Initial Cadre for Change of Aircraft, Equipment, or Capability.** When possible, qualified personnel in other units operating like equipment will provide the initial cadre. In some instances, it will be necessary for units converting from one design aircraft to another to form an initial cadre of aircrew personnel for whom certain training qualification requirements may be waived. Authorization to form initial

cadre crews will be contained in the conversion program action directive. Unless otherwise stated in the program action directive, the following conditions will apply to management of initial cadre aircrew qualification:

1.9.1. A nucleus of instructor and flight examiner personnel (initial cadre) will be formed to begin aircrew conversion. Converting units send proposed initial cadre list by name, rank, current crew position and aircraft, total flying time, and requested crew qualification level through channels to HQ AFSOC/DO or HQ AETC/DO (through HQ 19 AF/DO and HQ AETC/DOFS) as appropriate for approval.

1.9.2. Initial cadre won't be designated in a crew position higher than currently held; for example, MC-130P AC to MC-130P flight examiner. Enter appropriate comments in the remarks section of AF Form 8 explaining the individual's status as initial cadre instructor or flight examiner.

1.9.3. Following final approval, publish a squadron letter to identify initial cadre instructors and flight examiners by aircraft and crew qualification and file in each cadre individual's FEF.

**1.10. Unit Aircrew Capability.** Squadrons will maintain mission ready status on all primary aircrew members up to unit authorizations. Commanders will ensure aircrews are trained to meet capabilities specified in unit DOC statements. AFRC and ANG units will reference their respective operational tasking to determine special mission crew qualifications if not specified by this instruction. Supervisory aircrew and staff members assigned above squadron level which are in excess of the units mission requirements will maintain mission ready, basic mission capable, or basic aircraft qualification status, as required. For AETC units, aircrews will complete basic mission capable flying training currency requirements as a minimum, except group Standardization and Evaluation (STAN/EVAL) aircrew, which will complete mission ready requirements. AETC flying squadron commanders may impose additional currency requirements.

**1.11. Changes.** Recommendations for improvement to this instruction are encouraged. AF/XO is the approval authority for changes/revisions to this instruction.

**1.12. Deviations.** This instruction does not authorize deviations from the flight manual or any other Air Force Instruction. Flight safety will be given prime consideration and must take precedence over the requirements and guidance of this instruction.

**1.13. Publication Administration.** As a minimum, all instructors and flight examiners will maintain this instruction. AFSOC PDOs will consolidate requirements and distribute to units within their areas of responsibility.

## Chapter 2

### QUALIFICATION TRAINING

**2.1. Overview.** This chapter outlines the minimum requirements for qualification training, requalification training, and conversion or difference training of pilots, navigators (NAV), flight engineers (FE), and loadmasters (LM). Training will be conducted IAW this chapter and paragraph 4.4.1. Required qualification training for other aircrew members is in **Chapter 3**. Commanders will ensure aircrew members completing qualification, requalification or conversion training meet the requirements of this chapter. Duties not directly related to qualification or requalification training should be minimized.

**2.2. General Requirements.** The primary method of qualification is to complete the appropriate formal training course listed in the Education Training Course Announcements (ETCA). Completing the appropriate formal course satisfies the training requirements of this chapter. When attendance is not practical or quotas are not available, units may request waivers to conduct secondary method training. The secondary method requires use of formal school courseware and a waiver from the appropriate waiver authority as listed in **Table 1.1**.

**2.3. Training Prerequisites.** Before entering qualification/requalification training, each aircrew member must comply with the appropriate formal course initial qualification training prerequisites prescribed IAW ETCA. The formal school SOI designates the course prerequisite waiver approval authority for students attending MC-130H and MC-130P formal school courses.

2.3.1. The following chart is based on total flying hours and C-130 hours. It shows the minimum requirements to be trained and evaluated as an AC. If the requirements below are not met, train and evaluate the individual as a CP.

**Table 2.1. Minimum Hours Required For Aircraft Commander Training.**

Total Flying Time (Hours)	C-130 Hours*
1,900 or more	200
1,600 – 1,899	300
1300 – 1,599	400
1,000 – 1,299	800

\*For the purpose of this instruction, any type C-130 aircraft.

2.3.2. Aircrew members requalifying in the aircraft will comply with the appropriate ETCA requalification course prerequisites and incur an active duty service commitment for requalification IAW AFI 36-2107 and **Chapter 1** of this instruction. If there is not a separate requalification course aircrew members will comply with the initial course prerequisites.

**2.4. Ground Training Requirements.** All basic aircraft qualified, basic mission capable, and mission ready crewmembers will comply with **Table 4.3**. Satisfactory completion of the appropriate ETCA formal training course satisfies the requirements of this paragraph. Approved secondary method qualification training will include the following ground training:

2.4.1. Academic Training. As delineated in applicable courseware. Prior to first flight any grounding items in **Table 4.1**. must be accomplished

2.4.2. Written Examination. A written examination must be completed before the end of qualification flying training. When completed by the student, the exam will be graded and corrected to 100 percent. All pilots must also satisfactorily complete the annual Instrument Refresher Course (IRC) and exam. The formal schools will not forward their examinations as part of the courseware for in-unit qualifications.

2.4.3. Flight Deck and Cargo Compartment Familiarization. Aircrew members must be given flight deck and cargo compartment familiarization. Place emphasis on the location and function of all switches and controls required for all emergency procedures.

**2.5. Flying Training Requirements.** Satisfactory completion of the appropriate ETCA formal training course satisfies the requirements of this paragraph. Approved secondary method qualification training must be accomplished IAW applicable formal school courseware and the guidance below:

2.5.1. Flying training lessons should be completed sequentially. If mission scheduling or student progress dictates otherwise, the training sequence may be changed by the unit Operations Officer.

2.5.2. There should be minimum time lapse between training missions. Every effort should be made to complete qualification training requirements within the prescribed time period.

2.5.3. Crewmember requirements may be completed on training or operational missions under the supervision of an instructor in the same aircrew position. Comply with restrictions in AFI 11-2MC-130, Volume 3, *MC-130 Aircrew Operations Procedures*.

2.5.4. Conduct flight evaluation IAW AFI 11-2MC-130, Volume 2, *MC-130 Aircrew Evaluation Criteria*.

2.5.5. AFSOC and AETC policy for C-130 pilot training requires that, prior to the qualification evaluation, CPs will see a demonstration of a simulated 3-engine takeoff and a demonstration of a simulated 2-engine approach and landing. ACs and IPs will train to a 3C level in simulated 3-engine takeoffs and simulated 2-engine approaches and landings

**2.6. Basic Aircraft Qualification Conversion/Difference Training Requirements.** Conversion training is normally associated with training between MDSs. Difference training is normally conducted when training in a different series aircraft in the same MDS. Conversion training usually results in an aircraft evaluation and difference training is usually completed with an instructor sign-off. Use difference training when changing between same design aircraft and the amount of training needed for qualification does not warrant attendance at a formal qualification course. For instrument/qualification purposes, the C-130E/H, HC-130P/N, MC-130E/H/P, and EC-130E/H are generally considered to be the same MDS. See individual crew positions below for specifics. Additionally, accomplish difference training when an aircraft is modified and any required training for that modification can easily be accomplished in-unit. Normally, conversion training is accomplished as a result of qualification training at the formal school. In-unit conversion training can be used as a method to quickly qualify an aircrew member in order to use them as a basic crewmember while awaiting formal mission qualification training. Conversion training requires the completion of the appropriate AF Form 4111 and satisfactory completion of the applicable MDS written qualification examination. Newly assigned aircrew members must also complete unit/theater indoctrination requirements IAW **Chapter 1** and **Chapter 4** After conversion, aircrew members may maintain pre-

vious Phase I qualifications in the C-130 at the discretion of the gaining unit commander. Aircrew members entered into conversion training will complete training within 2 months (4 months for AFRC/ANG) after the first flight of the training program.

2.6.1. Pilot Difference Training. In-unit difference training is authorized for basic aircraft qualification when changing from C-130E/H, HC-130P/N, and EC-130E/H to MC-130E/P aircraft. In unit difference training is also authorized when changing from MC-130E/P/H to C-130E/H. The following events will be taught prior to pilot's instructor sign off/examination: CPs will see demonstration of simulated 3-engine takeoff and 2-engine approach and landing; pilots and IPs will train to a 3C level in simulated 3-engine takeoff and 2-engine approach and landings.

2.6.2. Navigator Difference Training. In-unit difference training for basic aircraft qualification is authorized when changing from C-130E/H, HC-130P/N, and EC-130E/H to MC-130P aircraft. In unit difference training is also authorized when changing from MC-130E/P to C-130E.

2.6.3. FE Difference Training. In unit difference training is authorized when changing from MC-130E/P to C-130E or HC-130P/N to MC-130P.

2.6.4. LM Difference Training. In-unit difference training is authorized for basic aircraft qualification from C-130E/H and EC-130E/H to MC-130E/H/P aircraft, also from MC-130E/H and HC-130H/P/N to MC-130P. In-unit difference training is also authorized when changing from MC-130E/H/P to C-130E/H.

## Chapter 3

### MISSION QUALIFICATION TRAINING

**3.1. Overview.** This chapter establishes the minimum training requirements for completing mission qualification and requalification. Conduct mission requalification IAW [4.4.2.](#)

**3.2. General Requirements.** The primary method of mission qualification is to complete the appropriate formal training course listed in the ETCA. Completing the appropriate formal course satisfies the training requirements of this chapter. When attendance is not practical or quotas are not available, units may request waivers to conduct secondary method mission qualification training using formal school courseware. The secondary method requires use of formal school courseware and a waiver from the appropriate waiver authority as listed in [Table 1.1](#). Since there is no formal training course for Direct Support Operators, DSOs will complete the appropriate in-unit (secondary method) mission qualification or requalification training course IAW HQ AFSOC/DOT approved courseware under the supervision of an instructor qualified DSO on that specific aircraft. This courseware establishes the minimum training requirements required to meet standards specified in AFI 11-2MC-130 Vol 2. Units may supplement courseware to meet local requirements. Submit all courseware change requests to HQ AFSOC/DOT prior to implementation. Prior to certification or performing unsupervised primary aircrew duties, newly assigned personnel must complete a unit/theater indoctrination program per [Chapter 1](#) of this instruction. Any aircrew member who has previously unsuccessfully completed the formal course for substandard performance will not be issued a secondary method training waiver.

#### 3.3. Training Prerequisites:

3.3.1. Aircrew members must meet the prerequisites of the appropriate formal school course described in the ETCA. HQ AFSOC/DOT (HQ AFRC/DOT for AFRC units, HQ ANG/XOT for ANG units) is the approval authority for MC-130E formal school courses. The formal school SOI designates the approval authority for students attending MC-130H and MC-130P formal school courses. Update formal course title, course number, and completion date in ARMS formal training module.

3.3.2. Aircrew members requalifying in a unit's mission will comply with the appropriate mission requalification course prerequisites and incur an active duty service commitment for mission requalification IAW AFI 36-2107. If there is not a separate mission requalification course, these aircrew members will comply with the initial mission qualification course prerequisites.

3.3.3. For the minimum requirements to be trained and evaluated as a mission AC refer to [Table 2.1](#). This table is based on total flying hours and C-130 hours. If the requirements of the table are not met, train and evaluate the individual as a mission CP.

**3.4. Ground Training Requirements.** Satisfactory completion of the appropriate ETCA formal training course satisfies the requirements of this paragraph. Approved secondary method qualification training must be accomplished IAW applicable formal school courseware and will include the following ground training:

3.4.1. Basic Aircraft Qualification Ground Training. All crewmembers must comply with applicable ground training requirements IAW [Chapter 2](#) of this instruction. This does not preclude simultaneous basic qualification and mission qualification training.

3.4.2. Academic Training. As delineated in applicable courseware.

3.4.3. Written Examination. A written examination must be completed before the end of mission qualification flying training. Formal school End of Course examinations satisfy this requirement (Group STAN/EVAL or equivalent examinations also fulfill this requirement). The minimum passing score is 85 percent. When completed by the student, the exam will be graded and corrected to 100 percent. The formal schools will not forward their examinations as part of the courseware for in-unit qualifications. When mission qualification training is completed by secondary method, the student will complete the appropriate group stan/eval or equivalent examination.

3.4.4. Combat Camera Aerial Photographers. Combat Camera Aerial Photographers designated as "9D" will comply with Flight Surgeon ground training requirements IAW [Table 4.3](#). (not including ACDT [LS04] and CDTQT [LS05]). In addition, Combat Camera Aerial Photographers require Self Aid Buddy Care [G941] every 24 months. There is no instructor or examiner designation in the crew position. Unit training will be delivered by IFs, ILs, or IPs, as appropriate. Documentation will be maintained at the squadron to which they are attached for flying.

3.4.5. Medical Technicians. Medical technicians are designated operations support personnel. However, due to their frequent exposure to the risks associated with military flying, they do have certain requirements. As a minimum, medical technicians will maintain currency in the following ground training items: Flight Physical [PP01], Physiological training [PP11], ground egress (for any/all MDS they are expected to fly) [LS08], and life support equipment training [LS06]. Since ARMS is to track aircrew and parachutist personnel only, documentation will be maintained by the OSS (medical flight). Medical technicians will provide each unit they fly with a training completion report certified by the flight commander.

**3.5. Flying Training Requirements.** Satisfactory completion of the appropriate ETCA formal training course satisfies the requirements of this paragraph. Approved secondary method qualification training must be accomplished IAW applicable formal school courseware or HQ AFSOC/DOT approved courseware and the guidance below.

3.5.1. Flying training lessons should be completed sequentially. If mission scheduling or student progress dictates otherwise, the training sequence may be changed by the unit commander. Exception: 19 AF/DO is the syllabus waiver authority for formal training at the 58 SOW.

3.5.2. There should be minimum time lapse between training missions, and every effort should be made to complete mission qualification training requirements within the prescribed time period.

3.5.3. Crewmember requirements may be completed on training or operational missions under the supervision of an instructor in the same aircrew position. Comply with restrictions in AFI 11-2MC130, Volume 3.

3.5.4. Conduct flight evaluation IAW AFI 11-2MC-130 Volume 2.

**3.6. Mission Conversion/Difference Training Requirements.** The only crew positions authorized for in-unit difference training for phase two are DSOs, ACS, and LMs. Accomplish in-unit difference training for aircrew members by completing the AF Form 4111 for difference training and satisfactorily completing the unit written mission qualification examination for the appropriate crew position.

3.6.1. LM Difference Training. In-unit difference training is authorized between the MC-130E and MC-130H aircraft, as well as between MC-130E/HC-130H/P/N and MC-130P. In unit difference training is also authorized when changing from MC-130E/H/P to C-130E.

3.6.2. Airborne Communications Specialist (ACS) Conversion Training. In-unit instructor certified conversion training is authorized between HC-130 and MC-130P. In unit qualification training to include written and flight evaluations is authorized for H/MC-130P/N to MC-130E. Conversion training is not authorized for ACS transitioning from MC-130E to MC-130P.

3.6.3. Direct Support Operator (DSO) Difference Training. After completing initial mission qualification training and evaluation on any AFSOC aircraft, mission qualifications on subsequent AFSOC aircraft will be attained through difference training using the applicable HQ AFSOC/DOT approved difference training courseware and certified using the AF Form 1381.

## Chapter 4

### CONTINUATION TRAINING

#### 4.1. General Requirements:

4.1.1. Requirements in this chapter satisfy the minimum flying and related ground training requirements established by HQ USAF and HQ AFSOC, HQ AFRC, HQ ANG, HQ AETC, HQ 10 AF, and HQ 19 AF to maintain currency. Individual proficiency may require a greater number of events. Commanders will ensure aircrew members receive sufficient continuation training to maintain individual proficiency. All flying training events are derived from AFSOC mission requirements which correspond to AFSOC METLs, unit METLs, and formal school syllabus training requirements. Any flying training that doesn't support AFSOC METLs, unit METLs, or formal school training should be questioned and reviewed by the unit commander.

4.1.2. Training requirements may be completed on any sortie if the accrediting criteria of this instruction are met. Sorties and events that are compatible may be credited on the same flight.

4.1.3. In planning and scheduling training missions, units will develop realistic mission scenarios to maximize training benefits on each mission.

4.1.4. When more than one event is required during a training period, commanders must ensure that flying training events are spread as evenly as possible over the training period.

4.1.5. Accomplish events identified as night requirements during night time as specified by AFI 11-401, unless otherwise exempted. Additional night events accomplished that exceed night requirements may be credited as day or total events unless otherwise indicated. Crewmembers who credit night requirements will log primary night time on the AFTO Form 781.

4.1.6. Aircrew members will not log continuation training requirements in events in which they are unqualified.

4.1.7. Semiannual training events accomplished on a satisfactory qualification, mission qualification, special mission, or requalification evaluation may be credited toward the individual's semiannual currency/volume requirements.

4.1.8. For qualifications requiring instructor certification, the event resulting in certification and each event thereafter may be credited towards currency/volume requirements.

4.1.9. Prerequisites. Aircrew members who maintain basic aircraft qualification status must have completed qualification training (Phase I). Aircrew members who maintain mission ready or basic mission capable status must have completed mission qualification training (Phase II).

4.1.10. Evaluation (Form 8) dates should be used when establishing an initial date last accomplished for students finishing a formal course. Use actual dates for ground training.

**4.2. Experience Based Training Levels (TL).** Before each semiannual period the squadron commander or designated representative will determine the TL of each assigned aircrew member and will ensure that individuals receive training to successfully perform unit missions and maintain individual proficiency. Aircrew members must meet the minimum criteria established in paragraphs [4.2.1.](#) and [4.2.2.](#) and [Table 4.1.](#) before being assigned to the respective training level. When these minima are met, awarding a train-

ing level is at the sole discretion of the squadron commander or designated representative. NOTE: The aircrew member's availability to fly will not be a factor in assigning a TL.

4.2.1. Flying Training Levels (FTL). FTLs are based on minimum primary aircraft assigned (PAA) time and total time. FTL are not tied to flight hours for AFRC/ANG. For basic qualification FTL, PAA time will include any variant of C-130. DSO PAA time will be total MC-130 time. MC-130P PAA time will include HC-130P/N time.

4.2.1.1. FTL "A"-Highly experienced basic qualification and/or mission ready aircrew members.

4.2.1.2. FTL "B"-Experienced basic qualification and/or mission ready aircrew members.

4.2.1.3. FTL "C"-Basic qualification and mission ready aircrew members (All Copilots)

**Table 4.1. Minimum FTL Hour Requirements (N/A AFRC).**

Crew Position	FTL "A"	FTL "B"	FTL "C"
	PAA/Total Hours	PAA/Total Hours	
Pilot (Note 1)	700/1700	300/1300	Basic
Navigator/EWO	700/1700	300/1300	Qualification and
Flight Engineer	400/<2000 200/>2000	200/<1000 100/>1000	Mission Ready Crewmembers
Loadmaster	500/1500	300/1000	(All Copilots)
Radio Operator	500/1500	300/1000	
DSO	300/500	100/300	

**NOTES:**

1. PAA time includes only aircraft commander time.
2. Crewmembers may be assigned different FTLs for basic and mission/special mission qualifications. For example, an aircraft commander coming from EC-130 might be assigned basic FTL "A", mission FTL "C", and air refueling FTL "C". Mission and special mission FTLs will be the same (N/A AFRC/ANG).

4.2.2. Ground Training Levels (GTL). GTLs are based on cumulative Air Force operational flying experience.

4.2.2.1. GTL "1"-Aircrew members with 5 years or greater AF operational flying experience.

4.2.2.2. GTL "2"-Aircrew members with less than 5 years AF operational flying experience.

4.2.3. Change of FTL or GTL. Once a semiannual period begins, personnel should not be moved to a level requiring fewer events.

4.2.4. Established TL guidelines do not preclude the squadron commander or designated representative from scheduling an individual for additional training or assigning an individual to a more restrictive TL.

**4.3. Training Requirements:** The following aircrew members will comply with the training requirements of this section: pilot (P/CP), navigator (N), electronic warfare officer (EWO), flight engineer (FE), airborne communications specialist (ACS), loadmaster (LM), direct support operator (DSO), and flight surgeon (FS).

4.3.1. Ground Training. All aircrew members will comply with the applicable requirements of **Table 4.3**.

4.3.2. Flight Training. All aircrew members who maintain basic aircraft qualification, mission ready, or basic mission capable qualification status must accomplish all applicable training requirements of **Table 4.4**, based on assigned basic qualification FTL (A, B, or C). Mission ready and basic mission capable aircrew members will also comply with the following:

4.3.2.1. Basic aircraft qualification ACs maintaining mission ready CP status will maintain aircraft currency as an AC IAW **Table 4.4** and mission currency as a CP IAW the applicable mission ready requirements.

4.3.2.2. Basic qualified aircrew members will accomplish 100 percent of the requirements from **Table 4.4** according to their basic qualification FTL (A, B, or C).

4.3.2.3. Basic mission capable aircrew members will accomplish 100 percent of the requirements from **Table 4.4** according to their basic qualification FTL (A, B, or C), and at least 50 percent of the applicable mission ready requirements from **Table 4.5** through **Table 4.8** according to their mission qualification FTL (A, B, or C). Basic mission capable CP will meet mission ready aircrew requirements according to their mission qualification FTL (A, B, or C).

4.3.2.4. Mission ready aircrew members will accomplish 100 percent of the applicable mission ready requirements from **Table 4.5** through **Table 4.8** according to their mission qualification FTL (A, B, or C).

4.3.2.5. Semiannual requirements are events required at intervals of 6 months, January-June and July-December, unless otherwise specified.

4.3.2.6. Annual requirements must be accomplished during the January-December period.

4.3.3. Prorating Training Requirements. Prorate aircrew member flying training requirements for individuals following completion of basic aircraft qualification, mission qualification, requalification, and upgrades to a new special mission qualification, or are not available for flying duties due to Permanent Change of Station (PCS), non-flying Temporary Duty (TDY), Duties Not Involving Flying (DNIF), emergency leave, or other unavoidable circumstances which prevent the individual from flying. With unit commander concurrence, ARC/ANG crewmembers who are unavailable for flying due to civilian employment requirements/training may have flying training requirements prorated. Only prorate to no requirements for the period of 166 days to 6 months in cases of qualification, requalification, or upgrade. Aircrew members who enter training after the start of the training period may be prorated. Prorate individual requirements based on the number of full calendar months left in the training period. Use **Table 4.2** to determine the number of sorties and events required for an individual after proration.

4.3.3.1. After a PCS, stop prorating requirements when the individual receives their PCS station medical clearance from the Flight Surgeon (AF Form 1042, **Medical Recommendation for Flying or Special Operational Duty**).

4.3.3.2. Accept flying training events from previous squadrons with the same MDS, do not prorate the months that you accept flying training events.

**Table 4.2. Prorata Training Requirements.**

DAYS NOT AVAILABLE DURING TRAINING PERIOD		SEMIANNUAL PERIOD MONTHS REMAINING						QUARTERLY PERIOD MONTHS REMAINING				
0-15 Days		6						3				
16-45 Days		5						2				
46-75 Days		4						1				
76-105 Days		3						1				
106-135 Days		2						N/A				
136-165 Days		1						N/A				
166 Days to 6 Months		No Requirements						N/A				
MONTHS REMAIN		NUMBER OF EVENTS REQUIRED FOR SEMIANNUAL CURRENCY										
		24	18	16	12	10	8	6	4	3	2	1
SEMI-ANNUAL/QUARTERLY		REMAINING REQUIREMENTS FOR SEMIANNUAL/QUARTERLY PERIOD										
6	3	24	18	16	12	10	8	6	4	3	2	1
5	-	20	15	13	10	8	7	5	3	3	2	1
4	2	16	12	11	8	7	5	4	3	2	1	1
3	-	12	9	8	6	5	4	3	2	2	1	1
2	1	8	6	5	4	3	3	2	1	1	1	1
1	-	4	3	3	2	2	1	1	1	1	1	1

**4.4. Recurrency/Requalification Training.** Recurrency training is training an aircrew member must accomplish under the supervision of an instructor when currency has been lost. An FE may regain cur-

recency for NVG landings under the supervision of an NVG landing qualified IP as long as that IP is not performing any other instructor duties at the time. The event resulting in recurrency and each event thereafter are creditable for the current training period. Conduct requalification training under the supervision of an instructor or flight evaluator when the aircrew member is non-current in excess of six months.

4.4.1. Basic Currency/Requalification. Failure to accomplish a basic currency item that is required periodically (**Table 4.4.**, Note 1), or the semiannual requirements of **Table 4.4.** results in the loss of basic currency (NOTE: If a C-130E/H qualified crewmember fails to accomplish the semiannual C-130 Sorties [B481] per **Table 4.4.**, the crewmember is only non-current/unqualified in the C-130E/H). Basic recurrency/requalification training requirements are shown below. Individual proficiency will dictate the number of events to be flown with an instructor or flight examiner to satisfy sortie delinquency (as a minimum, one sortie will be flown). Individuals who lose basic currency will not perform mission events unless under the supervision of an instructor or flight examiner.

4.4.1.1. Non-current less than 6 months: Show proficiency in deficient item(s) to an instructor. In addition, pilots will perform a takeoff, approach, and landing.

4.4.1.2. Non-current 6-24 months (unqualified): Qualification training as directed by unit commander, must include the following: Pilots require simulator refresher or refresher academics, written instrument exam, IRC, qualification exams, instrument and requalification flight evaluations. Other crewmembers will complete qualification exams, applicable refresher course, and a requalification flight evaluation. Previous instructors in an MDS may requalify directly to instructor status in that MDS.

4.4.1.3. Non-current 24-60 months (unqualified): Crewmembers must complete requalification requirements IAW **Chapter 2**. Previous instructors in an MDS may requalify directly to instructor status in that MDS.

4.4.1.4. Non-current over 60 months (unqualified): Crewmembers must complete initial qualification requirements IAW **Chapter 2**. Previous instructors may not qualify directly to instructor status.

4.4.2. Core Mission Currency/Requalification. Failure to accomplish all mission currency events that are required every semiannual period results in loss of mission currency. Loss of currency in certain events does not mean loss of mission currency in all events. **Table 4.5.** through **Table 4.8.** denote which events result in loss of currency in an event, subarea, or mission, however, non-currency in any core mission event in excess of six months results in loss of mission qualification. Mission recurrency/requalification training requirements are shown below. Loss of mission currency or qualification does not affect basic currency or qualification.

4.4.2.1. Non-current less than 6 months: Show proficiency in deficient item(s) to an instructor.

4.4.2.2. Non-current 6-24 months (mission unqualified): Mission qualification training as directed by unit commander, must include the following: completion of written mission qualification exams and mission requalification flight evaluation. The unit commander may direct a spot evaluation covering the deficient items be used in lieu of a full mission evaluation. If a spot evaluation is used, written exams are not required. Previous mission qualified instructors may requalify directly to instructor status in those mission areas previously instructor qualified.

4.4.2.3. Non-current 24-60 months (mission unqualified): Crewmembers must complete mission requalification requirements IAW **Chapter 3**. Previous mission qualified instructors may requalify directly to instructor status in those mission areas previously instructor qualified.

4.4.2.4. Non-current over 60 months (mission unqualified): Crewmembers must complete initial mission qualification requirements IAW **Chapter 3**. Previous instructors may not qualify directly to instructor status.

4.4.3. Special Mission Currency/Requalification. Special mission recurrency/requalification training requirements are in the following subparagraphs. For special mission qualifications which only require an initial certification by an instructor (as outlined in **Table 5.1.**), currency/qualification may be regained by showing proficiency in that event to an instructor. Loss of currency/qualification in a special mission event does not affect mission currency/qualification.

4.4.3.1. Non-current less than 6 months: Show proficiency in deficient items to an instructor.

4.4.3.2. Non-current greater than 6 months (unqualified in that special mission): Complete all initial training and evaluation requirements for that special mission. For special mission qualifications which only require an initial certification by an instructor, certification may be regained by showing proficiency in that event to an instructor. Previously qualified instructors may requalify directly to instructor status in special mission events, if unqualified for a period less than 60 months.

**4.5. Multiple Qualifications.** Refer to AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*, MAJCOM supplements, and MDS-specific Volume 2's for crew positions, evaluation requirements, and approval authority for multiple qualifications. DSOs are tasked to fly on all AFSOC aircraft and will maintain multiple qualifications as required IAW AFI 11-202 Vol 2, AFSOC Sup 1. They will comply with each MDS Vol 1 DSO semi-annual ground and flight training currency requirements for each aircraft in which qualification is held.

4.5.1. Multiple qualified aircrew members (not including C-130E/H) must complete 100 percent of the requirements of **Table 4.4.** Semiannual Basic Aircraft Qualification Training Requirements. Volume may be completed in either aircraft, but currency must be maintained in each aircraft. Example: An FE must accomplish a sortie every 60 days in each MDS (Currency N/A for DSO). The basic qualification FTL assigned to an individual should be the highest experience level (fewest requirements) of any aircraft in which they maintain qualification. For example, a crewmember qualified as mission FTL B in the MC130H and mission FTL A in the MC-130P should have a FTL A basic qualification profile.

4.5.1.1. Multiple qualified individuals will maintain Mission Ready status by completing 50 percent of the mission requirements for each MDS in which qualification is maintained. This does not apply to LMs, ACSs, or DSOs, see below for specifics.

4.5.2. Pilots, Navigators, and Flight Engineers may satisfy the basic aircraft qualification currency requirements of **Table 4.4.** in either their primary aircraft or the C-130E/H. If basic semiannual currency is lost (failure to complete the requirements of **Table 4.4.**), it is lost for both aircraft. Lost basic semiannual currency training may be regained in either aircraft. Pilots, Navigators and Flight Engineers must complete at least one aircrew proficiency sortie in the C-130E/H semiannually. Failure to complete at least one aircrew proficiency sortie results in lost currency in the C-130E/H and currency must be regained in the C-130E/H. Currency and qualification are regained in the C-130E/H by per-

forming (to the satisfaction of an instructor) a takeoff, approach, and landing in the C-130E/H for pilots and aircrew proficiency sortie in the C-130E/H for other crew positions as long as basic currency has been maintained in the primary aircraft.

4.5.2.1. ACSs who are multiple qualified in the MC-130P/E may satisfy their currency requirements in either aircraft. If currency is lost, it is lost in both aircraft.

4.5.2.2. For the purposes of tracking experienced-based flying training events, DSOs will be considered under the multiple qualification tables only if they are qualified on at least one of the MC-130s, the AC-130H/U, or MH-53. DSOs who fall under the multiple qualification tables, regardless of which flying training level they are assigned or level of aircraft qualification, will log a minimum of one Combat Mission Profile for each aircraft that they hold qualification. The Aircrew Proficiency Sortie may be logged on any AFSOC aircraft in which qualification is held. Refer to the individual MDS Vol 1 Semi-Annual Basic Aircraft Qualification and Mission Ready Flying Training tables for specific requirements.

4.5.2.3. Loadmasters who are multiple qualified in the MC-130P and the C-130E/H must complete at least one aircrew proficiency sortie in the C-130E/H semiannually. Failure to complete at least one aircrew proficiency sortie results in lost currency in the C-130E/H. Currency/qualification are regained in the C-130E/H by flying an aircrew proficiency sortie in the C-130E/H as long as basic currency has been maintained in the primary aircraft. Loadmasters who are multiple qualified in the MC-130E/H/P and/or the C-130E/H must complete semiannual mission ready flying requirements in [Table 4.5.](#), [Table 4.6.](#), [Table 4.7.](#), and [Table 4.8.](#) for their primary aircraft based on unit of assignment or attachment. Volume may be accomplished in any MC-130 aircraft as authorized by multiple qualification IAW AFI 11-202V2. If mission ready flying currency is lost for the primary aircraft, it is lost for each aircraft and must be regained in the designated primary aircraft.

4.5.3. The following semiannual mission requirements may be accomplished in the C-130:

4.5.3.1. Pilots and CPs may log all maximum effort operations.

4.5.3.2. MC-130P crews only: Qualified aircrew may perform personnel, CDS, and bundle drops.

**4.6. General Information.** [Table 4.3.](#) designates ground training requirements for all aircrew members. Table notes specify which items are considered either grounding or required for mission ready status. For grounding items, crewmembers will not perform flight duties until the grounding item is satisfied. Crewmembers who are non-current/unqualified in a mission ready [Table 4.3.](#) event will not fly on exercise, contingency, or operational missions unless waived in writing by the squadron commander. Crewmembers who are non-current/unqualified in a training status event will not fly without instructor supervision. AETC aircrews: Aircrew members must maintain currency in all basic aircraft qualification ground events and those mission ground training events required to maintain appropriate mission or special mission qualifications (i.e. FARP qualified aircrew members must attend FARP and annual refresher training). Formal school OG/CCs and squadron CCs determine (in writing) which mission ground training events must be maintained by unit crew members. Mission ground training events are defined as those events required for AFSOCs mission but not required for basic aircraft qualification (i.e. Combat Survival and Chemical Defense Task Qualification Training (CDTQT) are mission ground training events; Aircraft Anti-Hijack and Ground Egress Training are basic aircraft qualification ground training events). Do not confuse mission ground training events with AFSOC events labeled Mission Ready Items. If an AETC

aircrew member augments an AFSOC mission, HQ AFSOC/DOT must determine which training the augmentee requires. AFSOC will provide the training so that the augmentee is properly trained or coordinate any required waivers. AETC formal school OG/CCs will forward a copy of the ground and flight (MR or BMC) currency training requirements that each crew position in each MDS will maintain to HQ AFSOC/DOT. Copies of applicable ARMS tables will suffice. Include a short summary of significant differences between OG required mission ground training events and AFSOC required events.

4.6.1. One Time Requirements. Initial training that does not require refresher training.

4.6.2. Recurring Requirements. Crew members will comply with the time periods listed in **Table 4.3.** for recurring ground training requirements. Crew members who are being removed from active flying will comply with AFI 11-2MC-130 Vol 3 for **Table 4.3.** requirements.

#### **4.7. One Time Ground Training Event Definitions:**

4.7.1. Combat Mission Training (CMT) (Initial) [G071]. This training consists of initial academic training requirements. Crewmembers attending the formal school will receive credit for initial CMT at the school. Individual unit tactics officers and NCOs will provide crewmembers receiving in-unit training their initial CMT within 90 days of reporting to the unit. This training provides crewmembers with the academic knowledge required to plan and execute special operations missions in various hostile environments. This training lays the groundwork for future phases of CMT in which the crewmember will apply the basic knowledge gained in this training. Refer to AFSOCI 11-207, *AFSOC Tactics Program*. AETC aircrew members will complete this training if the Combat Aircrew Training Course is instructed in the formal school as part of the applicable SOI.

4.7.2. Combat Survival Training [SS20]. Accomplish IAW ETCA and AFI 16-1301.

4.7.3. Crew Resource Management (Initial) (CRM) [G231]. AFI 11-290, *Cockpit/Crew Resource Management Training Program*, establishes requirements for developing and managing tailored, mission-specific CRM training programs and requires CRM training for all Air Force aircrew members. CRM training builds on the core CRM curriculum areas of situational awareness, crew coordination, communication, risk management/decision making, task management, and mission planning/debrief. Initial CRM training is a two-day course taught at the 58 SOW and 19 SOS formal schools. Initial CRM training taught at the 314 OG C-130 formal school may be credited, aircrew must have documentation of attendance. OCONUS DSOs will complete this training in accordance with the requirements for CRM refresher.

4.7.4. Department of Defense (DoD) High Risk Training [SS25/SS26/SS27/SS28]. Peacetime Code of Conduct and Hostage Survival training are required for all AFSOC high risk operators (all aircrew members, special tactics personnel, etc.). High risk is defined as a combination of those operators, because of the nature of their missions, tactics, and Area of Responsibility (AOR), that have a high risk of capture, or due to access to sensitive information, plans or programs, are susceptible to foreign government, terrorist, or enemy exploitation. The training is managed and conducted by the Joint Personnel Recovery Agency (JPRA) as the DoD Executive Agent Action Office or SERE and Code of Conduct Training. SS26&SS28 are awarded for level "B" training and SS25&SS27 are awarded for level "C" training. Training is available as an exportable Level B course (generally one day) for lower risk operators and as a Level C course (academics and practical application) specifically tailored to unit mission. Both levels of training include information in how to deal with peacetime governmental detention and hostage survival. The focal point between JPRA and units requiring training is AFSOC/

DOXJ Liaison Officer (LNO). Wherever possible, LNOs will be Air Force SERE Specialists, who following JPRA indoctrination and training, have the necessary core skills to effectively run this advanced survival training program. The LNO is responsible to identify operators requiring training to JPRA. JPRA, in conjunction with JCS/J-3SOD and USSOCOM will determine risk and appropriate level of training.

4.7.5. Egress With ACDE [LL05]. During initial CDTQT the crewmember will practice egressing the aircraft with ACDE/AERPS donned.

4.7.6. Emergency Parachuting Training With ACDE [SS-TBD]. Crewmembers must demonstrate the ability to remove ACDE while suspended in a parachute harness. [SS06] and [SS-TBD] may be conducted concurrently.

4.7.7. Forward Arming and Refueling Point (FARP) Training [G200]. All MC-130E/H/P crewmembers and Hose Deployment Personnel (HDP, AFSC 2F0X1) will accomplish Phase 1 FARP training IAW AFI 11-235 when designated for special mission FARP qualification. Loadmasters and HDPs will also receive Phase 2, and Phase 3 training prior to FARP certification. Pilots and FEs require only phase 1 and 3 for certification. Phase 1, 2, and 3 training may be accomplished with a formal school course at 19 SOS, Hurlburt Field, FL, when available, or as secondary method special qualification training using 19 SOS courseware with a secondary method waiver. Overseas units do not require a waiver to conduct in-unit training.

4.7.8. Night Vision Device (NVD) Training (Initial) [VV01]. Accomplish IAW AFI 11-202 Vol 1. Initial NVD Training is conducted at the formal school. Training will consist of academic and practical use of current NVDs. As a minimum the course will include: eye physiology, illumination, NVD components and performance factors, testing procedures, and mission planning considerations. Students attending initial mission qualification training at AETC formal schools will attend an initial certification course (if not previously certified) that meets the requirements of this instruction, AFI 11-202, Volume 3 *General Flight Rules*, and AFI 11-202, Vol 3, AETC Sup 1. This includes screening by a flight surgeon for Night Vision Goggle (NVG) adaptability. This course will be completed prior to the individual's initial flight with NVGs. OCONUS DSO accomplish this training in accordance with the requirements for NVD Refresher.

4.7.9. Psychological Operations (PSYOPS)/Leaflet Drops [G072]. Accomplish IAW AFI 11-2MC-130, Volume 3 and AFTTP 3-3.33. All aircrew members will receive an initial course on PSYOPS during mission qualification training. Navigators and LMs require refresher training every 17 months. N/A for DSOs.

4.7.10. Water Survival (SV-86) [SS31]. Accomplish IAW ETCA and AFI 16-1301.

4.7.11. Visual Threat Recognition and Avoidance Trainer (VTRAT) (Initial) [G270]. This training consists of threat recognition and avoidance training using the VTRAT device. Aircrew members attending formal school will receive credit for initial VTRAT at the school. This training provides crewmembers with academic knowledge of threats and performance levels to avoid visual threats required to execute special operations missions in various hostile environments. This training lays the groundwork for future phases of VTRAT in which the crewmember will apply the basic knowledge gained in this training. Refer to AFSOCI 11-207, *AFSOC Tactics Program*. AETC aircrew members will complete this training if the VTRAT course is instructed in the formal school as part of the applicable SOI. Aircrew members, who did not receive initial VTRAT training because it was not a part of

the applicable syllabus, are exempt from this requirement however; it is strongly recommended that the VTRAT initial be accomplished prior to accomplishing VTRAT refresher.

#### 4.7.12. Due upon PCS/Unit gain.

4.7.12.1. Fire Extinguisher Training [G022]. Required upon arriving PCS to a new flying unit. This training will familiarize crewmembers in the use of the type of fire extinguishers onboard their assigned aircraft. This training should be hands-on whenever possible.

4.7.12.2. Life Support Familiarization Training [LL01]. One time event conducted prior to the first flight at home station to familiarize crewmembers with local emergency equipment and rescue procedures IAW AFI 11-301.

4.7.12.3. Marshaling Exam [G002]. Normally, accomplish this training within 30 days upon arrival PCS to a flying unit or prior to first flight IAW AFI 11-218, *Aircraft Operation and Movement on the Ground*. This training will be done at least every 4 years. If a crewmember completed the marshaling exam at a formal schoolhouse en route to their permanent duty station, this will suffice provided a thorough review of local taxi/parking procedures is included in the unit/theater indoctrination program.

4.7.12.4. Unit/Theater Indoctrination Training [G001]. Each newly assigned aircrew member will complete a local unit/theater indoctrination program prior to performing unsupervised primary aircrew duties. This training is a requirement for all newly assigned and TDY aircrew members (Not applicable to MC-130E aircrew). Each unit will publish a directive outlining specific ground and flight requirements. Field Training Unit (FTU) students do not require this training as a separate folder if it is included in the formal courseware. Design this training to prepare aircrew members for theater operations. This training will prepare aircrew members for the unit's operational mission and will, as a minimum, consist of ground training and a local flight. Aircrew do not have to be at the controls to credit event. More than one crewmember may be trained at a time. Aircrew should be qualified in the same MDS to administer training. This training will familiarize them with the local flying area and available facilities/support agencies, introduce any theater/mission unique procedures, and review all theater unique instrument requirements. The instrument training portion will include theater unique instrument requirements and procedures, the use of Major Command (MAJCOM) approved non-DoD instrument approach procedures, required instrumentation for specific approaches, and theater weather conditions. Document unit/theater indoctrination training in ARMS for assigned and attached personnel.

#### 4.8. Recurring Ground Training Requirements (Based on GTLs):

4.8.1. Aircrew Chemical Defense Training (ACDT) [LL04]. AFI 11-301, *Aircrew Life Support Program*, requires initial training within 90 days of arrival to a unit with potential exposure to chemical threats for personnel with no previous ACDT training. AETC aircrew members will complete this training if ACDT is instructed in the formal school as part of the applicable SOI. For further guidance, reference [Attachment 2](#) of this instruction.

4.8.2. Aircraft Anti-Hijacking [G090]. Accomplish initial and refresher training every two years by reviewing AFI 13-207 *Preventing and Resisting Aircraft Piracy (Hijacking)*.

4.8.3. Anti-Terrorism/Force Protection Training (AT/FP) [G110]. This training is directed by the chairman, joint chiefs of staff, and will be incorporated as a requirement to AFI 10-245, *Air Force Antiterrorism (AT) Standards*. All DoD personnel will receive predeployment AT/FP training prior to

Outside Continental United States (OCONUS) deployments. The goal is to standardize training and preparation actions; and bring consistency throughout the DoD. There are four levels of training. Level I is awareness training for all personnel; Level II is for the unit AT/FP resource officer (AT/FP RO); Level III is for commanders at the O-5/O-6 grades; and Level IV is for O-6 to O-8 wing commander, Joint Task Forces, etc. All AFSOC personnel subject to deployment must receive Level I training, conducted by Air Force Office of Special Investigation (AFOSI) by way of force protection defensive briefings and/or Level II trained point of contact (POC), based on chapter 12, DoD 0-2000.12H. All individuals will also receive JS guide 5260, *Service Members Personal Protection Guide*, and antiterrorism individual protective measures folding wallet card. This is an annual ground training requirement for aircrew members and an AOR update is also required no more than 3 months prior to OCONUS travel. AFOSI will conduct predeployment processing to ensure all deploying personnel have received Level I training.

4.8.4. Authentication and Operations Code Systems [G081]. Units will develop local training programs and conduct initial and annual training IAW AFKAO-5, *Instructional Guide for Operations Codes*.

4.8.5. Buffer Zone (BZ) [G075] (N/A for CONUS units, unless deploying to an overseas area). Recurring training is completed per theater directives.

4.8.6. Chemical Defense Task Qualification Training (CDTQT) [LS17/LS20]. Accomplish initial and refresher CDTQT IAW [Attachment 2](#). Not required for AETC aircrews. DSOs qualified on multiple fixed wing aircraft are required to accomplish CDTQT on only one of the aircraft. DSOs who are also qualified on a rotary-wing aircraft will accomplish CDTQT on one fixed-wing and one rotary-wing aircraft annually.

4.8.7. Combat Aircrew Training Mission [G069]. Training will provide the opportunity to practice/simulate all the requirements associated with planning, flying, and debriefing a combat mission. Refer to AFSOCI 11-207 for guidance about course content. Training may be conducted via a biennial SOPE [G061] only when the planned mission is executed (simulator or aircraft). May dual credit Combat Mission Training [G070] when all requirements for that event are satisfied. AETC crewmembers will complete this training if CATs are instructed in the formal school as part of the applicable syllabus.

4.8.8. Combat Mission Training (CMT) [G070]. CMT is recurring training for the academic knowledge taught in initial CMT. It is required to plan and execute the unit's combat missions. Accomplish IAW AFSOCI 11-207, *Tactics Functions and the Tactics Development and Improvement Program*. Training may be conducted via a biennial SOPE [G061]. AETC crewmembers will complete this training if SOPEs are instructed in the formal school as part of the applicable syllabus of instruction.

4.8.9. Crew Resource Management [G230]. Recurring training is designed to reinforce the aircrew's CRM academic knowledge and refocus on skills that lead to successful mission accomplishment. CRM skills should be inseparable parts of operational practices. Those aircrew members who attend a simulator refresher course, which teaches CRM refresher as part of its program, can credit their refresher CRM requirement if the training is conducted with a thorough cross section of crewmembers. Otherwise have a unit facilitator conduct CRM refresher with a thorough cross section of crewmembers. At least one crewmember per crew position should be present. The cross section in attendance can span other AFSOC weapon systems since shared experiences across the command are valuable and enhance training. Currency for this event is tied to basic FTL.

4.8.10. Combat Survival Training [SS02]. This training will consist of the evasion and survival field training exercise and will also encompass the principles, procedures, and techniques required to use standard life support equipment in a survival situation. All aircrew members will accomplish recurring Combat Survival Training every 3 years. Refer to AFI 11-301. Not required for AETC aircrews.

4.8.11. Cryptologic Skills Proficiency Test (CSPT) [G237]. The CSPT is a battery of tests designed to measure a DSO's technical language proficiency. DSOs will complete the CSPT every 12 months to the end of the month. Failure to complete the CSPT results in loss of mission-ready status. Multi-language qualified DSOs will be considered mission-ready for only those languages in which a CSPT has been successfully completed within the last 12 months. CSPT scores will be documented IAW local operating procedures and tracked in ARMS. Refer to 67 IOWI 36-2201.

4.8.12. Emergency Egress Training, Non-Ejection [LL03]. Aircrew will accomplish ground egress training during initial qualification training. All crewmembers will receive training prior to their first flight. Actual hands-on training will be accomplished in the aircraft and will include opening the crew entrance door, a paratroop door, an emergency escape hatch, a pilot's swing window, and the ramp and door. A current and qualified LM or FE is required to be present during opening of the ramp and door. LMs and FEs may credit this event when they accomplish an aircraft pre-flight. DSOs qualified on multiple fixed-wing aircraft are required to perform actual opening of the cargo ramp and door on only one of the fixed-wing aircraft on which they are qualified.

4.8.13. Emergency Parachuting Training [SS06]. Trains the crewmember to perform critical post egress and parachute malfunction procedures while suspended under the parachute canopy. Normally, aircrew members demonstrate the ability to modify, steer, and land parachutes, and use the personnel lowering device (PLD). At unit commander discretion, this training may be conducted in an academic setting with a qualified life support technician and/or with a video presentation. Normally conduct this training in conjunction with Combat Survival Training [SS02].

4.8.14. Flight Physical [ARMS resource]. Accomplish this event annually IAW AFI 41-210, *Patient Administration Functions*.

4.8.15. Forward Arming and Refueling Point (FARP) Training [G201]. Designated MC-130 FARP-qualified ACs, FEs, LMs, and HDPs will receive periodic academic refresher training. Academic refresher training will review equipment, checklists, and safety procedures. HDPs will accomplish training in conjunction with aircrew training. Crewmembers who are overdue this training will not conduct FARP operations.

4.8.16. Ground Chemical Defense Ensemble [G010]. Conduct IAW AFI 10-2501 *Full Spectrum Threat Response (FSTR) Planning and Operation*. AFRC units will conduct GCDE Refresher every two years (IAW AFI 32-4001 /AFRES Sup 1). Not required for AETC aircrews.

4.8.17. Identify Friend or Foe/Selective Identification Feature (IFF/SIF) Procedures [G082]. Training will include IFF/SIF loading and operation to include time changeover procedures and IFF on/off lines.

4.8.18. Isolated Personnel Report (ISOPREP) [G120]. Accomplish a review IAW AFI 14-105, *Unit Intelligence Mission and Responsibilities*.

4.8.19. Law of Armed Conflict (LOAC) [G100]. Aircrew members will receive refresher training in the principles and rules of LOAC IAW AFI 51-401, *Training and Reporting to Ensure Compliance with the Law of Armed Conflict*. At a minimum, training will include subjects required by the 1949

Geneva Conventions for the Protection of War Victims and the Hague Convention IV respecting the Laws and Customs of War on Land of 1907.

4.8.20. Life Support Equipment Training [LL06]. Accomplish refresher training on life support equipment carried onboard unit aircraft IAW AFI 11-301.

4.8.21. Marshaling Exam [G002]. This training will be done at least every 4 years. Normally, accomplish this training within 30 days upon arrival PCS to a flying unit or prior to first flight IAW AFI 11-218, Aircraft Operation and Movement on the Ground.

4.8.22. Night Vision Device Refresher [LS16]. Review common NVG hazards, MDS specific hazards, limitations, and preflight procedures (focusing on an eye chart or Hoffman 20/20 tester) with an instructor who is qualified to use NVGs. Completion of Initial NVD Training satisfies this requirement.

4.8.23. Physiological Training [ARMS resource]. Conduct IAW AFI 11-403, *Aerospace Physiological Training Program*. Exception: Individuals with greater than twenty years of flying service may elect to attend the academic training portion only.

4.8.24. Pyrotechnic Training [G183] (MC-130P). Conduct initial and recurring training IAW AFI 91-202, *Air Force Mishap Prevention Program*. This training will include a discussion of the unit explosive safety operating instruction and applies to MC-130P LMs only.

4.8.25. Radar Refresher Course [G226] (MC-130E/H). All MC-130E/H pilots, MC-130E/H navigators, and MC-130H EWOs will attend a terrain following radar refresher course. This training is conducted during pilot simulator refresher course and navigator/EWO refresher course at 58 SOW for MC-130H crewmembers.

4.8.26. Safe Passage [G062]. Training will include instruction on the following airspace and associated procedures: Airspace Coordination Areas, Restricted Operating Areas/Zones (ROA/ROZ), High Density Airspace Control Zones (HIDAZC), Base Defense Zones (BDZ), weapons free zones, Minimum Risk Routes (MRR). Training should include a discussion on current theater Air Tasking Order (ATO) safe passage procedures for frequently visited theaters.

4.8.27. Self Aid and Buddy Care [G941]. Conduct IAW AFI 36-2238 *Self-Aid and Buddy Care Training*.

4.8.28. Small Arms Training [G280(M-9)/G286(M-16)]. AFSOC fixed wing aircrew members are considered Group C and must qualify on assigned weapons IAW AFI 31-207, *Arming and Use of Force by Air Force Personnel*, and AFI 36-2226, *Combat Arms Training and Maintenance Program*. AFCAT 21-209 Vol 1, *Ground Munitions*, authorizes many types of ground munitions for skill sustainment (proficiency) training. Unit commanders may designate crewmembers as Group B at their discretion IAW the unit security plan (Group B individuals have a 15-month small arms requirement). If unit commanders designate crewmembers as Group B, they must contact HQ AFSOC/SF to coordinate for extra munitions requirements. DSO also qualified on rotary wing will follow the more restrictive requirements, normally Group B.

4.8.29. Special Operations Planning Exercise (SOPE) [G061]. Consists of a combat mission planning exercise and verification outbrief. See AFSOCI 11-207. Fly-through of mission in a WST/MRD is desired, but not required. This training may credit Combat Mission Training Refresher if all requirements for that event are satisfied IAW AFSOCI 11-207. This training may dual credit Combat Aircrew Training Mission (CAT) [G069] if a fly-through is accomplished in WST/MRD or aircraft.

AETC crewmembers will complete this training if SOPEs are instructed in the formal school as part of the applicable SOI.

4.8.30. Tactical Employment/Threat Open Book Test [G063]. All crewmembers will satisfactorily complete a 50 question open book test derived from AFTTP 3-1, *Tactics, Techniques and Procedures* applicable volumes. Minimum passing grade is 85 percent. Group tactics offices will develop and administer the test IAW local procedures and HQ AFSOC/DOXT guidance. If a crewmember fails this test, the group tactics officer will forward his name to the squadron director of operations who will direct additional training and a retest.

4.8.31. Threat Signal Recognition Training System (TSRTS) [G073]. MC-130 EWOs, and MC-130P pilots and navigators will review threat signals on the TSRTS.

4.8.32. Use of Force Training [G283]. Per AFI 31-207, *Arming and Use of Force by Air Force Personnel*, para 2.12, all armed personnel must meet the level of firearms proficiency required by their arming group (group C for MC-130 aircrew). Unit commanders will ensure crewmembers receive “use of force” training before being issued a firearm. Unit training offices will document this training in a manner that records the name of the individual trained, the date trained, and the name and rank of the individual responsible for the training. Additionally, this training date will be tracked in ARMS.

4.8.33. Water Survival Training Refresher [SS05]. Refer to AFI 11-301. Consists of “hands on” training for each crewmember with all weapons system specific flotation devices and components available during an overwater emergency. This training emphasizes survivor needs using water survival related equipment and procedures. Personnel arriving PCS during a period when water survival training is not available (i.e., winter months), are granted a waiver to this requirement until 60 days following the next scheduled training date. Not required for AETC aircrews.

#### **4.9. Recurring Aircrew Refresher Training Requirements (Based on FTLs):**

4.9.1. Pilot/Flight Engineer Simulator Refresher Course [G251]. Pilots and flight engineers qualified in an AFSOC C-130 type aircraft IAW **Chapter 2** will complete a simulator refresher course as outlined in this instruction at **Attachment 3**. Currency for this event is tied to basic FTL. A complete MC-130P crew will attend the MC-130P WST at Kirtland AFB.

4.9.1.1. Simulator refresher training is not required for aircrew members who will not be flying the same or similar aircraft beyond 4 months after their due date.

4.9.1.2. Instructors may credit simulator refresher when they instruct a full simulator refresher course.

4.9.1.3. Satisfactory completion of formal school basic aircraft qualification, instructor pilot qualification, requalification, or aircraft commander course which includes instruction in a C-130 type simulator satisfies the simulator refresher course requirement.

4.9.1.4. Requests for waivers to simulator refresher training will contain proposed alternate means of attaining the training objectives.

4.9.2. Instrument Refresher Course (IRC) [G130]. All pilots will complete the IRC IAW AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program*. IRC is a requisite event to maintain instrument qualification and should be completed during the eligibility period for the instrument evaluation. Navigators and EWOs with flight instrumentation at their crew station must meet this requirement IAW AFI 11-202 Vol 1. This requirement may be met in navigator/EWO refresher. Instructors must meet

the requirements of AFMAN 11-210. AFRC/ANG units may conduct refresher classes for those crewmembers unable to attend the formal course, IAW AFMAN 11-210.

4.9.3. Navigator Refresher [G225]. Navigators will complete the refresher course as outlined in this instruction at [Attachment 4](#). 58 SOW will ensure all MC-130P navigators complete EWO refresher items as listed in [Attachment 4](#). This training will be conducted by the formal school if the formal school has an operational Navigator Refresher course. AFRC/ANG units may conduct refresher classes for those crewmembers unable to attend the formal course.

4.9.4. Electronic Warfare Officer Refresher [G222]. EWOs will complete a refresher course as outlined in [Attachment 5](#). This training will be conducted by the formal school if the formal school has an operational EWO Refresher course. AFRC/ANG units may conduct refresher classes for those crewmembers unable to attend the formal course.

4.9.5. Flight Engineer Systems Refresher [G223]. FEs will complete a systems refresher course as outlined at [Attachment 6](#). This training will be conducted by the formal school if the formal school has an operational FE Systems Refresher Course. AFRC/ANG units may conduct refresher classes for those crewmembers unable to attend the formal course. FE systems refresher will be completed in a 6-month period that begins 5 months after the month in which simulator refresher is accomplished. Once a phase period is established for systems refresher it will be complied with even if the FE returns to the simulator in the meantime. Individual cases requiring exception will be coordinated with HQ AFSOC/DOA (AFRC/DOT for AFRC units, HQ ANG/XOT for ANG units.)

4.9.6. Airborne Communication Specialist Refresher [G221]. ACSs will complete a refresher course as outlined in [Attachment 7](#). This training will be conducted by the formal school if the formal school has an operational ACS Refresher course. AFRC/ANG units may conduct refresher classes for those crewmembers unable to attend the formal course.

4.9.7. Loadmaster Refresher [G224]. LMs will attend a LM refresher course as outlined at [Attachment 8](#). Dual qualified and multi-aircraft qualified loadmasters will attend one loadmaster refresher course as outlined in [Attachment 8](#). These courses should be alternated per aircraft qualifications. This training will be conducted by the formal school if the formal school has an operational LM Refresher course. ARC units may conduct refresher classes for those crewmembers unable to attend the formal course.

4.9.8. Visual Threat Recognition and Avoidance Trainer (VTRAT) (Refresher) [G271]. This training consists of threat recognition and avoidance training using the VTRAT device. Aircrew members will attend formal school VTRAT refresher to receive credit for VTRAT re-currency requirements. This training provides crewmembers with academic knowledge of threats and performance levels to avoid visual threats required to execute special operations missions in various hostile environments. This training is dependent on the basic knowledge gained from the Initial VTRAT training and lays the groundwork for future phases of VTRAT in which the crewmember will apply the knowledge gained in this training. Refer to AFSOCI 11-207, *AFSOC Tactics Program*. AETC aircrew members will complete this training if the VTRAT course is instructed in the formal school as part of the applicable SOI. Currency for this event is based on FTL.

**4.10. Use of the Aviation Resource Management System.** All units will develop local procedures to ensure aircrew ground and flying training is properly documented and updated in ARMS. Each unit will provide a printed copy of current ground and flying training summaries to each individual prior to PCS.









[ARMS]	P L T	N A V	E W O	F E	A C S	L M	D S O	F S
Combat Aircrew Training Mission AFSOCI 11-207 (Notes 2,17) [G069]	X	X	X	X	X	X	X	
Combat Mission Training Refresher AFSOCI 11-207 (Notes 2,17) [G070]	X	X	X	X	X	X	X	
Threat Signal Recognition AFI 11-2MC-130 Vol 1 (Notes 2,3(AETC),5) [G073]	X	X						
<b>REQ EVERY 17 MONTHS-FTL A/B REQ EVERY 12 MONTHS-FTL C</b>								
CRM Refresher AFI 11-2MC-130 Vol 1 (Notes 1(AETC),3) [G230]	X	X	X	X	X	X	X	
ACS Refresher AFI 11-2MC-130 Vol 1 (Notes 3,6) [G221]					X			
FE Systems Refresher AFI 11-2MC-130 Vol 1 (Notes 3,27) [G223]				X				
EWO Refresher AFI 11-2MC-130 Vol 1 (Notes 3,6) [G222]			X					
Loadmaster Refresher AFI 11-2MC-130 Vol 1 (Notes 3,6) [G224]						X		
Navigator Refresher AFI 11-2MC-130 Vol 1 (Notes 3,6) [G225]		X						
Pilot/FE Sim Refresher AFI 11-2MC-130 Vol 1 (Notes 3,6,20) [G251]	X			X				
Radar Refresher AFI 11-2MC-130 Vol 1 (Notes 2,3(AETC),8,11,19) [G226]	X	X	X					

[ARMS]	P L T	N A V	E W O	F E	A C S	L M	D S O	F S
VTRAT Refresher AFSOCI 11-207 (Notes 2, 12,17) [G271]	X			X	X	X		

**NOTES:**

1. Grounding item. Crewmember will not fly until current in this item.
2. Mission Ready item. Non-current/unqualified crewmembers will not fly on exercise, contingency, or operational missions. Crewmembers non-current may still deploy with SQ/CC approval. **EXCEPTION:** Crewmembers must be current in small arms for the entire planned tour length to a critical threat area IAW AFI 31-207. See **Table 4.9.** for contingency/operational mission ready item requirements. Squadrons will document any crewmembers deployed non-current.
3. Training status item. Crewmembers will only fly in training status (under instructor supervision) until completed or current in this item.
4. Designated crews.
5. MC-130P pilots and navigators.
6. Completion of formal school basic aircraft qualification, requalification, aircraft commander, instructor or instructor flight engineer upgrade including C-130 simulator instruction satisfies the requirement. Simulator not required for loadmasters.
7. CONUS aircrews are exempt unless they deploy to PACAF or USAFE area of responsibility.
8. Applies to MC-130H EWOs.
9. 3 years for AFRC/ANG crewmembers, except group A or B who will complete with their primary duty weapon IAW AFRC Sup 1 to AFI 36-2226.
10. Accomplish to coincide with instrument evaluation eligibility period. Expiration date should match expiration date for instrument evaluation. May exceed 17 months between events.
11. Does not apply to MC-130E EWOs.
12. Not required for formal school aircrew instructors. If formal school instructors are deployed for contingency or exercise augmentation, these events must be completed prior to deployment.
13. Operations groups will tailor this training to their theater of operations.
14. All recurring requirements are due at the end of the month the requirement comes due.
15. Required within 90 days of assignment to a mobility position.
16. Required for units equipped with AERPS modified aircraft. Training may be accomplished in the simulator IAW **Attachment 2.** Initial logging of this event must be done in the aircraft. This requirement must be accomplished in-flight at least every 4 years.
17. Required for AETC aircrews if instructed in the formal school as part of an applicable syllabus of instruction.

18. Not required for AETC aircrews.
19. Not required for MC-130P aircrew members.
20. Applies to MC-130H/P Navs, EWOs, ACSs, and LM only as courses become available. May be combined with other refresher courses.
21. An AOR update is required no more than 3 months prior to deployment to OCONUS locations. See [Table 4.9](#).
22. Required every two years for AFRC/ANG units.
23. Optional for HQ AFSOC/19 AF/HQ AFRC/NGB personnel when conducting inspections and evaluations when accompanied by unit assigned and theater indoctrinated personnel.
24. 352/353 SOG aircrews will comply with theater directives for training frequency.
25. Marshalling exam will be done within 30 days after PCS or every 4 years whichever occurs first.
26. Nav IRC is normally accomplished in conjunction with Nav refresher.
27. FE systems refresher will be completed in a 6-month period that begins 5 months after the month in which simulator refresher is accomplished.

**4.11. Block Training.** The block training course should include all recurring ground training required to maintain readiness (except physiological training, physical examinations, and simulator refresher) for aircrew members assigned or attached to active duty units. AFRC/ANG units are encouraged to use this concept whenever possible. Each group operations training office will establish and administer a centralized aircrew block training session.

**4.12. Instructor/Flight Examiner Training Requirements.** Instructors and flight examiners will comply with [Table 4.4](#), Semiannual Basic Aircraft Qualification, and the appropriate Table for semiannual mission ready flying requirements.

**4.13. Basic Aircraft Qualification Event Definitions.** The following event definitions apply to [Table 4.4](#), Semiannual Basic Aircraft Qualification Flying Training Requirements:

- 4.13.1. Aircrew Proficiency Sortie. An aircrew proficiency sortie may be logged for an individual who is flying in a primary crew position and meets the following position specific criteria:
  - 4.13.1.1. Pilots must accomplish at least three events from [Table 4.4](#) through [Table 4.8](#) to log an aircrew proficiency sortie. Credit multiple sorties on multiple-leg missions with full-stop landings.
  - 4.13.1.2. Navigators may log an aircrew proficiency sortie when they monitor a departure and approach. Minimum flying time is 30 minutes. If more than one qualified navigator is on a flight, each may obtain sortie credit on the same flight provided each one occupies a navigator position and performs navigator duties.
  - 4.13.1.3. Other aircrew members may credit a sortie when they perform appropriate preflight, inflight, and postflight duties in their primary crew position. Other crewmembers may also credit same day sorties not requiring preflight/postflight duties (credit multiple sorties on multi-leg missions with full stop landings). DSOs must meet the same criteria as combat mission profile to log an aircrew proficiency sortie.

4.13.1.4. Multiple aircraft qualified crewmembers may credit basic proficiency and/or mission sorties on any aircraft in which qualification is maintained. Events which can be credited are based on qualification held in each MDS.

4.13.2. Pilot Local Proficiency Sortie (LPS). A local training mission including at least one hour of primary or instructor time practicing instrument, transition, and emergency procedures. Fly maneuvers under the supervision of an IP and repeat them until an acceptable level of proficiency is attained or the LPS may not be credited. If the LPS is incomplete, the instructor will recommend whether the entire LPS or just the incomplete events must be reaccomplished. Instructors and flight examiners need not complete all LPS events on a single sortie. Credit a LPS when all events are complete. When conditions permit, simulated two-engine-out landings, windmill taxi starts, and simulated three engine takeoffs should be practiced by ACs and demonstrated to CPs. IPs and EPs are not required to fly with another IP to credit this event. Unit commanders may add to the following minimum LPS sortie criteria:

- 4.13.2.1. A review of boldface emergency procedures.
- 4.13.2.2. Two instrument approaches.
- 4.13.2.3. A holding pattern or procedure turn.
- 4.13.2.4. A circling approach (traffic permitting).
- 4.13.2.5. A simulated engine out landing.
- 4.13.2.6. A simulated engine out go-around.
- 4.13.2.7. A VFR traffic pattern (weather permitting).
- 4.13.2.8. 100 percent, 50 percent, and no flap landings (ACs).

4.13.3. Holding Patterns. Holding patterns consist of entry into a holding pattern and at least one complete circuit.

**Table 4.4. Semiannual Basic Aircraft Qualification Flying Training Requirements by FTL.**

<b>REQUIREMENT [ARMS]</b>	<b>Pilot/Copilot A/B/C</b>	<b>Nav A/B/C</b>	<b>Other A/B/C</b>
Aircrew Proficiency Sortie(Notes 1,2,4,7) [B010]	<b>6/9/12</b>	<b>6/9/12</b>	<b>3/4/6</b>
Local Proficiency Sortie [B020]	<b>1/1/2</b>		
C-130 Sortie (Note 6) [B481]	<b>1/1/1</b>	<b>1/1/1</b>	<b>1/1/1</b>
<b>PILOT PROFICIENCY EVENTS</b>			
Total Takeoffs [B030]	<b>8/12/16</b>		
Night Takeoffs [B050]	<b>2/3/4</b>		
Holding Pattern (Note 2) [B060]	<b>1/1/2</b>		
Instrument Approaches (Notes 1,2) [B070]	<b>8/12/16</b>		

PILOT PROFICIENCY EVENTS				
Non-Precision Approaches	[B100]	4/6/8		
NDB Approach (Note 5)	[B112]	1/1/1		
Circling Manuver	[B115]	1/1/2		
Missed Approach (Note 2)	[B110]	1/1/2		
Total Landings (Note 1)	[B150]	8/12/16		
Night Landings	[B170]	2/3/4		

**NOTES:**

1. Pilots assigned to FTL A or B must accomplish a takeoff, approach, and landing every 60 days. Pilots assigned FTL C must accomplish a takeoff, approach, and landing every 45 days. All other aircrew members must accomplish at least one of these events in the primary aircrew position every 60 days. Failure to do them results in loss of aircraft currency. (Except C-130E/H if not primary MDS.)
2. Fifty percent of these events may be credited in an Aircrew Training Device if the event has a Training Value Code (TVC) of 1, but only for volume not currency.
3. Holding patterns consist of entry into holding and at least one complete circuit.
4. See AFI 11-202, Vol 1 for complete flight surgeon flying training requirements.
5. May be accomplished in an Aircrew Training Device. If an aircrew training device is not available and an NDB approach is not available due to geographic or equipment limitations, an RMI only VOR approach may be substituted for this requirement. All efforts should be taken to get an actual NDB.
6. Applies to C-130E qualified crewmembers only, except MC-130 E/H loadmasters. See paras [4.4.1.](#) and [4.5.2.](#) for further guidance.
7. MC-130H EWOs will accomplish requirements as listed for navigators.

**4.14. MC-130E/H Mission Event Definitions and Accrediting Criteria (Table 4.5. and Table 4.6.):**

4.14.1. Combat Mission Profile (CMP). A CMP will include enroute time of at least 30 minutes and will incorporate a Time Over Target (TOT)/Time of Arrival (TOA)/Air Refueling Control Time (ARCT) to one of the following: an airdrop (actual or simulated), airland event, air refueling (AR), or helicopter AR (HAR)(actual or simulated). TOT/TOA criteria for airdrop or airland is +/-30 seconds. ARCT criteria for helicopter air refueling is on time to one minutes late. ARCT criteria for air refueling is one minute early to on-time. Include a realistic threat scenario and at least one defensive maneuver to credit a CMP. Any mission in an actual threat environment may credit a CMP. DSOs will credit this event during any portion of a tactical mission in which they provide inputs that enhance a crew's situational awareness and support defense of the aircraft.

4.14.1.1. Low Level CMP. A CMP will include either a TF, NVG, or visual low level event of at least 30 minutes and will incorporate a TOT/TOA/ARCT to one of the following: an airdrop (actual or simulated), airland event, AR, or HAR (actual or simulated). TOT/TOA criteria for airdrop or airland is +/-30 seconds. ARCT criteria for HAR is on time to one minutes late. ARCT criteria for air refueling is one minute early to on-time. Include a realistic threat scenario and at least one defensive maneuver to credit a CMP. DSOs refer to paragraph 4.5.2.2. for crediting criteria. A low level CMP also credits a CMP.

4.14.2. Terrain Following (TF) Low Level. Accomplish IAW AFI 11-2MC-130, Volume 3 and AFTTP 3-3.33. Thirty minutes of TF low level is required to credit the event. Credit this event as mountainous if the terrain presents significant terrain avoidance(TA) returns for thirty minutes or more. The pilot and co-pilot each must be on the controls for 30 minutes to log their respective low level. The left navigator and right navigator (MC-130E) may credit the same event.

4.14.3. NVG Low Level. Accomplish IAW AFI 11-2MC-130, Volume 3 and AFTTP 3-3.33. Plan and fly a minimum 30-minute route segment as part of a low level mission to credit this event. Credit this event as mountainous if the terrain requires significant terrain avoidance for 30 minutes or more. The pilot and co-pilot each must be on the controls for 30 minutes to log the low level. The left navigator and right navigator (MC-130E) may credit the same event provided they were occupying their crew station.

4.14.4. KU-Band TF. KU-TF is a procedural event and there is no minimum time required. Entry and Exit into KU-TF and one turn at a segmented altitude which is cleared on radar will credit the event.

4.14.5. Threat or Coastal Penetration. Accomplish IAW AFI 11-2MC-130, Volume 3 and AFTTP 3-3.33. A threat or coastal penetration may be credited during daylight or night operations (night preferred). The pilot, co-pilot, left navigator and right navigator (MC-130E) may credit the same event. Plan and fly the threat penetration against a simulated threat.

4.14.6. Airland Operations. Pilots and CPs will accomplish this training in their respective crew positions and comply with procedures IAW applicable volume(s) of AFI 11-2MC-130 and AFTTP 3-3.33. Copilots receive credit for assault events by performing their normal crew duties, they do not actually perform the maneuvers.

4.14.6.1. Maximum (Max) Effort Landings. These may be credited when accomplished on surfaces that meet the criteria prescribed in applicable volume(s) of AFI 11-2MC-130 and AFTTP 3-3.33. Landing zones should normally be 3,500 feet or less. Landings may be credited only when the point of touchdown is within the applicable zone and can be stopped at the prebriefed location or can turn off the runway at the planned exit location. Do not credit go-arounds. Do not credit touch and go landings. Pilots and co-pilots may credit 50 percent of their max effort landings while conducting NVG operations provided the crew predesignates a 500' landing zone. At least one per semi-annual must be accomplished using overt lighting.

4.14.6.2. Maximum Effort Takeoffs. Accomplish takeoffs IAW applicable volume(s) of AFI 11-2MC-130 and AFTTP 3-3.33. Do not credit touch and go landings. Pilots and co-pilots may dual credit max effort and NVG takeoffs.

4.14.6.3. NVG Landing/Takeoff. Accomplish IAW applicable volume(s) of AFI 11-2MC-130 and AFTTP 3-3.33. Blacked-out landing zones should be used to the maximum extent possible. Crewmembers may credit NVG touch and go landings as a NVG takeoff and NVG landing.

4.14.6.4. Self-Contained Approaches (SCA). An SCA will be performed using procedures in applicable volume(s) of AFI 11-2MC-130 and AFTTP 3-3.33. An SCA is creditable if the SCA is the primary means of approach and the pilot determines a landing could be made from the approach after reaching the minimum descent altitude (MDA) and prior to the missed approach point (MAP). Pilots will not credit SCAs toward [Table 4.4](#) requirements.

4.14.6.4.1. MC-130E. Both navigators may credit the same SCA.

4.14.6.4.2. MC-130H. The navigator and EWO may credit the same SCA.

4.14.6.5. Go-Around. Normally accomplished in conjunction with an NVG/IMC SCA in which either an actual or simulated missed approach must be executed. Normally, initiate the go-around after the aircraft has reached the MDA and MAP.

4.14.6.6. Infiltration (INFIL)/Exfiltration (EXFIL). The immediate off/onloading of personnel or equipment on the runway or taxiway. This offload and onload method is employed by two LMs at night during NVG operations using canary slides/ground loading ramps. Minimum requirements are to complete the INFIL/EXFIL checklist while off/onloading personnel or any vehicle certified for rapid INFIL/EXFIL. At least one event per semiannual period must be accomplished using a four-wheeled vehicle or helicopter.

4.14.7. Airdrop Operations. Accomplish IAW applicable volume(s) of AFI 11-2MC-130 and AFTTP 3-3.33. The pilot, co-pilot, left navigator and right navigator (MC-130E) may credit a single airdrop. Credit all airdrops that land within 300 meters of the aim point as successful. An off drop zone drop is not a successful drop.

4.14.7.1. Pilots can credit all actual or standard airdrop training bundle (SATB) airdrops except where noted in [Table 4.5](#) and [Table 4.6](#). Up to 50 percent of each type drop may be credited by simulated drops (airdrops with a semi-annual requirement of 1 may not be credited by simulated airdrops).

4.14.7.2. Navigators may credit all actual and up to 50 percent of semiannual requirements with SATB drops. Both MC-130E navigators may receive credit for all drops and should alternate seats during continuation training to ensure proficiency in both positions. A Computed Air Release Point (CARP) or High Altitude Release Point (HARP) must be computed to credit an airdrop.

4.14.7.3. LM must fulfill each event by an actual drop. Combat Rubber Raiding Craft (CRRC) drops may be credited as Container Release System (CRS), if airdropped using CRS procedures or as CDS if airdropped using CDS procedures.

4.14.8. AR. Crewmembers will accomplish rendezvous, contact (except navigators), and post air refueling procedures to receive credit. Contact qualified pilots must maintain 10 minutes of contact time with no more than two inadvertent disconnects after initial contact. Contact qualified pilots may credit refueling events from either pilot seat. Co-pilots need only accomplish the rendezvous and maintain a stable pre-contact position. A second pilot and/or FE may log an AR without an extra rendezvous as long as 1 mile of separation is obtained from the tanker between events.

4.14.9. HAR. Accomplish IAW applicable volume(s) of AFI 11-2MC-130, AFTTP 3-3.33, and the appropriate technical orders. Pilots may credit any type of rendezvous to an actual aircraft target for this event. Navigators must use an electronic aid to direct the aircraft in order to credit this event. Timing criteria is on-time to one minute late for an ARCT. FEs must complete the Air Refueling checklist

to credit the event. LMs must have actual contact by a helicopter to credit this event. Fuel does not have to be transferred to receive credit.

4.14.10. Electronic Warfare Operations:

4.14.10.1. Ground Radar Event. Engagement with a ground or ship-based surface to air (SAM)/ anti-aircraft artillery (AAA) radar site or radar simulator. Multiple events per sortie may be credited if engagements are clearly distinct with respect to time and tactical situation. Each event will include a minimum of 15 minutes activity.

4.14.10.2. Airborne Intercept Event. An event will include at least 15 minutes activity or two separate and distinct engagements by a fighter aircraft with an operable fire control radar. Multiple events per sortie may be credited.

4.14.10.3. Expendable Events. Normally, accomplish these events in conjunction with airborne intercept, ground radar events, or during aircraft defensive maneuvers versus ground based threat simulators. Program and drop chaff or flares to credit an event. Only one event may be credited by each EWO per mission.

4.14.11. Radar Update (MC-130H). Each event may be credited when the radar is used to update system position. Update can be en route or terminal.

4.14.12. IDS Update (MC-130H). Each event may be credited when the IDS is used to update system position. Update can be en route or terminal.

4.14.13. Terrain Avoidance (TA) (MC-130H). EWO will assume primary control of TA maneuvers during a TF event. 15 minutes of TA is required to credit this event.

4.14.14. Airborne Communications Specialists Events (MC-130E):

4.14.14.1. Secure Voice. Load the secure voice device IAW the appropriate checklists/instructions. Establish two-way contact in both the clear and secure modes. This may be accomplished to any station, including another member of your formation. Only one of each type of secure system may be logged per mission.

4.14.14.2. Authentication. Challenge and reply with a distant station. Only one event per mission may be logged.

4.14.14.3. Anti-jam. Set up and operate the radio in anti-jam mode (HAVE QUICK or Single Channel Ground Airborne Radio System [SINCGARS]). Establish contact with a distant station and pass a message in the active anti-jam mode. Only one event per mission may be logged.

4.14.14.4. Command/Control. Command/Control communications (comm) event may be logged for any mission where an execution checklist or mission brevity codes are utilized for command and control. Maximum of one event per flight may be logged.

4.14.14.5. Tactical Comm. Tactical comm event may be logged for any mission where comm is established with a combat control team (CCT), special tactics team (STS), landing zone controller (LZC), drop zone controller (DZC) or similar ground party during mission events. Maximum of one event per flight may be logged.

4.14.14.6. ATC Comm Event. ATC communications event may be logged for any mission where comm is established with an ATC agency, including tower, approach, Air Route Traffic Control

Center (ARTCC), Oceanic Area Control (OAC), etc. Maximum one event per flight may be logged.

4.14.15. FARP. Accomplish IAW applicable volume(s) of AFI 11-235, AFI 11-2MC-130 and AFTTP 3-3.33 using NVGs under covert lighting conditions. Event will include establishing a FARP site, scheduled fuel transfer, and break-down. Only tanker FARP events may be credited toward [Table 4.5](#), and [Table 4.6](#). requirements. When mission requirements dictate, this event may be credited for currency without an actual flight (i.e. aircraft are towed/taxied to the FARP location) with Group CC written approval.

4.14.15.1. Loadmaster initial FARP certification: Establish FARP site IAW AFI 11-2MC-130V3, AFTTP 3-3.33, and AFI 11-235. Pressurize hoses and accomplish actual fuel transfer to rotary-wing receiver aircraft. Depressurize/Defuel hoses and break-down FARP site. The intent of initial FARP certification is for crew members and HDPs to practice the concepts learned in 3 phases of training. Use of the Forward Area Manifold (FAM) cart is preferred. If actual rotary-wing receiver aircraft abort after mission start, instructors/evaluators may certify individuals if all other duties are accomplished. When requirements dictate, this training may be credited without an actual flight (i.e. aircraft are towed/taxied to the FARP location) with Group CC written approval.

4.14.15.2. Semi-annual currency requirements: Same as initial certification requirements except actual receiver aircraft not required. FTL "C" loadmasters must perform panel operator duties to credit the event. Actual rotary-wing receiver aircraft are required for HDP annual proficiency training. Unit training managers should monitor loadmaster proficiency and request actual receiver aircraft and FAM cart support when appropriate.

4.14.16. Close Interval Sortie (MC-130H): Fly a rejoin to a formation airdrop (when properly qualified), minimum interval landing, or simultaneous landing (when properly qualified). Two or more MC-130's are considered in formation when under the command of a designated mission commander or formation commander. Wingmen must begin the rejoin with at least 3 miles separation and close to 20 second spacing. Crewmembers may dual log any requirements accomplished during the course of a formation sortie (i.e. a pilot may credit an NVG landing flown during an NVG minimum interval landing). Crewmembers who are non-current in this event will only fly single-ship mission events.

4.14.17. Close Interval Airdrop (MC-130H). Accomplish IAW AFI 11-2MC-130, Volume 3 and AFTTP 3-3.33. Simulated and SATB airdrops satisfy this requirement.

4.14.18. Minimum Interval Landing (MC-130H). Accomplish IAW AFI 11-2MC-130, Volume 3 and AFTTP 3-3.33. Crewmembers on the lead and wing aircraft may credit this event. Pilots and navigators may dual log with other NVG landing requirements.

4.14.19. Simultaneous NVG Landing (MC-130H). Accomplish IAW AFI 11-2MC-130, Volume 3 and AFTTP 3-3.33. Crewmembers on the lead and wing aircraft may credit this event. Pilots and navigators may dual credit with other NVG landing requirements.

4.14.20. Formation (MC-130E). Complete a fixed-wing rejoin with another MC/HC-130 and fly 15 minutes in the wing position IAW AFI 11-2MC-130 Vol 3 and AFTTP 3-3.33. Only the pilot at the controls may log the event. Crewmembers may dual log this event with Formation HAR if they meet the requirements of that event. Crewmembers non-current in this event will not fly any type of formation without an instructor.

4.14.20.1. Formation HAR (MC-130E). Complete a HAR rendezvous and fly in the wing position IAW AFI 11-2MC-130 Vol 3 and AFTTP 3-3.33. Only the pilot at the controls may credit the event. Pilots may credit all but one semi-annual rendezvous using a simulated helicopter. Crewmembers may dual log HAR if they meet the requirements of a HAR. Pilots non-current in this event will not fly formation HAR without an instructor.

4.14.20.2. Weather Penetration/Helicopter Lost Contact (MC-130E). If performed on a low level route, conduct inadvertent weather penetration procedure IAW AFI 11-2MC-130, Volume 3 and AFTTP 3-3.33. If in formation include separation and position keeping for a minimum of one leg and a formation rejoin. If performed on the HAR track, conduct contact lost, no visual contact, or lost visual contact procedure IAW T.O. 1-1C1-20.

**Table 4.5. MC-130E Semiannual Mission Ready Flying Requirements by FTL.**

<b>REQUIREMENT</b> [ARMS]	<b>P</b> A/B/C	<b>CP</b>	<b>NAV</b> A/B/C	<b>EWO</b> A/B/C	<b>FE</b> A/B/C	<b>ACS</b> A/B/C	<b>LM</b> A/B/C	<b>DSO</b> A/B/C
<b>CORE MISSION EVENTS</b>								
CMP (Notes 1,5,11) [CT03]	4/6/8	8	4/6/8	4/6/8	3/4/6	3/4/6	3/4/6	3/4/6
Low Level CMP (Note 11) [CT10]	1/2/3	3	1/2/3	1/2/3	1/2/3	1/2/3	1/2/3	1/2/3
Night Mountain TF (Notes 1,11,14) [TF03]	1/2/3	3	1/2/3					
NVG Low Level (Note 1) [LA01]	1/2/3	3	1/2/3					
Mountain NVG LL [LA10]	1/1/1	1	1/1/1					
Threat or Coastal Penetration (Note 1) [LA02]	1/1/1	1	1/1/1					
Airland Operations (Note 10)								
Total Max Effort Takeoffs (Note 2) [ME01]	3/4/6	4						
Night [ME02]	2/3/4	2						
Total Max Effort Landings (Note 2) [ME03]	3/4/6	4						
Night (Note 5) [ME04]	2/3/4	2						
Self Contained Approach (Notes 2,5,6,7,11) [NV02]	3/4/6	6	3/4/6					
Go-Around (Notes 7,11) [NV03]	1/1/2	2	1/1/2					
Infil/Exfil (Note 3) [NV04]							1/1/1	
Total Airdrops (Note 3) [AD01]	4/4/6	6	6/9/12				5/5/8	
Personnel (Note 9) [AD03]	1/1/2	2	1/1/2				1/1/1	
High Speed [AD07]	1/1/1	1	1/1/2				1/1/2	
Heavy Equipment (Note 15)[AD12]	1/1/1	1					1/1/2	

REQUIREMENT	[ARMS]	P A/B/C	CP	NAV A/B/C	EWO A/B/C	FE A/B/C	ACS A/B/C	LM A/B/C	DSO A/B/C
Total CRS/CDS	[AD15]	1/1/2	2						
CRS (Note 13)	[AD10]							1/1/1	
CDS (Note 13)	[AD04]							1/1/2	
Visual CARP (Note 8)	[AD08]	1/1/1	1	1/1/2					
NVG CARP	[AD02]			1/1/1					
Electronic Warfare Events									
Gnd Radar (Notes 1,11)	[EW02]				2/3/4				
Air Intercept (Note 3,11)	[EW03]				1/2/3				
Expendable (Note 3)	[EW04]				1/1/1				
Communication Events (Note 2)									
Authentication	[CS05]						3/4/6		
Secure Voice	[CS08]						3/4/6		
Anti-Jam	[CS11]						3/4/6		
ATC Comm	[CS12]						3/4/6		
Command/Control Comm	[CS13]						3/4/6		
Tactical Comm	[CS14]						3/4/6		
SPECIAL MISSION EVENTS									
Total AR (Notes 2,4)	[AR22]	2/2/4	1			1/2/2			
Night AR	[AR23]	1/1/2							
HAR (Note 2)	[AR20]	2/3/4	1	2/3/4		2/3/4		2/2/2	
Night HAR (Note 12)	[AR21]	1/2/2				1/2/2		1/1/1	
Formation (Note 17)	[F100]	1/2/2	2	1/1/2					
Form HAR (Note 3,18)	[F106]	1/2/2	2						

REQUIREMENT [ARMS]	P A/B/C	CP	NAV A/B/C	EWO A/B/C	FE A/B/C	ACS A/B/C	LM A/B/C	DSO A/B/C
Night Formation HAR [F109]	1/1/1	1						
Weather Penetration/ Helo Lost Contact (Note 17) [F104]	1/1/1	1	1					
NVG Airland Ops (Notes 2,6,10)								
Takeoff [NV01]	3/4/6							
Landing (Note 5) [NV05]	3/4/6				2/3/4			
FARP (Notes 3,16) [AR24]							1/1/1	
High Alt Airdrop (Note 3) [AD05]			1/1/1					

**NOTES:**

1. Non-Currency in any event in this sub-area results in loss of mission currency
2. Non-Currency in any event in this subarea results in loss of currency only for this subarea.
3. Non-Currency in any event in this subarea results in loss of currency only in that event.
4. Time period between events will not exceed 90 days for qualified contact pilots.
5. FTL A do not exceed 90 days between events. FTL B/C do not exceed 60 days between events. Currency for CMP applies to AC, CP, N, and EWO only. 90/60 day currency for SCA does not apply to NVG landing qualified pilots. 90/60 day NVG landing currency does not apply to FEs.
6. NVG landing qualified pilots will accomplish 100 percent of the landing requirements and a minimum of 2 SCAs. SCAs will not be credited toward **Table 4.4.** requirements.
7. Normally, pilots/co-pilots should accomplish this event during NVG operations or under IMC conditions. However, pilots who are not certified to fly NVG SCAs may credit this event using non-NVG procedures.
8. Only the pilot or navigator calling the drop may credit this event.
9. AC, CP, NAV, and LM must complete one actual personnel airdrop. For aircrew members in FTL A (except LM), one actual personnel airdrop is required each annual period.
10. Takeoffs and landings may be credited toward basic takeoff and landing requirements and currency for the pilot flying the event.
11. Fifty percent of these events may be logged in a WST if the event has an equivalent TVC, but only for volume, not currency. EWOs may only credit ground radars in the WST when accomplished during a MOST. One ground radar may be credited during each MOST mission.

12. Accomplish using min comm procedures.
13. CRRC may be credited as CDS if airdropped using CDS procedures or as CRS using CRS procedures. LMs in FTL C must accomplish one CDS using a static line retriever winch gate cut.
14. A TF route flown in daylight IMC may be credited toward a night TF event. Navigators and EWOs do not require night to log this event.
15. Pilots will accomplish one actual heavy equipment airdrop and loadmasters will accomplish two actual heavy equipment airdrops. For the pilot requirement, all efforts should be made to ensure load weight exceeds 15,000 lbs. Pilots in FTL A need only accomplish one actual per annual period.
16. Pilots and FEs will accomplish FARP ground training every 12 months (to the end of the month) and an actual FARP is not required. Pilots and FEs non-current in FARP refresher will not accomplish this event. FTL C LMs must complete the event as the tanker panel operator.
17. Non-currency in this event results in loss of formation currency.
18. FTL A pilots and navigators require Formation HAR, Night Formation HAR, and Weather Penetration/Lost Contact only once per annual period.

**Table 4.6. MC-130H Semiannual Mission Ready Flying Requirements by FTL.**

REQUIREMENT	[ARMS]	P A/B/C	CP	NAV A/B/C	EWO A/B/C	FE A/B/C	LM A/B/C	DSO A/B/C
<b>CORE MISSION EVENTS</b>								
CMP (Notes 1,5,11)	[CT03]	4/6/8	8	4/6/8	4/6/8	3/4/6	3/4/6	3/4/6
Low Level CMP (Note 11)	[CT10]	1/2/3	3	1/2/3	1/2/3	1/2/3	1/2/3	1/2/3
Night Mountain TF(Notes 1,11,14)	[TF03]	2/3/4	4	2/3/4	2/3/4			
NVG Low Level (Note 1)	[LA01]	2/3/4	4	2/3/4	2/3/4			
Mountain NVG LL	[LA10]	1/2/2	2	1/2/2	1/2/2			
KU-Band TF (Notes 1,11)	[TF04]	1/1/1	1	1/1/1	1/1/1			
Threat/Coastal Penetration (Note 1)	[LA02]	1/1/2	2	1/1/2	1/1/2			
Airland Operations (Note 10)								
Total Max Effort Takeoff(Note 2)	[ME01]	3/4/6	4					
Night	[ME02]	2/3/4	2					

<b>REQUIREMENT</b>	<b>[ARMS]</b>	<b>P A/B/C</b>	<b>CP</b>	<b>NAV A/B/C</b>	<b>EWO A/B/C</b>	<b>FE A/B/C</b>	<b>LM A/B/C</b>	<b>DSO A/B/C</b>
Total Max Effort Landing(Note 2)	[ME03]	<b>3/4/6</b>	<b>4</b>					
Night (Note 5)	[ME04]	<b>2/3/4</b>	<b>2</b>					
Self Contained Approach (Notes 2,5,6,7,11)	[NV02]	<b>2/3/3</b>	<b>6</b>	<b>6/9/12</b>	<b>6/9/12</b>			
Go-Around (Notes 7,11)	[NV03]	<b>2/2/3</b>	<b>3</b>	<b>2/2/3</b>	<b>2/2/3</b>			
Infil/Exfil (Note 3)	[NV04]						<b>1/1/1</b>	
Total Airdrops (Note 3)	[AD01]	<b>4/6/8</b>	<b>8</b>	<b>6/9/12</b>			<b>5/5/8</b>	
Personnel (Note 9)	[AD03]	<b>1/1/2</b>	<b>2</b>	<b>1/1/2</b>			<b>1/1/1</b>	
High Speed	[AD07]	<b>1/1/1</b>	<b>1</b>	<b>1/1/2</b>			<b>1/1/2</b>	
Heavy Equipment (Note 15)	[AD12]	<b>1/1/1</b>	<b>1</b>				<b>1/1/2</b>	
Total CRS/CDS	[AD15]	<b>1/1/2</b>	<b>2</b>					
CRS (Note 13)	[AD10]						<b>1/1/1</b>	
CDS (Note 13)	[AD04]						<b>1/1/2</b>	
Visual CARP (Note 8)	[AD08]	<b>1/1/1</b>	<b>1</b>	<b>1/1/2</b>				
NVG CARP	[AD02]			<b>1/1/2</b>				
Electronic Warfare Events								
Gnd Radar (Notes 1,11)	[EW02]				<b>2/3/4</b>			
Air Intercept (Note 3,11)	[EW03]				<b>1/2/3</b>			
Expendable (Note 3)	[EW04]				<b>1/1/1</b>			
Radar Update (Notes 3,11)	[EW05]				<b>3/4/6</b>			
IDS Update (Notes 3,11)	[EW06]				<b>3/4/6</b>			
TA Event (Notes 1,11)	[EW08]				<b>2/3/4</b>			
<b>SPECIAL MISSION EVENTS</b>								

REQUIREMENT	[ARMS]	P A/B/C	CP	NAV A/B/C	EWO A/B/C	FE A/B/C	LM A/B/C	DSO A/B/C
Total AR (Notes 2,4)	[AR22]	2/2/4	1			1/2/2		
Night AR	[AR23]	1/1/2						
NVG Airland Ops (Notes 2,6,10)								
Takeoff	[NV01]	3/4/6						
Landing (Note 5)	[NV05]	3/4/6				2/3/4		
Close Interval Sortie (Note 17)	[F001]	1/1/1	1	1/1/1				
Close Interval Airdrop (Note 3)	[F002]	1/1/1	1	1/1/1				
Minimum Interval Landing (Note 3)	[F003]	2/2/2	1	1/1/1				
Simultaneous Landing (Notes 3,12)	[F004]	2/2/2	1	1/1/1				
FARP (Notes 3,16)	[AR24]						1/1/1	
High Alt Airdrop (Note 3)	[AD05]			1/1/1				

**NOTES:**

1. Non-Currency in any event in this sub-area results in loss of mission currency
2. Non-Currency in any event in this subarea results in loss of currency only for this subarea.
3. Non-Currency in any event in this subarea results in loss of currency only in that event.
4. Time period between events will not exceed 90 days for qualified contact pilots.
5. FTL A do not exceed 90 days between events. FTL B/C do not exceed 60 days between events. Currency for CMP applies to AC, CP, N, and EWO only. 90/60 day currency for SCA does not apply to NVG landing qualified pilots. 90/60 day NVG landing currency does not apply to FEs.
6. NVG landing qualified pilots will accomplish 100 percent of the landing requirements and a minimum of 2 SCAs. SCAs will not be credited toward [Table 4.4](#) requirements.
7. Normally, pilots/co-pilots should accomplish this event during NVG operations or under IMC conditions. However, pilots who are not certified to fly NVG SCAs may credit this event using non-NVG procedures.
8. Only the pilot or navigator calling the drop may credit this event.
9. AC, CP, NAV, and LM must complete one actual personnel airdrop. For aircrew members in FTL A (except LM), one actual personnel airdrop is required each annual period.

10. Takeoffs and landings may be credited toward basic takeoff and landing requirements and currency for the pilot flying the event.
11. Fifty percent of these events may be logged in a WST if the event has an equivalent TVC, but only for volume, not currency. EWOs may only credit ground radars in the WST when accomplished during a MOST. One ground radar may be credited during each MOST mission.
12. Aircraft commanders must do one landing on NVGs.
13. CRRC may be credited as CDS if airdropped using CDS procedures or as CRS using CRS procedures. LMs in FTL C must accomplish one CDS using a static line retriever winch gate cut.
14. A TF route flown in daylight IMC may be credited toward a night TF event. Navigators and EWOs do not require night to log this event.
15. Pilots will accomplish one actual heavy equipment airdrop and loadmasters will accomplish two actual heavy equipment airdrops. For the pilot requirement, all efforts should be made to ensure load weight exceeds 15,000 lbs. Pilots in FTL A need only accomplish one actual per annual period.
16. Pilots and FEs will accomplish FARP ground training every 12 months (to the end of the month) and an actual FARP is not required. Pilots and FEs non-current in FARP refresher will not accomplish this event. FTL C LMs must complete the event as the tanker panel operator.
17. Non-currency in this event results in loss of close interval formation currency (including close interval airdrop, min interval landing, and simultaneous landing.)

#### **4.15. MC-130P Mission Event Definitions and Accrediting Criteria (Table 4.7).**

4.15.1. Combat Mission Profile. Fly a 30 minute NVG low level route in conjunction with an ARCT/TOT/TOA to an AR (actual or simulated), airdrop (actual or simulated), HAR (actual or simulated), or airland event. TOT/TOA criteria for airland or airdrop is +/- 30 seconds. ARCT criteria for HAR is on time to one minute late. ARCT criteria for AR is one minute early to on-time. Pilots must be at the controls for 30 minutes each to log the event and the right navigator must accomplish an altitude update and an IDS update. Include a realistic threat scenario and at least one aircraft defensive maneuver for each event. DSOs will credit this event during any portion of a tactical mission in which they provide inputs that enhance a crew's situational awareness and support defense of the aircraft. Any mission in an actual threat environment may credit a CMP.

4.15.1.1. Squadron Intelligence Officers will brief the crew on a realistic threat scenario using the Aircrew Intelligence Training (AIT) courseware or other reliable source. Not applicable to AETC units.

4.15.1.2. Mountain NVG Low Level. Accomplish IAW AFI 11-2MC-130, Volume 3 and AFTTP 3-3.33. Plan and fly a minimum 30-minute route segment as part of a low level mission. Credit this event if the terrain requires significant terrain avoidance for 30 minutes or more. The pilot and co-pilot each must be on the controls for 30 minutes to log the event. The left navigator and right navigator may credit the same event provided they were occupying their crew station.

4.15.2. HAR. Accomplish IAW applicable volume(s) of AFI 11-2MC-130, AFTTP 3-3.33, and the appropriate technical orders. Pilots may credit any type of rendezvous to an actual aircraft target for this event. Only the pilot flying the rendezvous may credit this event. Navigators must use an electronic aid to direct the aircraft in order to credit this event. Only the navigator directing the rendezvous may credit this event. FEs must complete the Air Refueling checklist to credit the event. LMs must have actual contact to credit this event. Fuel does not have to be transferred to receive credit.

4.15.3. Airland Operations. Pilots and CPs will accomplish this training in their respective crew positions and comply with procedures IAW applicable volume(s) of AFI 11-2MC-130 and AFTTP 3-3.33. Pilot requals who were previously qualified in airland operations within 24 months may be trained and evaluated to a normal runway, simulate shortfield operations. Outside 24 months, conduct requalification IAW AFI 11-2MC-130 Volume 2.

4.15.3.1. Maximum Effort Landings. These may be credited when accomplished on surfaces that meet the criteria prescribed in applicable volume(s) of AFI 11-2MC-130, Volume 3 and AFTTP 3-3.33. Landing zones should normally be 3,500 feet or less. When conducting this training to a normal runway, simulate the landing to a shortfield by thoroughly briefing appropriate shortfield procedures and runway markings for the simulated landing zone. Landings may be credited only when the point of touchdown is within the applicable zone and in which the aircraft can be stopped at the prebriefed location or can turn off the runway at the planned exit location. Do not credit go-arounds. Maximum effort landings may be used to credit **Table 4.4.** landing requirements.

4.15.3.2. Maximum Effort Takeoffs. Accomplish takeoffs IAW applicable volume(s) of AFI 11-2MC-130, Volume 3 and AFTTP 3-3.33. Maximum effort takeoffs may be used to credit **Table 4.4.** takeoff requirements.

4.15.3.3. NVG Landing. Accomplish IAW applicable volume(s) of AFI 11-2MC-130, Volume 3 and AFTTP 3-3.33. Blacked-out landing zones will be used to the maximum extent possible. NVG landings may be used to credit **Table 4.4.** landing requirements. NVG touch-and-go landings may credit NVG takeoff and NVG landing. NVG Landings can dual credit Total Maximum Effort Landings (night) if flown to a 500' zone on a marked runway. Do not dual credit landings to unmarked, blacked-out runways.

4.15.3.4. NVG Takeoff. Accomplish IAW AFI 11-2MC-130, Volume 3 and AFTTP 3-3.33. NVG takeoffs flown using max effort procedures may be credited toward Total Maximum Effort Takeoffs (night). NVG takeoffs may be used to credit **Table 4.4.** takeoff requirements.

4.15.3.5. SCA. Accomplish IAW applicable volume(s) of AFI 11-2MC-130, Volume 3 and AFTTP 3-3.33. SCAs may be credited if the pilot determines a landing could be made from the approach after reaching the minimum descent altitude (MDA) and prior to the missed approach point (MAP). Only the pilot flying the approach and left navigator may credit this event. Pilots will not credit SCAs toward **Table 4.4.** approach requirements.

4.15.3.6. NVG Go-Around. Accomplished in conjunction with an approach to an NVG landing event in which either an actual or simulated missed approach must be executed. Initiate the go-around at a safe altitude and airspeed.

4.15.3.7. INFIL/EXFIL. The immediate off/onloading of personnel or equipment on the runway or taxiway. This offload and onload method is employed by two LMs at night during NVG operations using canary slides/ground loading ramps. Minimum requirements are to complete the INFIL/EXFIL checklist while off/onloading personnel or any vehicle certified for rapid INFIL/

EXFIL. At least one event per semiannual period must be accomplished using a four-wheeled vehicle or helicopter.

4.15.4. Formation HAR (MC-130P): Complete a fixed-wing rejoin with another MC/HC-130 and fly 15 minutes in the wing position then complete a HAR rendezvous in the wing position IAW AFI 11-2MC-130, Vol 3 and AFTTP 3-3.33. Only the pilot at the controls may credit the event. Pilots may credit all but one of the required rendezvous using simulated helicopters. Pilots may dual log HAR if they meet the requirements of that event. Pilots non-current in this event will not fly formation and will only fly single ship HAR

4.15.4.1. Weather Penetration/Helicopter Lost Contact. If performed on a low-level route, conduct inadvertent weather penetration procedure IAW AFI 11-2MC-130, Volume 3 and AFTTP 3-3.33. If in formation, include separation and position keeping for a minimum of one leg and a formation rejoin. Only the navigator directing the position keeping using the radar may credit this event. If performed on the HAR track, conduct contact lost, no visual contact, or lost visual contact procedure IAW T.O. 1-1C1-20.

4.15.4.2. Formation Downwind/Overhead Recoveries. Conduct IAW AFI 11-2MC-130, Volume 3 and AFTTP 3-3.33. May be flown single ship; however, attempt to accomplish in formation. The group commander will determine the number of pilots who maintain this qualification. Loss of currency for this event may fly formation HAR but must recover single ship. Pilots who are non-current in this event must re-establish currency by accomplishing a formation recovery under the supervision of an IP or retrain to a 3C level if noncurrency exceeds 6 months. Pilots non-current in this event may practice recovery procedures while single ship only (do not log in ARMS).

4.15.5. Airdrop Operations. Accomplish IAW applicable volume(s) of AFI 11-2MC-130 and AFTTP 3-3.33. An Actual Airdrop must be scored and can either be a Personnel, bundle, or CDS drop. Credit all airdrops that land within 300 meters of the aim point as successful. Pilots may credit airdrops when performing pilot or CP duties. An off drop zone drop is not a successful drop. Additional training is at the discretion of the unit's operations officer.

4.15.5.1. Pilots and Navigators may credit up to 50 percent of their Total Airdrop (per semiannual) requirement with SATB drops.

4.15.5.2. Pilots may credit up to 50 percent of each type of airdrop with simulated airdrops (airdrops with a semi-annual requirement of one may not be credited by simulated airdrops).

4.15.5.3. Navigators must compute a CARP or HARP to credit an airdrop.

4.15.5.4. LMs must complete an actual drop for credit.

4.15.6. AR. Crewmembers will accomplish rendezvous, contact (except navigators), and post air refueling procedures to receive credit. Contact qualified pilots must maintain 10 minutes of contact time with no more than two inadvertent disconnects after initial contact. Contact qualified pilots may credit refueling events from either pilot seat. Co-pilots need only accomplish the rendezvous and maintain a stable pre-contact position. A second pilot and/or FE may log an AR without an extra rendezvous as long as 1 mile of separation is obtained from the tanker between events.

4.15.7. Electronic Warfare Operations:

4.15.7.1. Ground Radar Event. Engagement with a ground or shipborne SAM/AAA radar site, on board Imbedded Electronic Warfare System (IEWS), or radar simulator. Multiple events per sortie

may be credited if engagements are clearly distinct with respect to time and tactical situation. Each event will include a minimum of 15 minutes activity. Both navigators may credit this event if actively involved with the engagement. This event may be credited in the WST.

4.15.7.2. Expendable Events. Normally, accomplish these events in conjunction with ground radar events, or during aircraft defensive maneuvers versus ground-based threat simulators. Program and drop chaff or flares to credit an event. This event may be credited in the WST.

#### 4.15.8. Communications Events:

4.15.8.1. Secure Voice. Load the secure voice device IAW the appropriate checklists/instructions. Establish two-way contact in both the clear and secure modes. This may be accomplished to any station, including another member of your formation. Only one of each type of secure system may be logged per mission.

4.15.8.2. Authentication. Challenge and reply with a distant station. Only one event may be credited per mission.

4.15.8.3. Anti-jam. Set up and operate the radio in anti-jam mode (HAVE QUICK or SINC-GARS). Establish contact with a distant station and pass a message in the active anti-jam mode. Only one event per mission may be logged.

4.15.8.4. Command/Control Comm. Command/Control comm event can be logged for any mission where an execution checklist or mission brevity codes are utilized for command and control. Maximum of one event per flight may be logged.

4.15.8.5. Tactical Comm. Tactical comm event can be logged for any mission where comm is established with a CCT, STS, LZC, DZC or other similar ground party during mission events. Maximum of one event per flight may be logged.

4.15.8.6. NVG Scanner. NVG scanner event can be logged for any mission where the ACS performs scanning duties during aircraft taxi or actual/simulated threats. Maximum of one event per flight may be logged.

4.15.8.7. ATC Comm Event. ATC communications event may be logged for any mission where comm is established with an ATC agency, including tower, approach, Air Route Traffic Control Center (ARTCC), Oceanic Area Control (OAC), etc. Maximum one event per flight may be logged.

4.15.9. FARP. Accomplish IAW applicable volume(s) of AFI 11-235, AFI 11-2MC-130 and AFTTP 3-3.33 using NVGs under covert lighting conditions. Event will include establishing a FARP site, scheduled fuel transfer, and break-down. Only tanker FARP events may be credited toward [Table 4.7](#) requirements. When mission requirements dictate, this event may be credited for currency without an actual flight with Group CC written approval.

4.15.9.1. Loadmaster initial FARP certification: Establish FARP site IAW AFI 11-2MC-130V3, AFTTP 3-3.33, and AFI 11-235. Pressurize hoses and accomplish actual fuel transfer to rotary-wing receiver aircraft. Depressurize/Defuel hoses and break-down FARP site. The intent of initial FARP certification is for crew members and HDPs to practice the concepts learned in 3 phases of training. Use of the Forward Area Manifold (FAM) cart is preferred. If actual rotary-wing receiver aircraft abort after mission start, instructors/evaluators may certify individu-

als if all other duties are accomplished. When requirements dictate, this training may be credited without an actual flight with Group CC written approval.

4.15.9.2. Semi-annual currency requirements: Same as initial certification requirements except actual receiver aircraft not required. Loadmaster must perform panel operator duties to credit the event. Actual rotary-wing receiver aircraft are required for HDP annual proficiency training. Unit training managers should monitor loadmaster proficiency and request actual receiver aircraft and FAM cart support when appropriate.

**Table 4.7. MC-130P Semiannual Mission Ready Flying Requirements by FTL.**

<b>REQUIREMENT</b>	<b>[ARMS]</b>	<b>P A/B/C</b>	<b>CP</b>	<b>NAV A/B/C</b>	<b>FE A/B/C</b>	<b>ACS A/B/C</b>	<b>LM A/B/C</b>	<b>DSO A/B/C</b>
<b>CORE MISSION EVENTS</b>								
CMP (Notes 1,5,10)	[CT03]	3/4/6	6	3/4/6	3/4/6	3/4/6	3/4/6	3/4/6
Mountain NVG LL	[LA10]	1/2/3	3	1/2/3				
HAR (Notes 1,10)	[AR20]	2/3/4	3	2/3/4	2/3/4		2/2/2	
Night HAR (Note 11)	[AR21]	1/2/2	1	1/2/2	1/2/2		1/1/1	
Formation HAR (Note 3)	[F106]	2/3/3	3					
Night Formation HAR	[F109]	2/3/3	2					
Weather Penetration/Helo Lost Contact (Note 16)	[F104]	2/2/2	2	2/2/2				
Airland Operations (Note 9)								
Total Max Effort Takeoffs(Note 2)	[ME01]	3/4/6	6					
Night	[ME02]	2/3/4	4					
Total Max Effort Landings(Note 2)	[ME03]	3/4/6	6					
Night (Note 5)	[ME04]	2/3/4	4					
Self Contained Approach (Notes 2,5,6,10,18)	[NV02]	2/3/4	2	3/4/6				
Go Around (Note 18)	[NV03]	1/1/1	1	1/1/1				
Total Airdrops (Notes 3,7)	[AD01]	2/3/4	4	2/3/4			2/2/3	
Personnel (Note 8)	[AD03]	1/1/1	1	1/1/2			1/1/1	
CDS (Note 12)	[AD04]	1/1/1	1				1/1/2	
Night	[AD13]	1/2/2	2	1/2/2				
Electronic Warfare Events (Note 3,17)								
Gnd Radar	[EW02]			1/1/1				

REQUIREMENT	[ARMS]	P A/B/C	CP	NAV A/B/C	FE A/B/C	ACS A/B/C	LM A/B/C	DSO A/B/C
Expendable	[EW04]			1/1/1				
Communication Events (Notes 1,10)								
Authentication	[CS05]					3/4/6		
Secure Voice	[CS08]					3/4/6		
Anti-Jam	[CS11]					3/4/6		
ATC Comm	[CS12]					3/4/6		
Command/Control Comm	[CS13]					3/4/6		
Tactical Comm	[CS14]					3/4/6		
NVG Scanner	[CS15]					3/4/6		
<b>SPECIAL MISSION EVENTS</b>								
Total AR (Notes 2,4)	[AR22]	2/4/4			1/2/2			
Night AR	[AR23]	1/2/2						
NVG Airland Ops (Notes 2,6,9)								
Takeoff	[NV01]	3/4/6						
Landing (Notes 5,13)	[NV05]	3/4/6			2/3/4			
Go-Around (Note 18)	[NV03]	1/1/1	1	1/1/1				
Infil/Exfil (Note 3)	[NV04]						1/1/1	
Formation Downwind Recovery (Note 3)	[F105]	1/2/2						
Formation Overhead Recovery (Note 3)	[F107]	1/2/2						
FARP (Notes 3,14,15)	[AR24]						1/1/1	
High Alt Airdrop (Note 3)	[AD05]			1/1/1				

**NOTES:**

1. Non-Currency in any event in this sub-area results in loss of mission currency.
2. Non-Currency in any event in this subarea results in loss of currency only for this subarea.
3. Non-Currency in any event in this subarea results in loss of currency only in that event.
4. Time period between events will not exceed 90 days for qualified contact pilots.
5. FTL A do not exceed 90 days between events. FTL B/C do not exceed 60 days between events. Currency for CMP applies to AC, CP, N, and EWO only. 90/60 day NVG landing currency does not apply to FEs.
6. SCAs will not be credited toward [Table 4.4](#) requirements.
7. May credit 50 percent of these events by SATB drops. Exception: LMs comply with stated requirements.
8. AC, CP, NAV, and LM must complete one actual personnel airdrop. For aircrew members in FTL A (except LM), one actual personnel airdrop is required each annual period.
9. Takeoffs and landings may be credited toward basic takeoff and landing requirements and currency for the pilot flying the event.
10. Fifty percent of these events may be logged in a WST if the event has a TVC of 1, but only for volume, not currency.
11. Accomplish using min comm procedures.
12. CRRC may be credited as CDS if airdropped using CDS procedures. Level C LMs must complete a minimum of one CDS using a static line retriever winch gate cut.
13. NVG Landings can dual credit Total Max Effort Landings (Night) if flown to a 500' zone on a marked runway. Do not dual credit landings to unmarked blacked-out runways. NVG takeoffs flown using max effort procedures may be credited toward Total Max Effort Takeoffs (Night).
14. Designated Crews.
15. Pilots and FEs will accomplish FARP ground training every 12 months (to the end of the month) and an actual FARP is not required. Pilots and FEs non-current in FARP refresher will not accomplish this event. FTL C LMs must accomplish as the tanker Panel Operator.
16. Non-currency in this event results in loss of formation currency.
17. 58 SOW instructors may log this event in the WST.
18. Normally, pilots/copilots should accomplish this event during NVG operations. However, pilots who are not certified to fly NVG airland may credit this event using non-NVG procedures.

**4.16. C-130E/H Mission Event Definitions and Accrediting Criteria ([Table 4.8](#)).**

- 4.16.1. CMP. A CMP will include low level enroute time of at least 30 minutes and will incorporate a TOT/TOA to one of the following: an airdrop (actual or simulated) or airland event. TOT/TOA crite-

ria for airdrop or airland is +/-30 seconds. Include a realistic threat scenario and at least one defensive maneuver to credit a CMP.

4.16.1.1. NVG Low Level. Fly at least a 30 minute route during periods of darkness on NVGs. Each pilot must be at the controls for 30 minutes to log this event.

4.16.1.1.1. Mountain NVG Low Level. Accomplish IAW AFI 11-2MC-130, Volume 3 and AFTTP 3-3.33. Credit this event if the terrain requires significant terrain avoidance for 30 minutes or more. The pilot and co-pilot each must be on the controls for 30 minutes to log the event.

4.16.2. Airland Operations. Pilots and CPs will accomplish this training in their respective crew positions and comply with procedures IAW applicable volume(s) of AFI 11-2MC-130 and AFTTP 3-3.33. Pilot requals who were previously qualified in airland operations within 24 months may be trained and evaluated to a normal runway, simulate shortfield operations. Outside 24 months, conduct requalification IAW AFI 11-2MC-130 Volume 2.

4.16.2.1. Maximum Effort Landings. These may be credited when accomplished on surfaces that meet the criteria prescribed in applicable volume(s) of AFI 11-2MC-130, Volume 3 and AFTTP 3-3.33. Landing zones should normally be 3,500 feet or less. When conducting this training to a normal runway, simulate the landing to a short field by thoroughly briefing appropriate shortfield procedures and runway markings for the simulated landing zone. Landings may be credited only when the point of touchdown is within the applicable zone and in which the aircraft can be stopped at the prebriefed location or can turn off the runway at the planned exit location. Do not credit go-arounds. Maximum effort landings may be used to credit [Table 4.4](#). landing requirements.

4.16.2.1.1. Heavyweight Maximum Effort Landings. Accomplish a Maximum Effort Landing at a minimum gross weight of 115,000 pounds.

4.16.2.2. Maximum Effort Takeoffs. Accomplish takeoffs IAW applicable volume(s) of AFI 11-2MC-130, Volume 3 and AFTTP 3-3.33. Maximum effort takeoffs may be used to credit [Table 4.4](#). takeoff requirements.

4.16.2.3. NVG Landing. Accomplish IAW applicable volume(s) of AFI 11-2MC-130, Volume 3 and AFTTP 3-3.33. Blacked-out landing zones will be used to the maximum extent possible. NVG landings may be used to credit [Table 4.4](#). landing requirements. NVG Landings can dual credit Total Maximum Effort Landings (night) if flown to a 500' zone on a marked runway. Do not dual credit landings to unmarked, blacked-out runways.

4.16.2.4. NVG Takeoff. Accomplish IAW AFI 11-2MC-130, Volume 3 and AFTTP 3-3.33. NVG takeoffs flown using max effort procedures may be credited toward Total Maximum Effort Takeoffs (night). NVG takeoffs may be used to credit [Table 4.4](#). takeoff requirements.

4.16.2.5. SCA. Accomplish IAW applicable volume(s) of AFI 11-2MC-130, Volume 3 and AFTTP 3-3.33. SCAs may be credited if the pilot determines a landing could be made from the approach after reaching the minimum descent altitude (MDA) and prior to the missed approach point (MAP). Only the pilot flying the approach and navigator may credit this event. Pilots will not credit SCAs toward [Table 4.4](#). approach requirements.

4.16.2.6. NVG Go-Around. Accomplished in conjunction with an approach to an NVG landing event in which either an actual or simulated missed approach must be executed. Initiate the go-around at a safe altitude and airspeed.

4.16.2.7. INFIL/EXFIL. The immediate off/onloading of personnel or equipment on the runway or taxiway. This offload and onload method is employed by two LMs at night during NVG operations using canary slides/ground loading ramps. Minimum requirements are to complete the INFIL/EXFIL checklist while off/onloading personnel or any vehicle certified for rapid INFIL/EXFIL. At least one event per semiannual period must be accomplished using a four-wheeled vehicle or helicopter.

4.16.2.8. Random Steep/Shallow Recoveries. Before performing these maneuvers unsupervised, all pilots will first demonstrate one of each event to the satisfaction of an IP. Accomplish IAW AFI 11-2-C130 Vol 3, or AFI 11-2MC-130 Vol 3 (if published).

4.16.3. Airdrop Operations. Accomplish IAW applicable volume(s) of AFI 11-2MC-130 and AFTTP 3-3.33. The pilot, co-pilot, and navigator may credit a single airdrop. Credit all airdrops that land within 300 meters of the aim point as successful. An off drop zone drop is not a successful drop.

4.16.3.1. Pilots can credit all actual or standard airdrop training bundle (SATB) airdrops except where noted in **Table 4.8**. Up to 50 percent of each type drop may be credited by simulated drops (airdrops with a semi-annual requirement of 1 may not be credited by simulated airdrops).

4.16.3.2. Navigators may credit all actual and up to 50 percent of semiannual requirements with SATB drops. A Computed Air Release Point (CARP) or High Altitude Release Point (HARP) must be computed to credit an airdrop.

4.16.3.3. LM must fulfill each event by an actual drop. Combat Rubber Raiding Craft (CRRC) drops may be credited as CDS if airdropped using CDS procedures.

**Table 4.8. C-130E/H Semiannual Mission Ready Flying Requirements by FTL.**

REQUIREMENT	[ARMS]	P A/B/C	CP	NAV A/B/C	FE A/B/C	LM A/B/C
<b>CORE MISSION EVENTS</b>						
CMP (Notes 1,5,11)	[CT03]	4/6/8	8	4/6/8	3/4/6	3/4/6
NVG Low Level (Note 3)	[LA01]	2/3/4	4	2/3/4		
Mountain NVG LL	[LA10]	1/2/2	2	1/2/2		
Airland Operations (Note 10)						
Total Max Effort Takeoff(Note 2)	[ME01]	3/4/6	4			
Night	[ME02]	2/3/4	2			
Total Max Effort Landing(Note 2)	[ME03]	3/4/6	4			
Night (Note 5)	[ME04]	2/3/4	2			
Heavyweight Max Effort Landing		1/2/3				
Self Contained Approach(Notes 2,5,6,7,11)	[NV02]	2/3/3	6	6/9/12		
Go-Around (Notes 7,11)	[NV03]	2/2/3	3	2/2/3		

REQUIREMENT	[ARMS]	P A/B/C	CP	NAV A/B/C	FE A/B/C	LM A/B/C
Infil/Exfil (Note 3)	[NV04]					1/1/1
Random Steep Recovery	[P064]	1/1/1	1			
Random Shallow Recovery	[P065]	1/1/1	1			
Total Airdrops (Note 3)	[AD01]	4/6/8	8	4/6/8		5/5/8
Personnel (Note 9)	[AD03]	1/1/2	2	1/1/2		1/1/1
Heavy Equipment (Note 15)	[AD12]	1/1/1	1			1/1/2
CDS (Note 13)	[AD04]	1/1/2	2			1/1/2
NVG CARP (Note 8)	[AD02]	1/1/2		1/1/2		
<b>SPECIAL MISSION EVENTS</b>						
NVG Airland Ops (Notes 2,6,10)						
Takeoff	[NV01]	3/4/6				
Landing (Note 5)	[NV05]	3/4/6			2/3/4	

**NOTES:**

1. Non-Currency in any event in this sub-area results in loss of mission currency
2. Non-Currency in any event in this subarea results in loss of currency only for this subarea.
3. Non-Currency in any event in this subarea results in loss of currency only in that event.
4. Not Used
5. FTL A do not exceed 90 days between events. FTL B/C do not exceed 60 days between events. Currency for CMP applies to AC, CP, and Nav only. Currency for SCA does not apply to NVG landing qualified pilots. NVG landing currency does not apply to Fes.
6. NVG landing qualified pilots will accomplish 100 percent of the landing requirements and a minimum of 2 SCAs. SCAs will not be credited toward [Table 4.3](#) requirements.
7. Normally, pilots/co-pilots should accomplish this event during NVG operations. However, pilots who are not certified to fly NVG SCAs may credit this event using non-NVG procedures.
8. Only the pilot or navigator calling the drop may credit this event.
9. AC, CP, NAV, and LM must complete one actual personnel airdrop. For aircrew members in FTL A (except LM), one actual personnel airdrop is required each annual period.
10. Takeoffs and landings may be credited toward basic takeoff and landing requirements and currency for the pilot flying the event.

11. Fifty percent of these events may be logged in a WST if the event has a TVC of 1, but only for volume, not currency.
12. Not Used.
13. CRRC may be credited as CDS if airdropped using CDS procedures. LMs in FTL C must accomplish one CDS using a static line retriever winch gate cut.
14. Pilots will accomplish one actual heavy equipment airdrop and loadmasters will accomplish two actual heavy equipment airdrops. For the pilot requirement, all efforts should be made to ensure load weight exceeds 15,000 lbs. Pilots and LMs in FTL A need only accomplish one actual per annual period.

**Table 4.9. Combatant Commander's Area of Responsibility (AOR) Training Requirements.**  
(Note 1)

<b>Training</b>	<b>CENTCOM</b>	<b>EUCOM</b>	<b>SOUTHCOM</b>	<b>PACOM</b>	<b>NORTHCOM</b>	<b>JFCOM</b>
Level I Force Protection (Note 2)	X	X	X	X	X	X
Weapons Qualification (Note 3)	X	X	X	X	X	X
Threat/Safety/Assessment	X	X	X	X	X	X
Rules of Engage-ment	X	X	X	X		
Ground Crew Defense Ensemble	X	X	X	X		
AERPS	X	X	X	X		
CDTQT	X	X	X	X		
Public Affairs			X	X		
Cultural Training	X					
Human Rights			X			
Self Aid/Buddy Care	X	X (Note 4)	X	X	X	X

<b>Training</b>	<b>CENTCOM</b>	<b>EUCOM</b>	<b>SOUTHCOM</b>	<b>PACOM</b>	<b>NORTHCOM</b>	<b>JFCOM</b>
Preventive Medicine	X	X	X	X	X	X

**NOTES:**

1. For the most current training requirements for each theater, refer to deployment requirements websites (e.g. AEF: <https://aefcenter.acc.af.mil/aefonline/deploy.asp>).
2. AOR update required within three months of deployment date IAW AFI 10-245.
3. Must be current throughout planned tour length to a critical threat area IAW AFI 31-207.
4. Required within 12 months of deployment date for ONW.

## Chapter 5

### UPGRADE/SPECIALIZED TRAINING

**5.1. General.** This chapter identifies the prerequisites and training requirements for qualified aircrew members upgrading to additional levels of qualification.

**5.2. Time Period for Qualification.** The maximum upgrade training period for in-unit aircraft commander, instructor upgrade, and special mission training is four months (12 months for AFRC/ANG), from the date of the first ground training session or first flight (whichever occurs first). Individuals unable to complete upgrade training within these limits may continue training; however, their units will notify HQ AFSOC/DOT (AFRC units through channels to HQ AFRC/DOT, ANG units to HQ ANG/XOT) with a description of the reason for delay and expected completion date (not to exceed an additional 4 months). AETC units will forward this information to HQ AETC/DOFS with informational copies to HQ 19 AF/DOS and HQ AFSOC/DOT.

**5.3. Aircraft Commander Upgrade, General.** The prerequisite flying time levels for upgrade are based on the CP having gained the knowledge and judgment required to effectively accomplish the unit's mission. Unit commanders must ensure their continuation training programs emphasize these areas for their CPs. Flying experience should include left seat time prior to entering formal school upgrade training. Aircraft commander candidates must have acquired an in-depth knowledge of systems, procedures, and instructions prior to entry into the upgrade program. Normally, CPs selected for upgrade should be experienced enough to upgrade from mission ready CP directly to mission ready AC. The upgrade program is primarily designed to teach AC duties, responsibilities, and provides left seat qualification.

#### **5.4. Aircraft Commander Upgrade, Prerequisites:**

5.4.1. If commanders select mission ready CPs to upgrade to basic aircraft qualification AC on an interim basis, the individual will maintain mission ready status as a CP for SORTS purposes until qualified as a mission ready AC. For flying hour prerequisites prior to beginning upgrade to AC refer to [Table 2.1.](#)

5.4.2. CPs must have completed the Aircraft Commander Preparatory Course prior to formal AC upgrade training when applicable. This in-unit training consists of academic and flight training. The courseware should be maintained at each group training office.

#### **5.5. Aircraft Commander Upgrade, Ground and Flight Training Requirements:**

5.5.1. The primary method of AC upgrade is satisfactory completion of the appropriate formal course. AFRC/ANG units may accomplish upgrade in-unit without a waiver. For approved in-unit upgrades, request courseware IAW paragraph [1.6.](#)

5.5.2. CPs upgrading to mission AC must have completed basic aircraft qualification training and evaluation prior to beginning mission qualification flying training (*Exception:* AETC formal school training is conducted IAW the appropriate syllabus of instruction). CPs may be upgraded and certified to basic proficiency only ACs prior to completion of final mission qualification.

**5.6. Aircrew Instructor Program.** A sound and practical aircrew instructor program is a prerequisite for effective training, standardization, and aircraft accident prevention. The aircrew instructor program includes individuals required to perform duties as an instructor for any aircrew position. Individuals designated for instructor duty are authorized to instruct at all levels of qualification.

5.6.1. Select instructors based on their background, experience, maturity, and ability to instruct.

5.6.2. Units are authorized the number of instructors IAW their Unit Manning Document (UMD). This number of instructors may be exceeded by commanders to meet unique circumstances and should be controlled.

**5.7. Instructor Qualifications.** Unit commanders will personally review each instructor candidate's qualifications to ensure the individual possesses the following minimum prerequisites:

5.7.1. Instructional Ability. An instructor is a teacher and must understand the principles of instruction as outlined in the instructor upgrade courseware.

5.7.2. Judgment. Instructors must possess judgment necessary to meet unexpected or induced emergencies and the ability to exercise sound judgment through mature realization of their own, their student's, and the aircraft's limitations.

5.7.3. Personal Qualities. The instructor must have patience, tact, understanding, and the desire to instruct others. Instructors must have a personality which inspires and wins respect of each student.

5.7.4. Technical Knowledge. The instructor must be thoroughly familiar with respective aircraft systems and equipment, normal and emergency operating procedures, and for pilots and FEs, the prohibited maneuvers and aircraft performance under all conditions of flight. Additionally, all instructors must be thoroughly familiar with the applicable portions of USAF and AFSOC flight management, flying training, and flying operations publications.

5.7.5. Flying Experience. Instructors must possess reasonable flying experience to include desired standards of skill and proficiency in both the aircraft and assigned missions. Flying hours alone cannot be accepted as criteria for selection to instructor.

5.7.6. Tactical Experience. The instructor must be familiar with respective aircraft defensive systems and equipment. They must be familiar with how their MDS can be employed in threat areas. They must be familiar with AFTTP 3-1 applicable volumes.

## **5.8. Instructor Responsibilities:**

5.8.1. General. Instructors will be thoroughly familiar with all courseware and contents of the applicable attachments to this instruction for qualification, upgrade, and specialized training they are required to administer.

5.8.1.1. Instructors will review the student's training records, to include records of counseling and other evaluations or progress indicators, prior to performing each training flight or session.

5.8.1.2. Instructors are responsible for a thorough preflight briefing and critique; they will comply with requirements of mission outlines, as appropriate, for the type mission being flown.

5.8.1.3. Instructors must ensure all required upgrade training items are completed and signed off and that the required level of proficiency has been demonstrated before recommending the student for an evaluation or certifying that the student is qualified.

5.8.2. Instructor Pilots. Instructor pilots are responsible at all times for the conduct of the flight and safety of the aircraft. If at any time during the flight the judgment or proficiency of the student at the controls raises a question in the instructor's mind as to the student's ability to safely complete a prescribed maneuver, the instructor will immediately take over the controls of the aircraft. The instructor should then explain and demonstrate proper methods of conducting the maneuver prior to the student resuming control of the aircraft. All instructors will place special emphasis on the procedures for positive identification of emergency conditions before initiating corrective action. In addition, instructors will place a high emphasis on the procedures for positive exchange of control; these procedures will be thoroughly briefed.

5.8.3. Instructor Aircrew Members (Other Than Pilots). Each instructor aircrew member is responsible for the safe execution of the duties of their respective crew position. At any time during the flight, if the judgment or proficiency of the student should raise a question in the instructor's mind as to the student's ability to safely execute the duties of the aircrew position, the instructor will immediately take over these duties. The instructor should then explain and demonstrate the proper method of executing these duties.

5.8.4. Instructor Deficiencies. Instructors who demonstrate deficiencies in their ability to instruct may be used in their primary crew position (provided the deficiency does not involve primary crew duties). Commanders will take the necessary action to either retrain or remove those individuals from instructor status IAW Air Force, AFSOC, and/or AETC directives.

## **5.9. Instructor Upgrade Prerequisites:**

5.9.1. General. Instructors in basic aircraft qualification status may keep basic aircraft qualification instructor status during mission qualification training. However, before they can instruct in mission events, they must finish mission qualification training and satisfactorily complete an instructor flight evaluation on a tactical mission. Total flying hour requirements as posted in flying tables for pilots and FEs are flying hours in that crew position. All other crew positions are specified in their respective paragraphs. Basic FE instructors may be certified as mission ready instructors by their unit commander when they finish mission qualification training.

5.9.2. Initial Candidates. All initial instructor upgrade candidates must be mission ready in their unit's mission for a minimum of 6 months except those identified below:

5.9.2.1. Instructor Pilot. Instructor pilot candidates must have minimum flying time IAW **Table 5.1**.

**Table 5.1. Minimum Hours Required to Upgrade to Instructor Pilot.**

TOTAL HOURS	PMAI HOURS*
Over 2,000	200
1,900-1,999	260
1,800-1,899	320
1,700-1,799	380
1,600-1,699	440
1,500-1,599	500
*Pilots must possess a minimum of 200 hours as an AC on an aircraft with a designated low-level mission. Does not apply to the 58 SOW.	

5.9.2.2. Instructor Navigator. Have a minimum of 1,000 hours total time and at least 100 PMAI hours.

5.9.2.3. Instructor Electronic Warfare Officer. Have a minimum of 500 hours total time and at least 100 PMAI hours.

5.9.2.4. Instructor Flight Engineer. Have the minimum flying time IAW [Table 5.2](#).

**Table 5.2. Minimum Hours Required to Upgrade to Instructor Flight Engineer.**

TOTAL HOURS	PMAI HOURS*
Over 2,000	200
Less than 2,000	400
* Does not apply to the 58 SOW	

5.9.2.5. Instructor Airborne Communications Specialist. Have at least a 5-level primary AFSC, 500 hours total time, and at least 300 PMAI hours.

5.9.2.6. Instructor Direct Support Operator. Have at least 300 total hours total time and at least 100 hours as a DSO.

5.9.2.7. Instructor LM. Have at least a 5-level LM primary AFSC. Additionally, LMs will have a minimum of 1-year experience on AFSOC mission aircraft (EXCEPTION: 58 SOW will comply with all prerequisites except the 1 year experience on AFSOC mission aircraft).

5.9.2.8. AFRC/ANG forces personnel required for in-unit qualification training as designated by the wing or group commander.

**5.10. Ground and Flight Training Requirements.** Before being designated an instructor, candidates will demonstrate to a flight examiner their ability to instruct and perform selected maneuvers and items according to applicable directives. In addition, all candidates will adhere to the following:

5.10.1. Initial instructor candidates will qualify in the applicable Aircrew Training System (ATS) instructor course. (Little Rock AFB, Kirtland AFB, Hurlburt Field, or a combination of these IAW ETCA listed prerequisites for crew position and primary aircraft) Send waiver requests for initial secondary method instructor upgrade training through appropriate channels to HQ AFSOC/DOT. AFRC/ANG units do not require a waiver to conduct in-unit instructor upgrade training using formal school courseware. This courseware may be modified if local training conditions prevent the unit from following the lesson plans; i.e. no simulators.

5.10.1.1. Initial instructor candidates attending the ATS instructor course at Little Rock AFB will complete the applicable ATS Instructor Preparatory Course prior to the instructor qualification course.

5.10.1.2. Initial instructor candidates attending only the ATS instructor course at Kirtland AFB will complete the Flight Instructor Preparatory Course (FIP) at Kirtland AFB prior to the instructor qualification course.

5.10.1.3. Initial instructor candidates attending only the ATS instructor course at Hurlburt Field will complete the Aircrew Instructor Training Course (AIRC) at Hurlburt Field prior to the instructor qualification course.

5.10.2. Enlisted Crewmembers Previously Qualified as Instructors. Enlisted aircrew instructor candidates who have previously attended a formal instructor course for instructor qualification and were certified as an instructor in another US Air Force aircraft may, at the unit commander's discretion, upgrade in-unit without a waiver. Unit commanders determine the training required to complete the upgrade. Units will develop instructor upgrade AF Form 4111 overprints for this training and forward, through channels, to HQ AFSOC/DOT for approval. Unit commanders may still require prior instructors to attend the ATS instructor upgrade course. In-unit instructor upgrades require OG/CC approval. Approval will be documented and a copy sent to HQ AFSOC/DOT.

5.10.3. Instructor Requalification. Instructor candidates who were previously qualified as instructors in their current AFSOC MDS aircraft may requalify directly to instructor status.

5.10.4. Instructor Transfers. Instructor candidates who were previously qualified as instructors in another AFSOC MDS aircraft may be trained in-unit at the discretion of the unit commander.

**5.11. Flight Examiner Upgrade.** Flight examiners are selected from the most qualified and competent instructors. Before being designated as a flight examiner, candidates will demonstrate satisfactory knowledge of command training and evaluation procedures. In addition, they will demonstrate the ability to administer an evaluation IAW AFI 11-2MC-130, Volume 2. Certification will be annotated on AF Form 1381, **USAF Certification of Aircrew Training**.

5.11.1. Conduct training IAW applicable AF Form 4111.

**5.12. Special Mission Qualifications.** The commander will select those aircrew members qualified in the unit's mission to maintain additional special qualifications. Personnel previously special event qualified (to include pilots previously special event qualified as CPs) may requalify by demonstrating proficiency and accomplishing a flight evaluation, if applicable. Noncurrent aircrew members who go

unqualified after six months of noncurrency in an instructor certified event, are requalified through instructor certification. Instructors are authorized to teach any special qualifications in which they are qualified and current unless specifically restricted. Conduct evaluations and certification for special events IAW AFI 11-2MC-130, Volume 2, applicable AF Form 4111, and **Table 5.3**.

5.12.1. Air Refueling Contact (AR) Qualification. Conduct IAW the appropriate AF Form 4111 followed by a special mission evaluation IAW AFI 11-2MC-130, Volume 2. AR contact pilots may be trained and qualified in both seats. AR pre-contact qualification is an instructor certified event. Units may select highly qualified pre-contact qualified pilots and CPs for upgrade to contact qualification. Upon completion of training and evaluation, these pilots will maintain currency IAW AR AC criteria.

5.12.2. Helicopter Air Refueling (HAR) Qualification. Conduct IAW the appropriate AF Form 4111 followed by a special mission evaluation IAW AFI 11-2MC-130, Volume 2.

5.12.3. Threat Penetration Altitude (MC-130P). A certified instructor pilot will conduct this training IAW AFI 11-MC-130, Volume 3. Only mission qualified pilots will be certified to fly at these altitudes, copilots may occupy the copilots seat during this training. Make a "Threat Penetration Altitude" entry in the AF Form 1381.

### **5.13. Dual/Multiple Qualification Ground and Flight Training Requirements:**

5.13.1. The primary method of dual qualification upgrade ground training is satisfactory completion of the appropriate formal course. For approved in-unit upgrades, request courseware IAW paragraph **1.6**.

5.13.2. The primary method of dual qualification upgrade flight training is satisfactory completion of approved in-unit training and the guidance below:

5.13.2.1. Flying training lessons will be conducted IAW the applicable syllabus and this instruction.

5.13.2.2. Flying training lessons should be completed sequentially. If mission scheduling or student progress dictates otherwise, the training sequence may be changed by the unit commander.

5.13.2.3. There should be minimum time lapse between training missions, and every effort should be made to complete mission qualification training requirements within 120 days.

5.13.2.4. Crewmember requirements may be conducted on training or operational missions under the supervision of an instructor. Comply with restrictions in AFI 11-2MC-130, Volume 3.

5.13.2.5. Conduct flight evaluation IAW AFI 11-2MC-130, Volume 2.

### **5.14. Functional Check Flight (FCF):**

5.14.1. Conus units should use the formal training FCF course at the 19 SOS when available. The FCF course is in two parts. Part one includes academic and WST training at the 19 SOS using AFSOC approved syllabus and courseware. Part two; the unit IAW HFI 11-201, Chapter 8, and the approved AF FORM 4111, will conduct the completion of FCF training. FCF training requires instructor certification on the AF 1381 that is filed in the individuals FEF.

**Table 5.3. Special Mission Evaluations and Instructor Certified Events.**

SPECIAL MISSION EVALUATIONS	MC/P	MC/E	MC/H
Helicopter Air Refueling (P)		X	
Air Refueling Contact (P,CP)	X	X	X
NVG Landing (P) (Note 1)	X	X	X
NVG SCA (LN)	X		
INSTRUCTOR CERTIFIED EVENTS	MC/P	MC/E	MC/H
Basic Aircraft Qual Instructor Pilot (P)		X	
BLU-82 (LM)		X	X
C-130E (P,CP,N,FE, LM) (Note 5,6)	X	X	X
MC-130E Difference (LM)			X
MC130H Difference (LM)		X	
CDS (P,CP)	X		
Close Interval Operations (P, CP, N, FE) (Note 2)			X
FARP (P, FE, LM)	X	X	X
FCF/OCF (P, FE) (Note 8)	X	X	X
Formation (P,CP,N)		X	
Formation (FE)	X		
Formation Downwind Recovery (P)	X		
Formation Helicopter Refueling (P,CP)		X	
Formation Overhead Recovery (P)	X		
Helicopter Loading (LM)	X	X	X
Helicopter Air Refueling (CP,N,FE,LM)		X	
High Altitude Airdrop (N)	X	X	X
Infil/Exfil (LM)	X		

INSTRUCTOR CERTIFIED EVENTS	MC/P	MC/E	MC/H
Air Refueling Instructor (P)	X	X	X
Air Refueling Precontact (P,CP)	X	X	X
Air Refueling (N)		X	X
Air Refueling (LM)	X		
Air Refueling (N,FE) (Note 4)	X	X	X
NVG Airland (FE)	X	X	
NVG Airland Instructor (P)	X	X	X
NVG HUD (P,CP) (Note 5)	X	X	
NVG SCA (P,CP)	X	X	
Threat Penetration Altitude (P)	X		
Touch and Go Landings (P) (Note 3)	X	X	X

**NOTES:**

1. Also applies to C-130E/H.
2. Pilots will be designated as "Close Interval Operations/MP" (Mission Pilot) or "Close Interval Operations/MC" (Mission Co-pilot) certified.
3. Aircraft Commanders must possess a minimum of 100 hours in command of C-130 type aircraft prior to certification.
4. Basic IN's may instruct AR.
5. This qualification should only be entered on the AF Form 1381 if the individual became qualified by conversion training IAW para 2.6. Individuals who became qualified through a flight evaluation do not require this entry.
6. Excludes MC-130H Navigators.
7. (MC-130P) Required if not completed as part of SOFI conversion training.
8. Other crew positions may be qualified at unit commander discretion.

## Chapter 6

### AIRCREW TRAINING RECORD

**6.1. General.** The AF Form 4109, Special Operations Aircrew Training Folder, contains the AF Forms 4110, Comments - Special Operations Training Record, and the applicable AF Form 4111, Special Operations Training Record, for the type training and aircrew position. Comply with the following instructions for management of the AF Form 4109. Formal schools training AFSOC aircrews will use their command's equivalent forms. Instructions for completing the formal school courseware are contained in AETCI 36-2205 and 58 SOWI 36-2201.

6.1.1. Initiate an AF Form 4109 for any aircrew member beginning:

6.1.1.1. An ETCA formal school (either by primary or secondary method).

6.1.1.2. Theater/unit indoctrination.

6.1.1.3. Special mission event upgrade training.

6.1.1.4. Corrective action required as a result of a flight evaluation other than end-of-course evaluations. This requirement may be waived by the unit commander if corrective action is limited and would not warrant the initiation of a training folder. If initiated, the flight examiner who evaluated the aircrew member will enter comments pertinent to the training deficiency on the AF Form 4110.

6.1.2. Do not insert training forms in flight evaluation folders.

6.1.3. Maintain "active" AF Forms 4109 in a location readily accessible to instructors, trainers, supervisors, and the individual aircrew members in training. Training folders should be maintained in the squadron that students are assigned or attached to for flying.

6.1.4. Formal schools will, after the student's graduation, send the AETC or AF Form 4109 to the student's gaining unit.

6.1.5. Unit training managers will retain AF Forms 4109 from formal school training and in-unit upgrades for 1 year.

6.1.6. The instructor is responsible for documentation placed in the training folder for the aircrew member receiving training. The training folder must be available for the student to review.

**6.2. Instructions for Documenting Aircrew Training (Form 4109).** Comply with the following instructions for documenting aircrew member training in the AF Form 4109, Special Operations Aircrew Training Record.

6.2.1. Student Information (Cover). Provides student and course information.

6.2.1.1. Name/Grade. Self-explanatory.

6.2.1.2. Aircrew Position. Enter current aircrew position and level of qualification. For aircrew members in an upgrade program, enter aircrew position to which they are upgrading.

6.2.1.3. Unit of Assignment. Self-explanatory.

6.2.1.4. Type of Training. Enter formal course title or for special mission event qualification, enter type; i.e. Air Refueling, High Altitude Airdrop, NVG Landings, etc.

6.2.1.5. Course Number. Enter only ETCA formal course number, otherwise leave blank.

6.2.1.6. Class Number. Enter formal school class number; otherwise, leave blank.

6.2.2. Ground Training Summary (Inside Left). This section provides a chronological record of ground training events. Record non-flying training events. Entries are required for special function trainer (SFT), celestial training device (CTD) training, part task trainer (PTT), cockpit procedures training (CPT), weapon system trainer (WST), mission rehearsal device (MRD), satellite navigation station (SNS) training, and ground training (GT). Entries are not required for in-unit academic instruction conducted IAW formal school courseware.

6.2.2.1. Date. Self-explanatory.

6.2.2.2. Training Period. Enter sequentially numbered training period designators; i.e. PTT-1, CPT-3, WST-2, GT-1, etc.

6.2.2.2.1. Status. Fill out if other than complete.

6.2.2.3. Instructor or Trainer (Qual). Enter name of the instructor or trainer and aircrew qualification; i.e. EN, AC, EF, etc.

6.2.2.4. Training Time. Self-explanatory. Do not include time normally associated with prebriefing and debriefing SFT, CTD, PTT, CPT, WST, MRD or SNS training missions.

6.2.3. Written Evaluations. Record data on written evaluations required by the training program.

6.2.3.1. Date. Enter date that written evaluation was completed.

6.2.3.2. Type. Enter AFI 11-2MC-130 Vol 2 description or other appropriate identifier.

6.2.3.3. Grade. Make entry IAW AFI 11-2MC-130 Vol 2.

6.2.4. Flying Training Summary (Inside Right). This section provides a chronological record of flying training events. Record flight training events, both on training sorties and operational missions. Log all events scheduled, even if canceled by external factors (WX, MX).

6.2.4.1. Date. Self-explanatory. On operational missions, enter inclusive dates.

6.2.4.2. Training Period. Enter sequentially numbered training period designators; i.e., P-1, T-1, T-2, etc.

6.2.4.3. Status. Use the following codes to indicate student status:

6.2.4.3.1. Satisfactory (S). The student met or exceeded all the listed required proficiency levels (RPL) for that training period. Student advances to the next programmed lesson or training period. When using AF Form 4111 without pre-printed RPLs for each training period, instructors will use judgment to determine overall student status.

6.2.4.3.2. Training Record (T). The student fell below the listed RPL for one or more job elements. The job element was not graded below standard last time it was graded and additional training periods that include that job element remain in that phase. The student advances to the next programmed lesson or training period. When using AF Form 4111 without pre-printed RPLs for each training period, instructors will use judgment to determine overall student status.

6.2.4.3.3. Unsatisfactory (U). The student fell below the listed RPL on the same job element for two consecutive training periods, or fell below the listed RPL on any job element and no training periods remain prior to an evaluation, or if dangerous tendencies are noted. When using AF Form 4111 without pre-printed RPLs for each training period, instructors will use judgment to determine overall student status. The student requires a progress review before scheduling any additional training.

6.2.4.3.4. Incomplete (I). The overall grade will be incomplete under one of the following conditions:

6.2.4.3.4.1. All required training period job elements were not graded, the student has not previously attained the RPL of the missed job elements, and the RPL changes to a higher level on the next training period or it is the last training period in a block or phase. The student will repeat the lesson or training period.

6.2.4.3.4.2. The student was graded "I" on the previous training period and the missed job element(s) could not be accomplished during the current training period. The student will repeat the lesson or training period.

**NOTE:** Enter "I" for incomplete missions followed by the reason. Use the following codes: "MX" for maintenance abort or delay, "OPS" for an operations abort or delay, "SYM" for sympathetic abort or delay, "WX" for weather abort or delay, or "IN" for student requirements being incompatible with the sortie being flown. All entries of "I" will be fully explained on the AF Form 4110.

6.2.4.3.5. Proficiency Advancement (P). Awarded in lieu of actual job element accomplishment when warranted by student's previous performance and knowledge. The student advances to the next programmed lesson or training period.

6.2.4.3.6. Exceptional (E). The student met or exceeded all RPLs and events in an exceptional manner.

6.2.4.3.7. Other (X). Flying performed without accomplishing job elements, for example, an AC-130HPMQ student who flies on a mission to support depot input/output on a trip to Robins AFB.

**NOTE:** Remedial training will be numbered the same as the deficient academic, simulator, or flying lesson followed by an "R" (Example: T4-R-1, T4-R-2, etc.). Remedial training flights resulting from Q2 or Q3 flight evaluations will also be numbered with an "R".

6.2.4.4. Instructor/Trainer (Qual). Enter name of the instructor or trainer and aircrew qualification.

6.2.4.5. Mission Time. Enter the total flight time of the training or operational mission in the top half of the block. If documentation of seat time is required, enter the time the student actually received instruction during the flight in the lower half of the block.

6.2.4.6. Cumulative Time. Use this block to enter the individual's total cumulative flight time in the specific training course. Enter total cumulative instruction time in the top half of the block. For courses requiring documentation of seat time, enter the total cumulative instruction time in the lower half of the block. The cumulative time block may start with total individual time when total time is a criteria to begin an upgrade.

6.2.5. Performance Evaluation Summary. Record data on required evaluations including reevaluations (if applicable).

6.2.5.1. Date Recommended. Enter date recommended for a performance evaluation (CPT, WST, flight).

6.2.5.2. Type Evaluation. Enter AFI 11-2MC-130 Vol 2 evaluation description or other appropriate identifier.

6.2.5.3. Instructor/Trainer (Qual). Enter name of instructor or trainer and aircrew qualification.

6.2.5.4. Operations Review. Indicate, with the initials of the reviewer, that a records review has been accomplished by the operations officer following recommendation for an evaluation.

6.2.5.5. Date Eval. Enter date the evaluation was completed.

6.2.5.6. Flight Examiner. Self-explanatory.

6.2.5.7. Grade. Make entry IAW AFI 11-2MC-130 Vol 2.

6.2.6. Grading Standards/Definitions (Back Cover). This section explains grading standards and training codes. Use the top section with the AF Form 4111

6.2.7. Training Period Designators. Use the codes listed in the AF Form 4109 to describe training periods. Formal training schools may use more descriptive designators, if required.

6.2.8. Remarks. Indicate why an individual, enrolled in a training program, has not flown or has not been actively participating in the program (DNIF, TDY, etc.). Use sufficient detail to document the reasons and time frame. Make other remarks as appropriate.

**6.3. Instructions for Documenting Aircrew Training Comments (AF Form 4110).** AF Form 4110, Comments-Special Operations Training Record, provides for narrative descriptions of training events and the means for documenting operations review of training progress.

6.3.1. Name. Self-explanatory.

6.3.2. Date. Self-explanatory.

6.3.3. Training Period. Enter the appropriate training period designator, numbered sequentially.

6.3.4. Mission Profile/Comments/Recommendations. Describe the mission scenario to accurately document each event; i.e. payload, type airdrops, type and number of approaches, etc. Local overprints are authorized. Comments should elaborate on student strengths and weaknesses, identify problem areas, record unusual circumstances, and indicate student progress. For formal school use, where preprinted RPLs are included, enter a comment whenever the student's performance level is below the printed RPL. Enter the authorization for progression on a proficiency basis. Recommendations should include tasks requiring further training and the type training required. The instructor will print and sign their name, rank, and crew qualification immediately following this entry.

6.3.5. Operations Review. The unit training officers or course managers will conduct a monthly review of active status AF Forms 4109. The operations officer will review active status AF Forms 4109 at least once each calendar quarter. The monthly review is not required during the month in which the quarterly review is accomplished. Document reviews on the AFSOC Form 4110. The reviewer will insert "monthly review" or "quarterly review" as applicable in the Training Period block. Include comments concerning the student's progress, status, and recommendations in the Mis-

sion Profile/Strengths/Weaknesses/Recommendations block. Following applicable comments, the reviewer will print and sign their name and indicate their position; i.e. Operations Officer, Training Officer, etc.

6.3.6. Student Review. The student will initial on the last line of each training period's comments prior to the next training period, indicating awareness of training status. The student does not have to agree with the written comments before initialing form.

**6.4. Instructions for Documenting Aircrew Performance (AF Form 4111).** AF Form 4111, Special Operations Training Record, provides for the overprint of task listings, scheduled training, and required end of course proficiency levels for each ground and flight training task. Use it also to record student proficiency levels on each training mission. Maintain AF Forms 4111 on the right side of the AF Form 4109.

6.4.1. Name. Self-explanatory.

6.4.2. Crew Position. Self-explanatory.

6.4.3. Course/Phase. Enter ETCA formal course identification. For special mission qualification, enter type; i.e. High Altitude Airdrop, NVG Landing, etc. Also identify training phase; i.e. ground, simulator, flying.

6.4.4. Programmed Training Profile. Provide the programmed training sequence to include SFT, CTD, PTT, CPT, WST, MRD, SNS, and flight training missions. Identify the type of training mission and number. For ETCA courses, this section will reflect the Course Summary Document.

6.4.5. Actual Training Profile. Use this section to document the actual profile accomplished. Identify the training mission type and number (i.e. T-3).

6.4.6. Task Listing. Reflects the tasks and subtasks in the training program requiring specific student performance or knowledge proficiency standards. Use the left column to vertically identify a general area (i.e. ground operations, emergency procedures, etc.). When training is not listed for a crew position, the aircrew member is considered qualified in that maneuver.

6.4.7. Minimum Events Required. Reflect the minimum number of times a student should satisfactorily complete a specific task. This number is not intended to restrict the number of times the task must be accomplished nor restrict proficiency advancement.

6.4.8. Performance Grade (P/Gr) and Knowledge Grade (K/Gr). Enter a performance grade or knowledge grade, or both, by each task or subtask where performance and knowledge was demonstrated by the student. Use task performance and knowledge codes listed on the AF Form 4109. Non-instructor qualified trainers, i.e. aircraft commanders for copilots, will not enter performance or knowledge grades. Instead, they will use the "X" code described on the AF Form 4109. Formal schools and units may elect to use the last vertical column to document evaluation results. In these cases, enter the performance grade or knowledge grade or both by each task or subtask evaluated. Do not normally evaluate students until performance/knowledge levels are sustained at course standards.

**NOTE:** When the same AF Form 4111 is used to document more than one phase of training, end of phase required proficiency levels (end of simulator phase, etc.) for a task may be entered in the Performance Grade/Knowledge Grade blocks for that mission.

6.4.9. Required Proficiency Levels (P/Gr and K/Gr). These columns indicate the end of phase/course performance and knowledge proficiency standards required for each task and subtask. These will reflect the appropriate Master Task Listing standards.

## 6.5. Forms Adopted .

6.5.1. **AF Form 1256**, Certificate of Training; **AF Form 847**, Recommendation for Change of Publication; **AF Form 623**, Individual Training Record; **AF Form 63**, Active Duty Service Commitment (ADSC) Acknowledgement Statement; **AF Form 8**, Certificate of Air Crew Training

## 6.6. Forms Prescribed.

6.6.1. **AF Form 1381**, USAF Certification of Air Crew Training; **AF Form 4109**, Special Operations Aircrew Training Record; **AF Form 4110**, Comments-Special Operations Training; **AF Form 4111**, Special Operations Training Record.

6.6.2. **AF Form 4111 Overprints**. Maintain AF Form 4111 overprints in electronic format. HQ AFSOC/DOT is the OPR for maintenance of electronic copies. Approved AF Forms 4111 will be posted on the AFSOC/DOT website. Any unit desiring to update an AF Form 4111 will forward a copy of the revision through channels to HQ AFSOC/DOT for posting on the website. Overprints will be prepared IAW AFI 33-360V2.

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

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

AFCAT 21-209V1, *Ground Munitions*

AFI 10-245, *Air Force Anti-Terrorism (AT) Standards*

AFI 10-2501 *Full Spectrum Threat Response (FSTR) Planning and Operation*

AFI 11-202 Volume 1, *Aircrew Training*

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

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

AFI 11-235, *Forward Area Refueling Point Operations*

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

AFI 11-2MC-130 Volume 2, *Aircrew Evaluation Criteria*

AFI 11-2MC-130 Volume 3, *Flying Operations*

AFI 11-301, *Aircrew Life Support Program*

AFI 11-401, *Aviation Management*

AFI 11-403, *Aerospace Physiological Training Program*

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

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

AFI 16-1301, *Survival, Resistance, Evasion, and Escape (SERE) Program (forthcoming)*

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

AFI 33-360 Vol 2, *Forms Management Program*

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

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

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

AFI 41-210, *Patient Administration Functions*

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

AFI 91-202, *Aerospace Mishap Prevention Program*

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

AFMAN 11-210, *Instrument Refresher Course Program*

AFMAN 11-217, *Instrument Flight Procedures*

AFSOCI 11-207, *AFSOC Tactics Program*

AFSOCI 11-408, *Aircrew Standardization/Evaluation Grading Criteria*

AFSOCI 11-203, *MC-130 Configuration/Mission Planning*

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

AFTTP 3-3.33, *H/MC-130 Tactics, Techniques and Procedures*

JS Guide 5260, *Service Members Personal Protection Guide*

58SOWI 36-2201, *Formal Aircrew Training Management*

67 IOWI 36-2201, *Operations Training*

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

**AAA**—Anti-aircraft Artillery

**AC**—Aircraft Commander or Alternating Current

**ACES or ACS**—Airborne Communications and Electronics Specialist

**ACDE**—Aircrew Defense Ensemble

**ADIZ**—Air Defense Identification Zone

**ADSC**—Active Duty Service Commitment

**AERPS**—Aircrew Eye Respiratory Protection System

**AETC**—Air Education and Training Command

**AFOSI**—Air Force Office of Special Investigation

**AFRC**—Air Force Reserve Command

**AFSOC**—Air Force Special Operations Command

**AIT**—Aircrew Intelligence Training

**AITC**—Academic Instructor Training

**AM**—Amplitude Modulation

**ANG**—Air National Guard

**AOR**—Area of Responsibility

**APU**—Auxiliary Power Unit

**AR**—Air Refueling

**ARC**—Air Reserve Component

**ARCT**—Air Refueling Control Time

**ARMS**—Aviation Resource Management Systems

**ATD**—Aircrew Training Device

**AT/FP**—Anti-Terrorism/Force Protection Training

**ATO**—Air Tasking Order

**ATS**—Aircrew Training System

**AW**—Airlift Wing  
**BAQ**—Basic Aircraft Qualification  
**BMC**—Basic Mission Capable  
**CARP**—Computed Air Release Point  
**CCT**—Combat Control Team  
**CD-ROM**—Compact Disk Read Only Memory  
**CDS**—Container Delivery System  
**CDTQT**—Chemical Defense Task Qualification Training  
**COMM**—Communications  
**CMT**—Combat Mission Training  
**COMSEC**—Communications Security  
**CONPLAN**—Concept Plan  
**CP**—Copilot  
**CPT**—Cockpit Procedures Trainer  
**CRD**—Currency Reference Date  
**CRM**—Crew Resource Management  
**CRRC**—Combat Rubber Raiding Craft  
**CRS**—Container Release System  
**CSCT**—Combat Survival Training  
**CTD**—Celestial Training Device  
**DC**—Direct Current  
**DF**—Direction Finding  
**DOD**—Department of Defense  
**DNIF**—Duty Not Involving Flying  
**DSO**—Direct Support Operator  
**DZC**—Drop Zone Controller  
**E**—Exceptional  
**EC**—Electronic Combat  
**ECM**—Electronic Countermeasures  
**ERD**—Eligibility Reference Date  
**EWO**—Electronic Warfare Officer  
**EXFIL**—Exfiltration

**FARP**—Forward Arming and Refueling Point  
**FCF**—Functional Check Flight  
**FCIF**—Flight Crew Information File  
**FCIS**—Flight Crew Information Summary  
**FE**—Flight Engineer  
**FEF**—Flight Evaluation Folder  
**FIP**—Flight Instructor Preparatory Course  
**FM**—Frequency Modulation  
**FS**—Flight Surgeon  
**FTL**—Flying Training Level  
**GPS**—Global Positioning System  
**GT**—Ground Training  
**GTC**—Gas Turbine Compressor  
**GTL**—Ground Training Level  
**HAR**—Helicopter Air Refueling  
**HARP**—High Altitude Release Point  
**Hc**—Height Computed  
**HDP**—Hose Deployment Personnel  
**HF**—High Frequency  
**HSLADS**—High Speed Low-Level Aerial Delivery System  
**HQ**—Headquarters  
**HUD**—Heads-Up Display  
**I**—Incomplete  
**IAW**—In Accordance With  
**ICE**—Instructor Certified Event  
**ICS**—Interphone Communication System  
**IDS**—Infrared Detection System  
**IFF/SIF**—Identification Friend or Foe/Selective Identification Feature  
**IMC**—Instrument Meteorological Conditions  
**IN**—Incompatible  
**INFIL**—Infiltration  
**INS**—Inertial Navigation System

**IP**—Instructor Pilot  
**IPC**—Instructor Preparatory Course  
**IRC**—Instrument Refresher Course  
**ISOPREP**—Isolated Personnel Report  
**JAAT**—Joint Army Air Force Training  
**JAI**—Joint Airdrop Inspection  
**JPRA**—Joint Personnel Recovery Agency  
**K/Gr**—Knowledge Grade  
**LM**—Loadmaster  
**LNO**—Liaison Officer  
**LOAC**—Law of Armed Conflict  
**LOP**—Line of Position  
**LPS**—Local Proficiency Sortie  
**LZC**—Landing Zone Controller  
**MAJCOM**—Major Command  
**MAP**—Missed Approach Point  
**Max**—Maximum  
**MDA**—Minimum Descent Altitude  
**MDS**—Mission Design Series  
**METL**—Mission Essential Task List  
**MOST**—Mission Oriented Simulator Training  
**MPF**—Military Personnel Flight  
**MR**—Mission Ready  
**MRD**—Mission Rehearsal Device  
**MX**—Maintenance  
**NAV**—Navigator  
**NCO**—Noncommissioned Officer  
**NDB**—Nondirectional Beacon  
**NVD**—Night Vision Device  
**NVG**—Night Vision Goggles  
**OCF**—Operational Check Flight  
**OCONUS**—Outside Continental United States

**OG**—Operations Group  
**OFP**—Operational Flight Program  
**OPLAN**—Operational Plan  
**OPR**—Office of Primary Responsibility  
**OPS**—Operations  
**OPSEC**—Operations Security  
**P**—Proficiency Advance or Pilot  
**P/Gr**—Performance Grade  
**PCS**—Permanent Change of Station  
**PLF**—Pounds per Linear Foot  
**POC**—Point of Contact  
**PMAI**—Primary Mission Aircraft Inventory  
**PSF**—Pounds per Square Foot  
**PSI**—Pounds per Square Inch  
**PSYOPS**—Psychological Operations  
**R**—Remedial  
**RAMZ**—Rigged Alternate Method Zodiac  
**RPI**—Rated Position Indicators  
**RPL**—Required Proficiency Level  
**S**—Satisfactory  
**SAAM**—Special Assignment Airlift Mission  
**SAM**—Surface to Air Missile  
**SATB**—Standard Airdrop Training Bundle  
**SCA**—Self Contained Approach  
**SCATANA**—Security Control of Air Traffic and Navigation Aids  
**SCNS**—Self Contained Navigation System  
**SERE**—Survival Evasion Resistance Escape  
**SFT**—Special Function Trainer  
**SINGARS**—Single Channel Ground and Airborne Radio System  
**SNS**—Satellite Navigation System  
**SOFI**—Special Operations Forces Improvements  
**SOFPARS**—Special Operations Forces Planning and Rehearsal System

**SOG**—Special Operations Group  
**SOPE**—Special Operations Planning Exercise  
**SOS**—Special Operations Squadron  
**SOW**—Special Operations Wing  
**SPTC**—Specified Period of Time Contracts  
**STAN/EVAL**—Standardization and Evaluation  
**STS**—Special Tactics Squadron  
**SYM**—Sympathetic (Abort)  
**T**—Training Record  
**TA**—Terrain Avoidance  
**TACAN**—Tactical Air Navigation  
**TDY**—Temporary Duty  
**TF**—Terrain Following  
**TOA**—Time Of Arrival  
**TOT**—Time On Target  
**TSRTS**—Threat Signal Recognition Training System  
**U**—Unsatisfactory  
**UHF**—Ultra-High Frequency  
**UHT**—Undergraduate Helicopter Training  
**UMD**—Unit Manning Document  
**UPT**—Undergraduate Pilot Training  
**USAFRC**—United States Air Force Reserve Command  
**USSOCOM**—United States Special Operations Command  
**UTA**—Unit Training Assembly  
**VFR**—Visual Flight Rules  
**VHF**—Very High Frequency  
**VSDS**—Visual Symbology Display System  
**WST**—Weapon System Trainer  
**WX**—Weather  
**Zn**—Zenith

### *Terms*

**Air refueling (AR)**—For the purpose of this instruction, airborne fuel onload (simulated or actual) by MC-130 receiver aircraft.

**Air Reserve Component (ARC)**—All units, organizations, and members of the Air National Guard of the United States and the Air Force Reserve.

**Basic Aircraft Qualification Aircrew Member**—An aircrew member who has satisfactorily completed qualification training in the basic aircrew position and maintains aircraft currency IAW this instruction.

**Basic Mission Capable Aircrew Member**—An aircrew member who has satisfactorily completed mission qualification and is maintaining 50 percent of the applicable mission qualification currency requirements or this instruction. Basic mission capable crewmembers may perform primary crew duties on any unilateral mission. For other missions, the unit commander must determine the readiness of each basic mission capable crewmember to perform primary crew duties.

**Calendar Month**—Requirements are due once per month and not necessarily associated with a 30/60 day requirement. For example, an aircrew member could accomplish the event on 1 February and then on 31 March the following month and still fulfill the requirement.

**Conversion Training**—Training accomplished when changing between same design aircraft and the amount of training needed for qualification does not warrant attendance at a formal qualification course.

**Core Mission Events**—A crewmember must be qualified in all core mission events to be considered Mission Ready (MR) or Basic Mission Capable (BMC). To determine how non-currency in any core mission event affects overall mission currency, refer to the aircraft's mission currency Table ([Table 4.5.](#) to [Table 4.8.](#)). Loss of qualification in any core mission event results in loss of overall mission qualification. Squadrons will maintain at least 100 percent of their required manning as MR. AFSOC unit CC/DO will determine the status/qualification of crewmembers in excess of 100 percent manning requirement. AETC unit CC/DO will determine any additional requirements for AETC aircrews.

**Direct Support Operator (DSO)**—An AFSOC aircrew position responsible for providing threat warning and enhanced situational awareness to SOF missions utilizing intelligence data and expertise in the area of operations.

**Dual Qualified**—A crewmember who is qualified in more than one crew position in the same MDS.

**Event**—A training item to be accomplished. Multiple events may be completed and logged during a sortie unless specifically excluded elsewhere in this instruction.

**Flying Intelligence Officers (FIO)**—FIO have been added to AFI 65-503, Authorized Aircrew Composition - Active Forces, as crewmembers on the MC-130H.

**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, , instructor guides, and applicable AETC Forms 14, AF Forms 4109 and AF Forms 4111, **Individual Mission Grade Record**, related to the specific course.

**Formation Operations**—Accomplish IAW applicable volume(s) of AFI 11-2MC-130, Volume 3, AFTTP 3-3.33, TO 1-1C-1-20, and TO 1-1C-1-29. AFSOC guidance will never be less restrictive than the formation definitions found in AFI 11-202, Volume 3, "Formation Flight", "Nonstandard Formation", and "Standard Formation". Formation operations places all aircraft in a critical phase of flight which requires

constant vigilance, strict discipline, and polished crew coordination for mission accomplishment. Training will ensure aircrew can think and plan for multiple aircraft instead of single ship operations.

**Forward Arming and Refueling Point (FARP)**—Hot Refueling and arming that is normally conducted at night in an austere environment with aircraft engines running.

**Helicopter Air Refueling (HAR)**—For the purpose of this instruction, airborne fuel offload (simulated or actual) by MC-130P or MC-130E tanker aircraft to a helicopter.

**High Speed Low Level Aerial Delivery System (HSLADS)**—Aerial delivery of loads at airspeeds from 150-250 knots using specialized MC-130E/H equipment and procedures.

**Hot Refueling**—Aircraft hot refueling is fuel transfer from any fuel source with one or more aircraft engines operating. Hot refueling includes fuel transfer from internal aircraft fuel tanks, auxiliary tanks, or internally loaded fuel bladders. Hot refueling is normally conducted at night in an austere environment in support of a forward arming and refueling point (FARP).

**Infrared Detecting Set (IDS)**—A passive navigation/sensor system which detects radiant infrared energy.

**Instructor Certified Events**—Training given to an aircrew member that requires an instructor to certify the student's attainment of the required proficiency and knowledge levels as specified in courseware and, if appropriate, AF Forms 4111. Instructor certified events are documented in AF Form 1381.

**Mission Design and Series (MDS) for Aircraft**—The first letter identifies the modified mission of the aircraft (i.e. A, E, H, M). The second letter identifies the basic mission of the aircraft (i.e. C, A, F). The subsequent numbers identify the design of the aircraft (i.e. 130, 141, 15). The last letter identifies the series of aircraft (i.e. E, H, N, P, U).

**Mission Essential Task List (METL)**—Combat-oriented training requirements. All AFSOC aircrew training requirements should be in support of unit METLs.

**Mission Events**—The squadron Doctrinal (DOC) Statement defines required crew capabilities. These capabilities/tactics/events can be categorized as either Core or Special Mission.

**Mission Oriented Simulator Training (MOST)**—Training conducted in a WST or MRD that incorporates a full mission profile. The focus of this training should be crew coordination and problem solving.

**Mission Ready Aircrew Member**—An aircrew member who has satisfactorily completed mission qualification and is maintaining all of the applicable mission qualification currency requirements of this instruction. Unit commanders may exercise a six month waiver and assign MR status to newly-gained crewmembers not qualified in all core events. This six month period will be used to qualify a crewmember in required core events. After six months from signing into a unit, any crewmember not qualified in all core mission events will go mission unqualified. This waiver does not apply to basic aircraft qualification events. AETC aircrews who maintain MR flying currency requirements are not MR under AFSOC standards unless all required ground training requirements are accomplished (i.e. CDTQT, Ground Chemical Defense Ensemble, etc.)

**Multiple Qualification**—A crew member who is qualified in more than one MDS.

**Night**—The period of flight condition time as defined in AFI 11-401.

**Primary Mission Aircraft Inventory (PMAI)**—Aircraft assigned to a unit for performance of its wartime mission. PMAI forms the basis for the allocation of operating resources to include manpower, support equipment, and funding of flying hours. *Exception:* AETC units are allocated operating resources based on programmed flying training (PFT) requirements.

**Self-Contained Approach (SCA)**—An approach conducted using self-contained navigation systems on the aircraft.

**Special Mission Evaluation**—Training given in a specific mission area/task that requires a flight evaluation.

**Special Mission Event**—Some MR/MC crewmembers will carry additional qualifications in special mission events. Unit CC/DO will determine which crewmembers will be qualified in special mission events. Unit CC/DO will determine if special mission events have affected C-rating and report variations through Status Of Resources in Training (SORTS). Special mission requirements are also shown in [Table 4.5](#) through [Table 4.8](#). AETC OG/CCs will maintain sufficient qualified aircrew members in all special mission events that are included in the formal school syllabus of instruction including Hot Refueling for MC-130H aircrews. Each HQ 19 AF flight examiner will maintain qualification in all special mission events that are instructed in the formal school syllabus of instruction within their respective MDS.

**Terrain Following (TF)**—Any combination of X-band or KU-band radar operation to accomplish terrain following low level flight as described in AFI 11-2MC-130, Volume 3 and AFTTP 3-3.33.

**Total Flying Time**—Total time for all aircraft flown in military service to include student time. Time accumulated must be in the aircrew member's current rating (i.e. pilot, navigator, etc.)

**Training Status**—A deficient status in which a crewmember must fly under the supervision of an instructor when occupying a primary crew position. Once deficient items are corrected, the crewmember is removed from training status.

**Volume**—For the purposes of this instruction, volume refers to the number of events an aircrew member must accomplish in a given period of time (i.e. quarterly or semiannually).

## Attachment 2

### CHEMICAL DEFENSE TASK QUALIFICATION TRAINING (CDTQT)

**A2.1. General.** This attachment contains the initial and recurring aircraft CDTQT requirements for AFSOC aircrews. The purpose of CDTQT is to reinforce the crewmember's awareness of limitations and demonstrate physiological effects while wearing the aircrew chemical defense ensemble (ACDE). The complications of heat exhaustion, fatigue, hyperventilation, limited dexterity, and hampered communication can all be experienced during CDTQT. All aircrew members must complete initial aircrew life support chemical defense training prior to accomplishing initial CDTQT. Complete initial disaster preparedness training for the ground ensemble prior to CDTQT if the ground ensemble is used. Initial CDTQT should be done in the aircraft and also done in the aircraft at least every four years. If initial CDTQT is done in the simulator, the next event must be logged in the aircraft. All other times the event may be accomplished in the simulator. Accomplishing the event in the aircraft dual logs normal CDTQT.

#### A2.2. CDTQT Procedures:

A2.2.1. Accomplish CDTQT inflight using the primary unit aircraft. Crewmembers will perform primary crew duties while wearing the ACDE. All inflight profiles must be a minimum of 1 hour and accomplished on training missions only. Accomplish CDTQT in the simulator using primary unit aircraft WSTs. All simulator profiles must be a minimum of 2 hours and flown on full tactical simulation profiles. This should include a threat scenario and aircraft emergencies. Flying the simulator profile with the entire crew wearing ACDE is highly encouraged.

A2.2.2. The entire ACDE need not be used. Normally, wear the filter pack, cotton gloves, butyl rubber gloves, nomex gloves, and the protective hood, along with the CBO mask/AERPS and helmet (if applicable). Either the ACDE or ground ensemble may be worn during aircraft preflight. Ground ensembles will come from training assets.

A2.2.3. When wearing the CBO mask, do not accomplish CDTQT when required to wear NVGs. When wearing AERPS, NVG events will be accomplished.

A2.2.4. An observer is required to monitor each crewmember while accomplishing CDTQT inflight. An instructor or flight examiner in each respective crew position, not wearing the chemical defense components, will act as the observer for initial CDTQT. *EXCEPTION:* An IP not wearing the ensemble and not performing any other instructor duties may act as the observer for initial FE training. During recurring CDTQT, if the crewmember can be directly observed by another primary crewmember, a dedicated observer is not required. The dedicated observer during recurring CDTQT may also wear AERPS for all crew positions except pilots (two non-pilot crewmembers wearing AERPS may observe one another). Additionally, for safety purposes, one crewmember in the back of the aircraft must not be wearing AERPS in case of smoke and fumes. For any airdrop mission a fully qualified loadmaster must not be wearing AERPS in case of an airdrop malfunction. Example: during an MC-130E flight with a full mission crew complement, all crewmembers, with the exception of one mission pilot occupying a pilot seat and one crewmember in the back, may wear AERPS if all of these crewmembers have previously completed initial CDTQT. If this is an airdrop mission, the crewmember in the back must be a loadmaster. Dedicated observers not wearing AERPS for non-pilot crewmembers are not required in this case.

A2.2.4.1. An instructor or flight examiner pilot not wearing the chemical defense components will occupy the opposite seat during initial pilot CDTQT. During recurring CDTQT, a mission qualified pilot not wearing the chemical defense components will act as the observer and occupy the opposite seat. With squadron commander approval, both pilots may wear AERPS while occupying the pilot seats provided both pilots have accomplished CDTQT within the past 90 days. The squadron commander may delegate this authority to the operations officer or mission commander.

A2.2.4.2. Observers will closely monitor crewmembers actions during CDTQT. If a crewmember experiences difficulties such as excessive thermal stress, headaches, hyperventilation, nausea, etc., the crewmember will remove the ensemble. The observer will notify the AC of any difficulties encountered.

**A2.3. MC-130E/H.** Accomplish a profile that includes terrain following or NVG low level and either an airland, airdrop, or helicopter air refueling event. Do not credit simulated events. In addition:

A2.3.1. Pilots will accomplish a minimum of one approach and landing. Pilots may accomplish CDTQT in either seat.

A2.3.2. FEs will accomplish inflight duties including running any checklists accomplished from before starting engines through after landing.

A2.3.3. All other crewmembers will credit CDTQT while performing their normal crew duties during the specified events.

**A2.4. MC-130P.** Accomplish a profile that includes NVG low level and either an airland, airdrop, or helicopter air refueling event. Do not credit simulated events. In addition:

A2.4.1. Pilots will accomplish a minimum of one approach and landing. Pilots may accomplish CDTQT in either seat.

A2.4.2. FEs will accomplish inflight duties including running any checklists accomplished from before starting engines through after landing.

A2.4.3. All other crewmembers will credit CDTQT while performing their normal crew duties during the specified events.

**Attachment 3****PILOT/FLIGHT ENGINEER SIMULATOR REFRESHER COURSE**

**A3.1.** The simulator refresher course is designed to improve standardization and to provide maximum training on normal, instrument, and emergency procedures. The primary purpose for simulator refresher training is to accomplish events that are unable to be accomplished or potentially unsafe in the aircraft. These events should be accomplished in both qualification and tactical scenarios. The prebriefing and simulator mission will thoroughly review the areas below. Modifications may be made to meet unit aircraft differences. Students will not be evaluated by Flight Examiners during this training. When AFSOC WSTs are not available for training, HQ AFSOC/DOA will acquire C-130E/H simulator refresher courses at various locations to serve as alternate training for this requirement.

**A3.2.** The mission prebriefing will include normal operations, limitations, and malfunctions of the following aircraft systems as well as associated emergency procedures:

A3.2.1. Oxygen System

A3.2.2. Smoke, overheat, and fire detection and extinguishing systems-may be accomplished in WST.

A3.2.3. Fuel system:

A3.2.3.1. Helicopter air refueling system.

A3.2.3.2. Air refueling system.

A3.2.4. Environmental:

A3.2.4.1. Air conditioning system.

A3.2.4.2. Pressurization system.

A3.2.4.3. Bleed Air system/malfunction.

A3.2.5. Anti/deicing systems.

A3.2.6. Electrical system:

A3.2.6.1. AC power sources and buses.

A3.2.6.2. AC power distribution system.

A3.2.6.3. DC power distribution.

A3.2.6.4. Ground and emergency power.

A3.2.7. Engines:

A3.2.7.1. Engine oil system.

A3.2.7.2. Engine starting and ignition.

A3.2.8. Propellers.

A3.2.9. Instruments:

A3.2.9.1. Pitot-static systems.

A3.2.9.2. Compass system.

A3.2.10. Hydraulics:

A3.2.10.1. Hydraulic systems.

A3.2.10.2. Flight controls.

A3.2.10.3. Landing gear.

A3.2.10.4. Brake systems.

A3.2.10.5. Aft cargo door and ramp.

A3.2.10.6. Tanker air refueling systems.

A3.2.11. Communication/navigation systems.

A3.2.12. Integrated flight control system:

A3.2.12.1. Autopilot.

A3.2.12.2. Flight director system.

A3.2.13. Adverse weather operation, hot and cold weather operations, thunderstorm avoidance, and windshear.

A3.2.14. Current trends of accidents, incidents, and equipment malfunctions. A formalized CRM refresher course satisfies this requirement.

**A3.3.** Thoroughly review the following additional areas:

A3.3.1. Crash landing.

A3.3.2. Bailout.

A3.3.3. Ditching.

A3.3.4. Performance data.

A3.3.5. Driftdown (one homework problem satisfies this requirement).

A3.3.6. Buddy start (academics/classroom only).

A3.3.7. Windmill taxi start.

A3.3.8. Three-engine takeoff.

A3.3.9. Stalls and recoveries. Devote a minimum of 30 minutes of academic classroom training to a discussion of:

A3.3.9.1. Situations in which the aircraft is most susceptible to stall.

A3.3.9.2. Avoiding stalls when encountering those situations.

A3.3.9.3. Importance of crew coordination in preventing stalls.

A3.3.9.4. Stall recognition and recovery procedures.

A3.3.9.5. Relationship and effects of airspeed, gross weight, bank angles, aircraft configuration, and how they effect stalls. May be accomplished in WST by performing and debriefing an engine

failure after takeoff from a high density altitude airport into rising terrain (i.e. Takeoff from runway 08 at Albuquerque International Airport).

A3.3.9.6. How to prevent secondary stalls.

A3.3.9.7. Fin stalls.

A3.3.10. Mission profile briefing (prior to each mission).

**A3.4.** Simulator missions will include the following areas:

A3.4.1. Pilot judgment and quick decision problems:

A3.4.1.1. One quick decision problem for each simulator period is desired.

A3.4.1.2. Instrument approaches and engine out procedures with emphasis on instrument approaches.

A3.4.1.3. Two rejects on each simulator mission are desired.

A3.4.1.4. One engine failure after refusal speed per pilot during the course.

A3.4.2. Minimum of one planned tactical/low level missions where conditions can be altered or emergencies created that will test the crew's ability to think and plan during periods of stress. Emphasis should be placed on the appropriate conditions that Special Operations crews operate under, i.e. night, low level, air refueling, air refueling, and/or airdrop/airland.

A3.4.3. Minimum of one planned mission where runway length is critical, minimum altitude for terrain/obstacle clearance during climb, cruise, and descent is stressed, and examples of operating and experiencing emergencies at Emergency War Plan (EWP) weights is demonstrated.

A3.4.4. Emergencies and malfunctions will cover the following at least once during the length of the course. The items not covered in the simulator will be discussed during briefing and debriefing.

A3.4.4.1. Auxiliary Power Unit (APU) and Gas Turbine Compressor (GTC) fire.

A3.4.4.2. Starting malfunctions.

A3.4.4.3. Engine fire on ground.

A3.4.4.4. Wing isolation and bleed air divider valve failure.

A3.4.4.5. Aborted takeoff.

A3.4.4.6. Engine fire or failure takeoff.

A3.4.4.7. Runaway pitch trim.

A3.4.4.8. Engine overheat.

A3.4.4.8.1. Nacelle overheat. One (on the ground or while airborne) per course.

A3.4.4.8.2. Turbine overheat. One (on the ground or while airborne) per course.

A3.4.4.9. Precautionary engine shutdown.

A3.4.4.10. Engine failure or fire in flight.

A3.4.4.11. Air start.

- A3.4.4.12. Fuel jettison.
- A3.4.4.13. Cargo jettison (academics only).
- A3.4.4.14. Fuselage fire.
- A3.4.4.15. Smoke and fume elimination.
- A3.4.4.16. Electrical malfunctions and fire, including four-engine power loss.
- A3.4.4.17. Turbulence and thunderstorm penetration airspeed procedures.
- A3.4.4.18. Engine, wing, and empennage icing.
- A3.4.4.19. Air conditioning compartment overheat.
- A3.4.4.20. Air conditioning anti-ice over temperature.
- A3.4.4.21. Compass failure.
- A3.4.4.22. Oil system failure (as a result of low oil quantity, low oil pressure, and/or high oil temperature).
- A3.4.4.23. Landing gear failure.
- A3.4.4.24. Flight control failure (one control system inoperable).
- A3.4.4.25. Asymmetric flaps.
- A3.4.4.26. Inflight door warning.
- A3.4.4.27. Rapid decompression.
- A3.4.4.28. Emergency descent.
- A3.4.4.29. Three-engine approach and go-around.
- A3.4.4.30. Two-engine approach and go-around.
- A3.4.4.31. No-flap approach.
- A3.4.4.32. Wheels up landing.
- A3.4.4.33. Prop malfunctions.
- A3.4.4.34. Windmill taxi start.
- A3.4.4.35. Three-engine takeoff.
- A3.4.4.36. Confidence Maneuvers - slow flight/helo AR flight, approach to stalls, and stall recoveries.
  - A3.4.4.36.1. As a minimum, each pilot will accomplish the following:
    - A3.4.4.36.1.1. Power-on and/or power-off stalls with gear up/down for 0 percent, 50 percent, and 100 percent flap configurations.
    - A3.4.4.36.1.2. Stalls will be performed by each pilot for both straight and level flight (either clean or 50 percent flaps) and with varying bank angles (30/45 degrees bank with 50 percent flaps or 60 degrees bank with clean configuration).
    - A3.4.4.36.1.3. Fin stalls.

A3.4.4.36.2. While stall training should be practiced at all altitudes, emphasize training at traffic pattern altitudes and lower. During recovery, stress minimum loss of altitude and avoiding entry into a secondary stall.

A3.4.4.37. Unusual attitude, spatial disorientation, and partial panel training.

A3.4.4.38. Controllability check.

**A3.5.** The mission debriefing will include a full debriefing and completion of a student critique.

**Attachment 4****NAVIGATOR REFRESHER COURSE**

**A4.1. General.** The navigator refresher course is designed to improve standardization and to provide maximum training to improve and refine navigator job skills. The course will be designed to cover the following areas as a minimum. A simulator may be used if available. Students will not be evaluated during the Navigator Refresher Course.

**A4.2. Pre-mission Planning.** Given a sample mission, prepare applicable charts and documents to fly the mission.

**A4.3. Preflight Fuel Management.** Given a completed flight plan and appropriate fuel planning documents, compute the preflight fuel management section of the fuel log. For AR qualified navigators, a multiple leg fuel plan is required.

**A4.4. In-flight Fuel Management.** Given appropriate fuel planning documents and forms, compute fuel entries IAW AFI 11-2MC-130, Volume 3 and AFTTP 3-3.33.

**A4.5. Calibration Checks.** Given a compass, true airspeed meter, true heading, indicated airspeed, and outside air temperature gauge, compute calibration checks for each instrument (as required).

**A4.6. Navigation Equipment.** Given appropriate navigation equipment, cross-check and integrate all applicable navigation equipment to arrive at the most accurate position.

**A4.7. Pacing.** Given a simulator mission or classroom situation, perform/discuss inflight navigation duties with emphasis on staying ahead of the aircraft.

**A4.8. Instrument Approach and Departure Procedures.** Using DoD flight information publications for approach and departure, discuss the proper procedures for monitoring aircraft during approach and departure operations. Discuss flight publications that can be used in lieu of DoD FLIP products.

**A4.9. Publications Review.** Review contents of the Foreign Clearance Guide (Unclassified and Classified portions), FLIP Documents, Flight Information Handbook, and the National Imagery and Mapping Agency (NIMA) Chart Products Catalog. Review procedures for Due Regard.

**A4.10. HARP Review.** For those navigators maintaining HARP qualification, review procedures then compute and plot a HARP.

**A4.11. Navigation Systems Review.** Review each component and interface of the applicable aircraft's navigation system.

**A4.12. Mapping and Geodesy.** Conduct a review of mapping theory to include datum conversion and GPS capabilities/limitations.

**A4.13. Execution Checklists, Air Tasking Orders, Special Instructions, and Communications Instructions/Matrix.** Conduct a review of the format, and content, emphasizing verification of data to insure mission information is complete, accurate, and deconflicted.

**A4.14. Psychological Operations and Procedures.** Conduct a review of psychological operations and procedures associated with Leaflet airdrop operations.

**A4.15. Emergency Procedures.** Discuss navigator duties and responsibilities during aircraft emergencies. Discuss responsibilities during emergency landings, bailout, ditching, and ground egress. Emphasis should be on crew coordination.

**A4.16. MC-130P Navigator Electronic Warfare Refresher.** While attending Nav refresher, students will complete instruction in the following areas.

A4.16.1. Electronic Combat Principles.

A4.16.2. IR and UV seeker fundamentals.

A4.16.3. Principles of chaff and flares.

A4.16.4. ALR-69, ALE-40, and AAR-44 systems.

A4.16.5. Threats.

**Attachment 5****ELECTRONIC WARFARE OFFICER REFRESHER COURSE**

**A5.1. General.** The electronic warfare officer (EWO) refresher course is designed to improve standardization, provide a review of equipment capabilities and procedures, provide a review and update on threat systems, and provide training in threat identification. Units will develop courseware in coordination with group intelligence and may add or delete items as applicable to their assigned aircraft and mission. A simulator may be used if available. Students will not be evaluated during EWO Refresher Course.

**A5.2. Publications.** Using an instructor led discussion, review the following publications:

A5.2.1. AFTTP 3-1, With emphasis on *Mission Employment Tactics/Tactical Employment/C-130* volumes 31 - 35.

A5.2.2. AFI 11-2MC-130, Volume 3.

A5.2.3. AFTTP 3-1, *Air Force Tactical Employment Manual/Special Operations For Electronic Combat Considerations*, AFTTP 3-3.33 and applicable volumes.

A5.2.4. Conduct a review of the applicable intelligence publications.

**A5.3. Electronic Combat (EC) Principles.** Using an instructor led discussion, review the following EC principles:

A5.3.1. Radar cross-section (RCS), resolution cell, radar horizon, and maximum theoretical range.

A5.3.2. Examine the use of the radar shadow length computer and equations used for terrain masking.

A5.3.3. Discuss the various types of scan techniques employed by radar, i.e. track-while-scan, conical, and monopulse.

A5.3.4. Discuss moving target indicator and pulse doppler.

A5.3.5. Discuss the types of electronic countermeasures employed by the Electronic Countermeasures (ECM) systems onboard your unit assigned aircraft.

A5.3.6. Discuss electronic counter-countermeasures which might be used to defeat the ECM systems onboard your unit aircraft.

**A5.4. Infrared Countermeasures (IRCM) and Chaff.** Using an instructor led discussion, review the employment of chaff and IRCM.

A5.4.1. Explain how chaff is effective versus threat radars, i.e. RCS, bloom time, frequency, and radar resolution cell.

A5.4.2. Explain how flares are effective versus infrared (IR) guided threats i.e. micron range, and rise time.

A5.4.3. Explain the techniques employed by IRCM pods to defeat IR guided threats.

**A5.5. Threats.** Using an instructor led discussion, review the following threat systems:

A5.5.1. Review the capabilities and limitations of the ground and sea based SAM systems in the unit's area of responsibility (AOR).

A5.5.2. Review the air-to-air threat systems in the unit's AOR.

A5.5.3. Review the ground and sea based AAA systems in the unit's AOR.

**A5.6. IRCM and Expendables Equipment.** Using an instructor led discussion, review the capabilities and limitations of special operations aircraft IRCM and expendables gear.

A5.6.1. MC-130E/H:

A5.6.1.1. AN/AAR-44.

A5.6.1.2. AN/ALE-40.

A5.6.1.3. QRC-84-02A/AAQ-24.

**A5.7. Tactics.** Using an instructor led discussion, review tactics versus different threat types. Considerations should include but not be limited to: day/night conditions, multiple weapons types per threat, i.e. guns, IR missiles, radar missiles. Conduct threat analysis for airborne threats, surface to air missiles and anti-aircraft artillery.

**A5.8. Receiving Equipment.** Using an instructor led discussion, review the capabilities and limitations of special operations aircraft receiving equipment:

A5.8.1. AN/ALR-69 (MC-130E/H/P).

A5.8.2. QRC-84-05 (MC-130E).

A5.8.3. AN/APR-46 (MC-130E/H).

**A5.9. Electronic Countermeasures Equipment.** Using an instructor led discussion, review the capabilities and limitations of special operations aircraft ECM gear:

A5.9.1. MC-130E/H:

A5.9.1.1. AN/ALQ-172.

A5.9.1.2. AN/ALQ-196

**A5.10. Mission Planning.** Using an enemy order of battle, rules of engagement, target objectives, intelligence, support, and flight/mission planning materials and equipment, successfully plan a mission. Note: This requirement can be fulfilled by completion of a SOPE when under the direction of an instructor.

A5.10.1. Using a mission planning computer:

A5.10.1.1. Construct a target area chart.

A5.10.1.2. Construct a route chart.

A5.10.1.3. Construct a flight plan.

A5.10.1.4. Build and load a data transfer module.

A5.10.2. Use all available intelligence sources.

A5.10.3. Prepare a briefing using mission planning computer information.

A5.10.4. Compile all mission planning data for future study.

A5.10.5. The instructor will designate a portion of the route to be manually mission planned, to include shadow graphing.

**A5.11. Emergency Procedures.** Discuss EWO duties and responsibilities during aircraft emergencies. Discuss responsibilities during emergency landings, bailout, ditching, and ground egress. Emphasis should be on crew coordination.

**Attachment 6****FLIGHT ENGINEER SYSTEMS REFRESHER COURSE**

**A6.1.** The system refresher course is designed to improve standardization and to provide maximum training on normal procedures, emergency procedures, and hostile environment repair. It consists of in-depth systems coverage and emergency procedures for each system. Modifications may be made to meet unit aircraft differences.

**A6.2.** The system refresher will include the following areas:

A6.2.1. The crewmember will review normal operations, limitations, and malfunctions of the following aircraft systems as well as associated emergency procedures:

A6.2.1.1. Warning systems.

A6.2.1.2. Oxygen systems.

A6.2.1.3. Smoke, overheat, and fire detection and extinguishing systems.

A6.2.1.4. Fuel system, Air refueling, SPR operations.

A6.2.1.5. Environmental:

A6.2.1.5.1. Air conditioning system.

A6.2.1.5.2. Pressurization system.

A6.2.1.5.3. Bleed Air

A6.2.1.6. Anti/deicing systems.

A6.2.1.7. Electrical system:

A6.2.1.7.1. Alternating Current (AC) power sources and buses.

A6.2.1.7.2. AC power distribution system.

A6.2.1.7.3. Direct Current (DC) power distribution.

A6.2.1.7.4. Ground and emergency power.

A6.2.1.8. Engines:

A6.2.1.8.1. Engine oil system.

A6.2.1.8.2. Engine starting and ignition.

A6.2.1.8.3. APU/GTC.

A6.2.1.9. Propellers control systems.

A6.2.1.10. Instruments:

A6.2.1.10.1. Pitot-static systems.

A6.2.1.10.2. Radar cooling.

A6.2.1.10.3. Radar limitation

A6.2.1.10.4. Radar pressurization.

A6.2.1.11. Hydraulics:

A6.2.1.11.1. Hydraulic systems.

A6.2.1.11.2. Flight controls.

A6.2.1.11.3. Landing gear.

A6.2.1.11.4. Brake systems.

A6.2.1.11.5. Aft cargo door and ramp.

A6.2.1.12. Communication/Interphone Communication System (ICS).

A6.2.1.13. Integrated flight control system to include the flight director system.

A6.2.1.14. Current trends of accidents, incidents, and equipment malfunctions.

A6.2.1.15. Combat repair.

A6.2.2. Thoroughly review the following additional areas:

A6.2.2.1. Crash landing.

A6.2.2.2. Bailout.

A6.2.2.3. Ditching.

A6.2.2.4. Performance data.

A6.2.2.5. Driftdown.

**A6.3.** Emergencies and malfunctions will cover the following at least once during the length of the course.

A6.3.1. APU and GTC fire.

A6.3.2. Starting malfunctions.

A6.3.3. Engine fire on ground.

A6.3.4. Wing isolation and bleed air divider valve failure.

A6.3.5. Engine fire or failure takeoff.

A6.3.6. Engine overheat.

A6.3.7. Fuel jettison.

A6.3.8. Cargo jettison.

A6.3.9. Fuselage fire.

A6.3.10. Smoke and fume elimination.

A6.3.11. Electrical malfunctions and fire.

A6.3.12. Engine, wing, and empennage icing.

A6.3.13. Air conditioning compartment overheat.

- A6.3.14. Air conditioning anti-ice over temperature.
- A6.3.15. Oil system failure.
  - A6.3.15.1. Low quantity.
  - A6.3.15.2. Low pressure.
  - A6.3.15.3. High temperature.
- A6.3.16. Landing gear failure.
- A6.3.17. Flight control failure.
- A6.3.18. Asymmetric flaps.
- A6.3.19. Inflight door warning.
- A6.3.20. Rapid decompression.
- A6.3.21. Wheels up landing.
- A6.3.22. Prop malfunctions.
- A6.3.23. Component location and identification.

**Attachment 7****AIRBORNE COMMUNICATION SPECIALIST REFRESHER COURSE**

**A7.1.** The airborne communication specialist refresher course is designed to improve standardization and to refine the ACS's job skills. Students will not be evaluated during refresher training.

**A7.2.** The course will be designed to cover the following areas using simulator/computer based instruction and academics:

A7.2.1. Self Contained Navigation System (SCNS)(MC-130P only).

A7.2.2. Flight Information Publications (FLIP).

A7.2.3. Air Defense Identification Zone (ADIZ) Procedures.

A7.2.4. Flights over International Airspace under "Due Regard".

A7.2.5. Global High Frequency (HF) Network.

A7.2.6. Code and Authentication Documents.

A7.2.7. Emergency Procedures and Messages. Discuss ACS duties and responsibilities during aircraft emergencies. Discuss responsibilities during emergency landings, bailout, ditching, and ground egress. Emphasis should be on crew coordination.

A7.2.8. Aircraft Electrical System.

A7.2.9. Intercept Procedures.

A7.2.10. HF Liaison Radio.

A7.2.11. ARC-513 Very High Frequency (VHF)/Frequency Modulation (FM) Radio. (MC130P only)

A7.2.12. Direction Finding (DF) System.

A7.2.13. Radio Compass.

A7.2.14. Ultra-High Frequency (UHF) Radio/Have Quick/Satcom.

A7.2.15. VHF/Amplitude Modulation (AM)/FM Radio.

A7.2.16. KYK-13, KOI-18 Loading Procedures/CYZ-10.

A7.2.17. Secure Voice Systems.

A7.2.18. GPS (MC130P)

A7.2.19. IFF.

A7.2.20. Data Burst/DAMA.

A7.2.21. Defensive Systems/Threat Recognition Procedures (MC130P).

A7.2.22. Oxygen System

A7.2.23. Flight Director Mode Selector (FDMS) (MC130P)

A7.2.24. Chart Navigation

A7.2.25. CDW Operation (MC130E)

A7.2.26. TACAN/VOR Procedures

A7.2.27. Horizontal Situation Indicators (HSIs) (MC130P)

**Attachment 8****LOADMASTER REFRESHER COURSE**

**A8.1. General.** The LM refresher course is designed to improve standardization and provide maximum training on LM duties and responsibilities. Units will use formal school courseware when available and may add or delete items as applicable to their assigned aircraft and mission. Schedule an aircraft or PTT for applicable portions of this course.

**A8.2. Publications:**

A8.2.1. Explain the use of publications required by LMs to perform their duties:

A8.2.1.1. Technical orders.

A8.2.1.2. AF publications.

A8.2.1.3. Command publications.

A8.2.1.4. Flight Crew Information File (FCIF) and Flight Crew Information Summary (FCIS).

A8.2.2. State directives to be carried:

A8.2.2.1. Aircraft commanders mission kit (applicable portions).

A8.2.2.2. LM kit.

A8.2.3. Review LM duties as outlined in applicable volume of AFI 11-2MC-130 and AFJMAN 24-204, *Preparing Hazardous Materials for Military Air Shipments*.

A8.2.3.1. Border clearance requirements.

A8.2.3.2. Local directives.

**A8.3. Aircraft Systems and Operations.** Explain correct procedures, operational checks, and normal usage IAW T.O. 1C-130B-1, *Flight Manual/USAF Series/C-130E/H*, T.O. 1C-130A-9, *Cargo Loading*, T.O. 1C-130(H)H-1, *Flight Manual/USAF Series/HC-130H/HC-130P/HC-130N*, T.O. 1C-130(M)E-1, *Flight Manual/USAF Series/MC-130E*, T.O. 1C-130(M)H, *Flight Manual/USAF Series/MC-130H*, and AFTTP 3-1.

A8.3.1. Public address system.

A8.3.2. Interphone/ICS system.

A8.3.3. Hydraulic systems.

A8.3.4. Oxygen Systems.

A8.3.5. Benson tanks.

A8.3.6. Lighting systems.

A8.3.7. Defensive system (AN/ALE 40).

**A8.4. Cargo Loading Systems and Aids:**

A8.4.1. Explain correct procedures, operation checks, and normal usage IAW T.O. 1C-130A-9 for cargo winching.

- A8.4.1.1. Winch installation.
- A8.4.1.2. Checklist procedures.
- A8.4.1.3. Accessory kits.
- A8.4.1.4. Internal winching configuration.
- A8.4.1.5. External winching configuration.
- A8.4.1.6. Self-winch configuration.

A8.4.2. Explain correct procedures, operational checks, and limitations of the 463L dual rail system IAW T.O. 1C-130A-9 and T.O. 1C-130(H)H-1, T.O. 1C-130(M)E-1 or T.O. 1C-130(M)H-1 (as applicable).

- A8.4.2.1. Left and right side locks.
- A8.4.2.2. Pallet weight limitation.
- A8.4.2.3. Rail limitations with missing core bolts.

**A8.5. Structural Limitations:**

A8.5.1. Using the floor loading capacity chart in T.O. 1C-130A-9, determine the following:

- A8.5.1.1. Contact area pressures/Pounds per Square Inch (PSI).
- A8.5.1.2. Contact area pressures/Pounds per Square Foot (PSF).
- A8.5.1.3. Linear foot limitations/Pounds per Linear Foot (PLF).
- A8.5.1.4. Axle and wheel weight limits.
- A8.5.1.5. Compartment load limits.

A8.5.2. Compute the area and PSI for specific items of cargo with and without shoring:

- A8.5.2.1. Skid mounted cargo.
- A8.5.2.2. Drums.
- A8.5.2.3. Pneumatic tires.
- A8.5.2.4. Solid rubber tires and steel wheels.

**A8.6. Weight and balance:**

A8.6.1. Determine formulas used for weight and balance and solve problems by using formulas to compute the center of gravity of an aircraft:

- A8.6.1.1. Basic weight and balance formula.
- A8.6.1.2. Center of gravity and load/shift formula.

**A8.6.2. Select and use charts and graphs required to complete DD Form 365-4, Aircraft Weight and Balance Clearance Form F- Transport:**

A8.6.2.1. T.O. 1C-130(H)H-1, T.O. 1C-130(M)E-1, T.O. 1C-130(M)H-1 (as appropriate) weight limitations charts.

A8.6.2.2. T.O. 1C-130(H)H-5, *Sample Basic Weight Checklists and Loading Data/HC-130H/HC-130N/HC-130P*, T.O. 1C-130(M)E-5, *Sample Basic Weight Checklists and Loading Data/MC-130E*, T.O. 1C-130(M)H-5, *Sample Basic Weight Checklists and Loading Data/MC-130H*, (as appropriate) loading charts.

A8.6.2.3. AFSOCI 11-203, *MC-130 Configuration/Mission Planning Guide*, appropriate volumes, and AFI 11-2MC-130 appropriate volumes.

**A8.7. Airlift of Hazardous, Perishable, Classified Materials, and Cargo Requiring Special Handling.**

A8.7.1. Using AFMAN 24-204, state restrictions and precautions for handling, loading, and airlifting of hazardous materials.

A8.7.1.1. Restrictions from compatibility chart.

A8.7.1.2. Safety precautions and **Shippers Declaration for Hazardous Goods**.

A8.7.1.3. Procedures for utilizing DD Form 2133, **Joint Airlift Inspection Record**.

A8.7.1.4. Protective clothing and equipment.

A8.7.2. IAW AFJMAN 24-204, state procedures for airlifting the following:

A8.7.2.1. Mail.

A8.7.2.2. Biological material.

A8.7.2.3. Classified material.

**A8.8. Load Planning:**

A8.8.1. Review the basic principles of load planning and demonstrate the use of projection charts in T.O. 1C-130A-9.

A8.8.2. Load plan given mixed loads to include the following:

A8.8.2.1. Palletized cargo.

A8.8.2.2. Distributed cargo.

A8.8.2.3. Concentrated cargo.

A8.8.2.4. Hazardous cargo.

A8.8.2.5. Vehicles.

A8.8.2.6. Troops.

A8.8.3. Using load plan and chart E, compute DD Form 365-4.

**A8.9. Applied Load Restraint: State Restraint Criteria and Tie-down Capacities.** Using a tape measure, compute required restraint on selected items.

- A8.9.1. Directional restraint requirements.
- A8.9.2. Tie-down devices, straps.
- A8.9.3. Use of chain bridle and chain gate.
- A8.9.4. Use of barriers for spear type items.
- A8.9.5. Using a tape measure, compute required restraint.
- A8.9.6. Winch load an item of rolling stock into the aircraft.

**A8.10. Fleet service.** Review the joint responsibilities of fleet service and the LM IAW AFJMAN 24-204, and applicable volume of AFSOCI 11-203 and AFI 11-2MC-130.

- A8.10.1. Aircraft cleanliness.
- A8.10.2. Supplies and equipment.
- A8.10.3. Meals.
- A8.10.4. Forms.

**A8.11. Passenger handling techniques:**

- A8.11.1. Review the responsibilities and duties of the LM for troop and medical evacuation flights.
  - A8.11.1.1. Seatings.
  - A8.11.1.2. Briefings.
  - A8.11.1.3. Meals and comfort items.
  - A8.11.1.4. Emergency procedures and equipment.
  - A8.11.1.5. In-flight duties.
- A8.11.2. Passenger relations.

**A8.12. Emergency procedures:**

- A8.12.1. Review emergency procedures outlined in T.O. 1C-130(H)-1, T.O. 1C-130(M)E-1, or T.O. 1C-130(M)H-1 that pertains to the LM:
  - A8.12.1.1. Ground operations.
  - A8.12.1.2. Inflight.
  - A8.12.1.3. Landing.
- A8.12.2. Review jettison procedures in T.O. 1C-130(H)-1, T.O. 1C-130(M)E-1, or T.O. 1C-130(M)H-1 (as appropriate), T.O. 1C-130A-9, and AFI 11-2MC-130, Volume 3.

**A8.13. Tactics.** Review equipment and procedures used in combat situations.

- A8.13.1. Scanner duties.

A8.13.2. Threat recognition and avoidance tactics.

A8.13.3. Defensive tactics.

**A8.14. Infiltration and Exfiltration:**

A8.14.1. Vehicles.

A8.14.2. Helicopters.

A8.14.3. Troops.

A8.14.4. Cargo compartment preparation.

A8.14.5. Canary slides.

**A8.15. Aerial Delivery Equipment.** Review the function and limitation of airdrop components.

A8.15.1. Platforms.

A8.15.2. Containers.

A8.15.3. Release assemblies.

A8.15.4. Parachutes.

A8.15.5. Aerial delivery hardware and expendables.

A8.15.6. Extraction system components.

A8.15.7. Pyrotechnics and MA-1/2 kits.

**A8.16. Container delivery system (CDS).** Review equipment, configurations, and procedures for CDS airdrops including heavy CDS procedures.

A8.16.1. CDS kit.

A8.16.2. Center vertical restraint (CVR).

A8.16.3. Buffer stop assembly.

A8.16.4. Release gate locations.

A8.16.5. Joint airdrop inspection (JAI).

A8.16.6. In-flight checklist procedures.

A8.16.7. Malfunction procedures.

**A8.17. High Speed Low Level Aerial Delivery System (HSSLADS)/Container Release System (CRS).** Review equipment, configuration, and procedures for HSSLADS/CRS airdrops.

A8.17.1. Single container drop.

A8.17.2. Multiple container drop.

A8.17.3. Release system.

A8.17.4. Joint airdrop inspection (JAI).

A8.17.5. Inflight checklist procedures.

A8.17.6. Malfunction Procedures.

**A8.18. Heavy Equipment** . Review equipment, configurations, and procedures used for heavy equipment drops.

A8.18.1. Single extraction.

A8.18.2. Sequential extraction.

A8.18.3. Combination drops.

A8.18.4. Dual rail lock settings.

A8.18.5. JAI.

A8.18.6. Inflight checklist procedures.

A8.18.7. Malfunction procedures.

**A8.19. Paratroop or Door Bundle Drop**. Review equipment, configurations, and procedures used in actual/simulated paratroop drops.

A8.19.1. Anchor cables.

A8.19.2. Static line retrievers.

A8.19.3. Y-cables for troop doors.

A8.19.4. Jump platforms.

A8.19.5. Door Bundles.

A8.19.6. Configurations IAW T.O. 1C-130A-9.

A8.19.7. Towed Paratrooper Retrieval System (as required).

A8.19.8. LM and jumpmaster inspection checklist.

A8.19.9. In-flight procedures.

A8.19.10. Paratroop emergency procedures.

**A8.20. Combat Rubber Raiding Craft (CRRC)**. Review equipment, configuration, and procedures for CRRC airdrops.

A8.20.1. Release systems/single or multiple airdrop.

A8.20.2. Limitations.

A8.20.3. JAI.

A8.20.4. Combination airdrop procedures.

A8.20.5. Inflight checklist procedures.

A8.20.6. Malfunction procedures.

**A8.21. Container Ramp Loads.** Review equipment, configuration, and procedures for bundles air-dropped from the aircraft cargo ramp.

- A8.21.1. Release method.
- A8.21.2. Ramp roller configuration.
- A8.21.3. Combination airdrop procedures.
- A8.21.4. Load inspection.
- A8.21.5. Inflight checklist.
- A8.21.6. Malfunction Procedures.

**A8.22. Method A and B Combat Offload:**

- A8.22.1. Platforms.
- A8.22.2. Containers.

**A8.23. BLU-82.** Review equipment, configurations, and procedures used for BLU-82 airdrop.

- A8.23.1. Single extraction.
- A8.23.2. Dual rail lock setting.
- A8.23.3. A/A37-A-11 tow plate system.
- A8.23.4. Drop/Arming sequence.
- A8.23.5. JAI.
- A8.23.6. Inflight checklist procedures.
- A8.23.7. Malfunction procedures.

**A8.24.** Review the responsibilities and duties of the LM for air refueling IAW T.O. 1-1C-1-29, *Flight Crew Air Refueling Procedures with KC-135/KC-10*, AFI 11-2MC-130 Volume 3, AFTTP 3-3.33, T.O. 1C-130(H)H-1, T.O. 1C-130(M)E-1, T.O. 1C-130(M)H-1 as appropriate.

- A8.24.1. Safety precaution/restriction.
- A8.24.2. Aircraft weight and balance.
- A8.24.3. Inflight checklist
- A8.24.4. Passenger/troop briefings.
- A8.24.5. Emergency procedures.

**A8.25. Helicopter Air Refueling.** Review the responsibilities and duties of the LM for air refueling IAW T.O. 1-1C-1-20, AFI 11-2MC-130 Volume 3, AFTTP 3-3.33, T.O. 1C-130(M)E-1, T.O. 1C-130(H)H-1 and T.O. 1C-130(M)H-1 as appropriate.

- A8.25.1. Safety precaution/restriction.
- A8.25.2. Aircraft weight and balance.

- A8.25.3. Interphone/radio procedures.
- A8.25.4. Communications-out procedures.
- A8.25.5. Systems operations.
- A8.25.6. Inflight checklist.
- A8.25.7. Terminology/calls.
- A8.25.8. Emergency procedures.

**A8.26. FARP.** Review the responsibilities and duties of the LM for FARP IAW AFI 11-2MC-130, Volume 3, AFTTP 3-3.33, AFI 11-235 *Forward Area Refueling Point Operations*, T.O. 1C-130(M)E-1, T.O. 1C-130(M)H-1, and T.O. 00-25-172, *Ground Servicing of Aircraft and Static Grounding/Bonding*. (CBI courseware may be used for this block)

- A8.26.1. Safety precaution/restriction.
- A8.26.2. Interphone/Radio procedures.
- A8.26.3. System operations.
- A8.26.4. Checklist procedures.
- A8.26.5. Assembly/reassemble area.
- A8.26.6. Terminology/calls.
- A8.26.7. Emergency procedures. Discuss LM duties and responsibilities during aircraft emergencies. Discuss responsibilities during emergency landings, bailout, ditching, and ground egress. Emphasis should be on crew coordination.

**A8.27.** JAI requirement and procedures IAW AFJI 13-210, *Joint Airdrop Inspections Records, Malfunction Investigations, and Activity Reporting*, and applicable technical orders.

- A8.27.1. Responsibility.
- A8.27.2. Required forms and completion procedures/documentation.
- A8.27.3. Critical inspection areas/procedures.
- A8.27.4. Disposition procedures.
- A8.27.5. Unilateral airdrop training JAI responsibilities.
- A8.27.6. Joint Army Air Force Training (JAAT)/Special Assignment Airlift Mission (SAAM)/Contingency/exercise/emergency airdrop JAI responsibilities.

**A8.28. Psychological Operations and Procedures.** Conduct a review of psychological operations and procedures associated with leaflet airdrop operations.

**Attachment 9**

**SAMPLE UPGRADE NOMINATION LETTER**



**DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS AIR FORCE SPECIAL OPERATIONS  
COMMAND (AFSOC)**

DATE:

MEMORANDUM FOR 16 OSS/DOT

16 OG/CC

HQ AFSOC/DOT

IN TURN

FROM: 81 SOS/DOT

SUBJECT: Nomination for Navigator Instructor Qualification

1. The 81 SOS nominates Lt Ace DeMarco for MC130HNIQ (identify using full course identification) class 2003001. His personal information is as follows:

SSAN:

Billeting:

Security Clearance:

Mode of Travel:

Mailing Address: (unit)

2. Individual has been briefed by the unit training officer or unit commander's representative and accepts the appropriate ADSC per Education And Training Course Announcements (ETCA) and AFI 11-2MC-130 Vol 1 paragraph **1.5**.

3. For instructor qualification courses a Flight Instructor Preparatory (FIP), AITC or equivalent course requirement statement is required. It must state if nominee requires the training, has completed it, or was a prior qualified flight instructor.
4. Any questions may be directed to (unit training officer) at DSN XXX-XXXX.

Squadron DO or CC signature block

Forward this memo with latest ARMS product from the unit training office to the group training office (or equivalent) and group commander for coordination. Group training will forward a hard copy of the memo to HQ AFSOC/DOT (Fax number is DSN 579-2232).