

8 JUNE 2000



Flying Operations

MC-130 AIRCREW EVALUATION CRITERIA

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

NOTICE: This publication is available digitally on the AFDPO WWW site at:
<http://afpubs.hq.af.mil>

OPR: HQ AFSOC/DOVF
(Capt. Kevin A. Gordey)
Supersedes AFI 11-2MC-130V2, 1 March 1999

Certified by: HQ USAF/XOO
(Brig Gen Michael S. Kudlacz)
Pages: 58
Distribution: F

This instruction implements AFD 11-2, *Aircraft Rules and Procedures*, and AFD 11-4, *Aviation Service*. It establishes the Aircrew Standardization/Evaluation (Stan/Eval) program that supports AF objectives and is applicable to all MC-130 units and Backup Aircraft Inventory (BAI) C-130E/H aircrews. It also applies to Air Education and Training Command (AETC) and to United States Air Force Reserve Command (AFRC) units. This instruction does not apply to Air National Guard (ANG) units.

The Privacy Act of 1974 affects this instruction. The Privacy Act System Number F011 AF XO A, Air Force Operations Resource Management Systems (AFORMS) covers required information. The authority for maintenance of AFORMS is 37 U.S.C. 301a (Incentive Pay), Public Law 92-204, Section 715 (Appropriations Act for 1973), Public Laws 93-570 (Appropriations Act for 1974), 93-294 (Aviation Career Incentive Act of 1974), DoDD 7730.57 (Aviation Career Incentive Act of 1974 and Required Annual Report, February 5, 1976, with Changes 1 and 2), and Executive Order 9497. The Paperwork Reduction Act of 1974 as amended in 1996 affects this instruction.

SUMMARY OF REVISIONS

This revision incorporates interim change (IC) 2000-1, which reflects the AFSC change from communication systems operator (CSO) to airborne communication specialist (ACS); clarifies instrument evaluation requirements for pilots that are multiple MDS qualified in paragraph 4.1.2.1.; deletes EPE requisite for MC-130E/H pilot Mission evaluation in paragraph 4.1.2.3.; deletes requirement for qualification evaluation on Initial/Requalification Mission evaluations for pilots basic C-130E/MC-130E qualified in paragraph 4.1.2.3.1.1.; deletes the Airland evaluation requirement and makes it a subarea of the mission evaluation in paragraph 4.1.2.3.3.; clarifies the Initial/Requalification MSN evaluation requirements in paragraph 4.1.2.3.3.1.; deletes paragraph 4.1.2.3.3.1.1.; clarifies the Recurring MSN evaluation requirements in paragraph 4.1.2.3.3.2. and in paragraph 4.2.2.1.2.2.; deletes Instrument Refresher Course (IRC) as an evaluation prerequisite for navigators in paragraphs 4.2.2.1. and 4.2.2.2; changes EWO mission evaluation subarea titles in paragraph 4.2.2.2.3.1.; deletes STAR procedures in Table 13.; and stan-

Standardizes Direct Support Operator (DSO) evaluation **Table 28.-Table 30.** See the last attachment of the publication for the complete IC. A bar ("|") indicates revision from the previous edition.

1.	Objectives.	4
2.	Grading Systems.	5
3.	Aircrew Written Examinations.	6
4.	Evaluations.	6
Table 1.	“Instructor” MC-130 Evaluation Criteria for Sub-Area Ratings of “Q”.	17
Table 2.	“General” MC-130 Pilot Evaluation Criteria for Sub-Area Ratings of “Q”.	18
Table 3.	“Qualification” MC-130 Pilot Evaluation Criteria for Sub-Area Ratings of “Q”.	19
Table 4.	“Instrument” MC-130 Pilot Evaluation Criteria for Sub-Area Ratings of “Q”.	20
Table 5.	“Assault” MC-130 Pilot Evaluation Criteria for Sub-Areas Ratings of “Q”.	21
Table 6.	“Mission” MC-130P Pilot Evaluation Criteria for Sub-Areas Ratings of “Q”.	22
Table 7.	“Mission” MC-130E/H Pilot Evaluation Criteria for Sub-Area Ratings of “Q”.	23
Table 8.	“Special Quals” MC-130E/H Pilot Evaluation Criteria for Sub-Area Ratings of “Q”.	24
Table 9.	“Basic Proficiency” MC-130 Navigator Evaluation Criteria for Sub-Area Ratings of “Q”.	24
Table 10.	“Mission” MC-130 Navigator Evaluation Criteria for Sub-Area Ratings of “Q”. ...	27
Table 11.	“General” MC/C-130 Engineer Evaluation Criteria for Sub-Area Ratings of “Q”. ..	29
Table 12.	“Preparation for Flight” MC/C-130 Engineer Evaluation Criteria for Sub-Area Ratings of “Q”.	30
Table 13.	“Flight Phase” MC/C-130 Engineer Evaluation Criteria for Sub-Area Ratings of “Q.”	31
Table 14.	“Emergency Procedures” MC/C-130 Engineer Evaluation Criteria for Sub-Area Ratings of “Q”.	32
Table 15.	“System Knowledge” MC/C-130 Engineer Evaluation Criteria for Sub-Area Ratings of “Q”.	33
Table 16.	“Post Flight” MC/C-130 Engineer Evaluation Criteria for Sub-Area Ratings of “Q”.	35
Table 17.	“General” MC/C-130 Loadmaster Evaluation Criteria for Sub-Area Ratings of “Q”.	36
Table 18.	“Preparation for Flight” MC/C-130 Loadmaster Evaluation Criteria for Sub-Area Ratings of “Q”.	37

Table 19.	“Flight Phase” MC/C-130 Loadmaster Evaluation Criteria for Sub-Area Ratings of “Q”.	37
Table 20.	“Emergency Procedures” MC/C-130 Loadmaster Evaluation Criteria for Sub-Area Ratings of “Q”.	38
Table 21.	“Postflight” MC/C-130 Loadmaster Evaluation Criteria for Sub-Area Ratings of “Q”.	38
Table 22.	“MC-130 Mission” MC-130 Loadmaster Evaluation Criteria for Sub-Area Ratings of “Q”.	38
Table 23.	“Qualification” MC-130 EWO Mission Evaluation Criteria for Sub-Area Ratings of “Q.”	39
Table 24.	“Mission” MC-130 EWO Mission Evaluation Criteria for Sub-Area Ratings of “Q.”	41
Table 25.	“General” MC-130 ACS Evaluation Criteria for Sub-Area Ratings of “Q.”	42
Table 26.	“Preparation for Flight” MC-130 ACS Evaluation Criteria for Sub-Area Ratings of “Q.”	43
Table 27.	“Flight Phase” MC-130 ACS Evaluation Criteria for Sub Area Ratings of “Q.”	43
Table 28.	“General” MC-130 DSO Evaluation Criteria for Sub-Area Ratings of “Q.”	44
Table 29.	“Flight Phase” MC-130 DSO Evaluation Criteria for Sub-Area Ratings of “Q.”	45
Table 30.	“Post Flight” MC-130 DSO Evaluation Criteria for Sub-Area Ratings of “Q.”	45
Attachment 1—GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION		46
Attachment 2—IC 2000-1 TO AFI 11-2MC-130, VOLUME 2, MC-130 AIRCREW EVALUATION CRITERIA		53

1. Objectives. The Aircrew Standardization and Evaluation Program is the commander's tool to validate mission readiness and the effectiveness of unit flying, to include documentation of individual aircrew member qualifications and capabilities.

1.1. General. This instruction establishes requirements for all MC-130 and BAI C-130E/H aircrew flight evaluations and outlines aircrew standardization/evaluation (stan/eval) grading criteria. Conduct all evaluations in accordance with (IAW) the provisions of Air Force Instruction (AFI) 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*.

1.2. Applicability. This instruction applies to all MC-130 flying units and BAI C-130E/H aircrews.

1.3. Distribution. This instruction is distributed to MC-130 units through Air Force publication distribution channels. The office of primary responsibility (OPR) upon specific request and justification makes distribution outside Air Force Special Operations Command (AFSOC), Air Education Training Command (AETC), and Air Force Reserve Command (AFRC).

1.4. Revisions. Personnel are encouraged to submit proposed changes IAW AFI 11-215, *Flight Manuals Program (FMP)*, to applicable MAJCOM. Use AF Form 847, **Recommendation for Change of Publication** for comments and suggested improvements.

1.5. Waivers. Submit requests for waivers to this instruction through stan/eval channels to applicable MAJCOM. Post all waivers to this instruction in the individual's flight evaluation folder (FEF) behind Tab 2. AFRC units request waivers through 10 AF/DOTV for coordination with HQ AFRC/DOT and HQ AFSOC/DOV. AETC units request waivers through HQ AETC/DOVV.

1.6. Supplements: Units are encouraged to supplement this instruction with standard evaluation profiles that best fit the unit's mission, equipment, and location. Units below MAJCOM level will forward one copy of each supplement to their MAJCOM OPR for post-publication review.

1.7. Instructor Certified Events. These are events that require certification of training by an instructor or flight examiner. Document certification on the AF Form 1381, **USAF Certification of Aircrew Training**, and file in the individual's FEF behind Tab 1. The squadron commander, stan/eval assigned personnel, or the instructor completing the training will sign the AF Form 1381. Refer to AFI 11-2MC-130, Vol. 1, *MC-130 Aircrew Training* for a current listing of instructor certified events.

1.8. Procedures. Flight examiners will use the evaluation criteria in this volume to conduct all flight, Aircrew Training Device (ATD), and Emergency Procedure Evaluations (EPE). To ensure standard and objective evaluations, flight examiners will be thoroughly familiar with the prescribed evaluation criteria.

1.9. Flight Examiner Role. The flight examiner should not occupy a primary crew position during evaluations to ensure the most comprehensive evaluation. However, if conditions warrant, the flight examiner may occupy a primary crew position during an evaluation.

1.9.1. Prior to the flight, the flight examiner will explain the purpose of the evaluation and how it will be conducted. The evaluatee will accomplish all mission planning. MAJCOM flight examiners (and unit flight examiners as determined locally) will be furnished a copy of necessary charts, flight logs, target folders, and any additional items they deem necessary.

1.9.2. The flight examiner will thoroughly critique all aspects of the flight. During the critique, the flight examiner will review the evaluatee's overall rating, specific deviations, area grades assigned (if other than qualified), and any required additional training.

1.9.3. Standards and performance parameters are contained in this instruction.

1.9.4. The evaluator will base tolerances for in-flight parameters on conditions of smooth air and a stable aircraft. Do not consider momentary deviations from tolerances, provided the examinee applies prompt corrective action and such deviations do not jeopardize flying safety. The evaluator will consider cumulative deviations when determining the overall grade.

1.9.5. All evaluations will follow the guidelines set in AFI 11-202, Volume 2. Evaluator judgment will be the determining factor in arriving at the overall grade.

2. Grading Systems.

NOTE: Safety consciousness, boldface emergency procedures, judgment, and all instructor areas/subareas are considered critical for all crewmembers. For navigators, TOT/TOA and airdrop criteria are considered critical. Additionally, all emergency procedures for loadmasters are considered critical. If one of these subareas is graded U, then the overall grade for the evaluation will be Q-3.

2.1. Overall Qualification Levels:

2.1.1. Qualification Level 1 (Q-1, Qualified). The aircrew member demonstrated desired performance and knowledge of procedures, equipment and directives within tolerances. This will be awarded when no discrepancies were noted and may be awarded when discrepancies are noted if:

2.1.1.1. The discrepancies resulted in no more than a "Q-" grade being given in any area(s)/subarea(s).

2.1.1.2. In the judgment of the flight examiner, none of the discrepancies preclude awarding of an overall Qualification Level 1.

2.1.1.3. All discrepancies noted during the evaluation were cleared during the debrief of that evaluation.

2.1.1.4. Refer to the tables in this instruction for basic, qualification, mission, and instructor criteria for sub-area ratings of Qualified for respective crew positions.

2.1.2. Qualification Level 2 (Q-2, Qualified). The aircrew member demonstrated the ability to perform duties safely, but:

2.1.2.1. There were one or more area(s)/subarea(s) where additional training was assigned.

2.1.2.2. In the judgment of the flight examiner, there is justification based on performance in one or several areas/subareas.

2.1.3. Qualification Level 3 (Q-3, Unqualified). The aircrew member demonstrated an unacceptable level of safety, judgment, performance or knowledge.

2.1.3.1. An overall "Q-3" can be awarded if, in the judgment of the flight examiner, there is justification based on performance in one or several areas/subareas.

2.2. Area/Subarea Grades.

2.2.1. Q (Qualified). A "Q" is the desired level of performance. The examinee demonstrated a satisfactory knowledge of all required information, performed aircrew duties within the prescribed tolerances and accomplished the assigned mission.

2.2.2. Q- (Qualified). A “Q-” indicates the examinee is qualified to perform the assigned area tasks, but requires debriefing or additional training as determined by the flight examiner. Minor deviations from established standards that did not jeopardize mission accomplishment or flight safety.

2.2.3. U (Unqualified). Assign a “U” area grade for any breach of flight discipline or deviations from prescribed procedures that adversely affected mission accomplishment or compromised flight safety.

3. Aircrew Written Examinations.

3.1. Testing. Provide examinations IAW AFI 11-202 Volume 2 and this instruction.

3.1.1. Combined Testing. The following crew positions require a combined qualification/mission examination: navigator, electronic warfare officer, flight engineer, loadmaster, communication systems operator, and direct support officer. Examinations will consist of at least 40 closed and 40 open book questions with equal emphasis on qualification and mission areas.

4. Evaluations.

NOTE: Conduct flight evaluations using the specific crew position profiles below. Apply criteria using paragraph 4.7. and Table 1. through Table 30. For all mission evaluations, evaluators will ensure that the profile includes adequate events to thoroughly measure knowledge of specific employment procedures to include tactical defensive measures and current special interest items. Crew Resource Management (CRM) skills will be evaluated on all evaluations. Include the seven CRM skills areas: Mission Planning, Situational Awareness, Crew Coordination/Flight Integrity, Communication, Risk Management/Decision Making, Task Management, and Debriefing. Evaluators should reference AF Form 4031, CRM Skills Criteria Training /Evaluation and AFI 11-290 Cockpit/Crew Resource Management Training Program for further clarification.

4.1. Pilot Evaluations - Requirements. Pilot flight evaluations are divided into positions, types and categories as defined below. All AF Form 8's will indicate the applicable crew position, type(s), and category (ies) of the administered evaluation.

4.1.1. Crew Positions: The crew position is either Co-pilot, Pilot or Instructor Pilot. See AFI 11-202V2, paragraph 6.1.2.3. for additional guidance.

4.1.1.1. Co-pilots: Copilots will be evaluated to the same subarea standards as pilots, except crew coordination will not include duties and responsibilities expected of an aircraft commander. These standards are outlined in Table 2. - Table 8.

4.1.1.2. Pilot: Pilots are evaluated to the specific standards outlined in Table 2. - Table 8.

4.1.1.3. Instructor: Instructor pilots must meet criteria as outlined in paragraph 4.4. and Table 1. of this instruction.

4.1.2. Evaluation Types: Pilot evaluation types are: Instrument, Qualification, Mission, and Special Mission.

NOTE: To promote efficient use of flying resources, the recurring instrument, mission, and qualification flight evaluations may be combined. For AFSOC units, recurring INSTM/QUAL evaluations may be conducted in the C-130E/H, except MC-130H pilots.

4.1.2.1. Instrument: Instrument evaluations will include subareas listed as “General” (**Table 2.**) and “Instrument” (**Table 4.**). All initial and requalification evaluations will include an instrument evaluation. The instrument examination is a requisite (prerequisite for initial evaluations). Complete the Instrument Refresher Course (IRC) prior to taking the instrument examination. **NOTE:** Instrument evaluation not required on requalification evaluation for multiple MDS qualified pilots with a current instrument evaluation in their primary MDS.

4.1.2.2. Qualification: Qualification evaluations will include subareas listed under "General" (**Table 2.**) and "Qualification" (**Table 3.**). Qualification Open and Closed Book examinations (or Formal School End of Course examinations), Boldface examination, and EPE are requisites (prerequisites for initial evaluations).

4.1.2.3. Mission: Mission evaluations will include subareas under “General” (**Table 2.**) and the applicable table(s) as annotated below. Mission Open and Closed Book examinations (or Formal School End of Course examinations) are requisites (prerequisites for initial evaluations).

4.1.2.3.1. MC-130E Mission Evaluations: Mission evaluations will include subareas under "General" (**Table 2.**) and **Table 5.** and **Table 7.**. State in the comment section of the AF Form 8 whether the evaluation was conducted in mountainous terrain.

4.1.2.3.1.1. Initial/Requalification: Initial/Requalification mission evaluations will include a qualification and mission flight evaluation. If a pilot is overdue a mission evaluation, but remains basic C-130E/MC-130E qualified, the qualification evaluation is not required. Initial/Requalification mission evaluation profile will include night vision goggle (NVG) low-level and mountainous terrain following (TF) (night preferred), self-contained approach (SCA), an assault landing and takeoff, and a time on target (TOT) to an airdrop. If conditions after departure result in a no-drop, the flight examiner may use discretion in determining if the evaluation is complete. Copilots may accomplish the assault landing and takeoff evaluation verbally.

4.1.2.3.1.2. Recurring Mission: Requirements are the same as in **4.1.2.3.1.1.** except mountainous terrain is desired, but not required. For a recurring mission evaluation, helicopter aerial refueling can be evaluated instead of an airdrop. Also, a NVG takeoff/landing using assault procedures can be evaluated instead of an assault takeoff/landing. At the flight examiner’s discretion, NVG low-level may be omitted from the profile.

4.1.2.3.1.3. Special Missions. Special Mission evaluations will include subareas listed under "General" (**Table 2.**) and **Table 8.** for the MC-130E. Initial special mission evaluations may be conducted separately or in conjunction with the mission evaluation. Recurring special mission evaluations should be combined with recurring mission evaluations.

4.1.2.3.1.3.1. NVG Landing. Conduct initial/requalification evaluation at a blacked out airfield. Make every effort to use an airfield for the evaluation other than the airfield that was used primarily for NVG upgrade training. Mission profile will include a covert landing, taxi and ground operations, takeoff, and go-around. Evaluate NVG equipment limitations verbally. No recurring evaluation is required.

4.1.2.3.1.3.2. Helicopter Air Refueling. Initial/requalification evaluation including rendezvous, joinup and contact required. Pilots must demonstrate the ability to

accomplish a sustained fuel transfer. Except for breakaway, evaluate emergency procedures verbally. No recurring evaluation is required.

4.1.2.3.1.3.3. Initial/Requalification Air Refueling Contact. Pilots must demonstrate the ability to accomplish a sustained fuel transfer. Except for breakaway, evaluate emergency procedures verbally. No recurring evaluation is required.

NOTE: Document each special mission evaluated as a separate “flight phase” entry as a “MSN” evaluation. Further description of the specific mission evaluated will be included in the Mission Description section of the Comments block of the AF Form 8. There are no requisites for special mission evaluations. See AFI 11-202 Volume 2, AFSOC Supplement 1 paragraph A4.2.1. for further guidance.

4.1.2.3.2. MC-130H Mission Evaluations: Mission evaluations will include subareas under "General" (**Table 2.**) and **Table 5.** and **Table 7.** State in the comment section of the AF Form 8 whether the evaluation was conducted in mountainous terrain.

4.1.2.3.2.1. Initial/Requalification: Initial/Requalification mission evaluations will include a qualification and mission flight evaluation. If a pilot is overdue a mission evaluation, but remains basic MC-130H qualified, the qualification evaluation is not required. The mission evaluation profile includes mountainous TF (night preferred), SCA, airdrop, and an assault landing and takeoff. If conditions after departure result in a no-drop, the flight examiner may use discretion in determining if the evaluation is complete. Copilots may accomplish the assault landing and takeoff evaluation verbally. The instrument and qualification evaluations may be completed on a separate mission from the mission evaluation.

4.1.2.3.2.2. Recurring. Evaluation requirements are the same as in **4.1.2.3.2.1.** except, mountainous terrain is not mandatory, but highly desirable. Never conduct consecutive evaluations in non-mountainous terrain. A night vision goggle takeoff/landing using assault procedures can be evaluated instead of an assault takeoff/landing.

4.1.2.3.2.3. Special Missions. Special Mission evaluations will include subareas listed under "General" (**Table 2.**) and **Table 8.** for the MC-130H. Initial special mission evaluations may be conducted separately or in conjunction with the mission evaluation. Recurring special mission evaluations should be combined with recurring mission evaluations.

4.1.2.3.2.3.1. NVG Landing. Conduct initial/requalification evaluation at a blacked out airfield. Make every effort to use an airfield for the evaluation other than the airfield that was used primarily for NVG upgrade training. Mission profile will include a covert landing, taxi and ground operations, takeoff, and go-around. Evaluate NVG equipment limitations verbally. No recurring evaluation is required.

4.1.2.3.2.3.2. Helicopter Air Refueling. Initial/requalification evaluation including rendezvous, joinup and contact required. Pilots must demonstrate the ability to accomplish a sustained fuel transfer. Except for breakaway, evaluate emergency procedures verbally. No recurring evaluation is required.

4.1.2.3.2.3.3. Initial/Requalification Air Refueling Contact. Pilots must demonstrate the ability to accomplish a sustained fuel transfer. Except for breakaway, evaluate emergency procedures verbally. No recurring evaluation is required.

NOTE: Document each special mission evaluated as a separate “flight phase” entry as a “MSN” evaluation. Further description of the specific mission evaluated will be included in the Mission Description section of the Comments block of the AF Form 8. There are no requisites for special mission evaluations. See AFI 11-202 Volume 2, AFSOC Supplement 1 paragraph A4.2.1. for further guidance.

4.1.2.3.3. MC-130P Mission Evaluations: Mission evaluations will include subareas under "General" (**Table 2.**) and **Table 5.** and **Table 6.**

4.1.2.3.3.1. Initial/Requalification: Pilots must complete an initial/requalification mission evaluation prior to being designated mission qualified. Conduct initial/requalification mission evaluations to include: a formation NVG modified contour low level flown in mountainous terrain to an option one with spare or option two NVG helicopter aerial refueling, a simulated inadvertent weather penetration or a T.O. 1-1C-1-20, *MC/HC-130, HH-3, MH-53, HH-60, MH-6-, and MH-47D Flight Crew Air Refueling Procedures*, lost contact procedure, an airdrop, assault takeoff and landing, and a formation recovery (if qualified). The maximum runway length for the airland portion is 3,500 feet unless Takeoff and Landing Data (TOLD) requires additional runway length. Copilots may complete this evaluation verbally. For requalification airland operations, the procedures may be evaluated on a simulated minimum sized runway provided the time unqualified does not exceed 24 months and a 500-foot zone is used.

4.1.2.3.3.1.1. Deleted.

4.1.2.3.3.2. Recurring Mission Evaluations. The profile flown will be the same as paragraph **4.1.2.3.3.1.** except; the NVG low level should be in mountainous terrain and the low level will terminate with a tactical event. If the profile has the tactical events before the low level, evaluators may complete the checkride provided all required items are evaluated. State in the comment section of the AF Form 8 the type of terrain flown and if it was single ship or formation. Formation low-level and/or formation aerial refueling will be evaluated at least every other year. Accomplish the airland portion IAW paragraph **4.1.2.3.3.1.** A simulated minimum length runway may be used if no assault zone is available. NVG landing assault procedures may be credited if flown to a 500-foot touchdown zone.

4.1.2.3.3.2.1. When evaluating aerial refueling (A/R) on recurring mission evaluations, use a helicopter as the target aircraft whenever possible. If no helicopter is available, evaluate the rendezvous using like mission design series (MDS) aircraft as the target, but the target aircraft should fly approximate helicopter airspeeds.

4.1.2.3.3.3. Special Missions. Special Mission evaluations will include subareas listed under "General" **Table 2.** and **Table 6.** for the MC-130P. Initial special mission evaluations may be conducted separately or in conjunction with the mission evaluation. Recurring special mission evaluations should be combined with recurring mission evaluations.

4.1.2.3.3.3.1. NVG Landing (MC-130P). Initial/requalification is required for aircraft commanders. The evaluation will include a SCA to a covert landing, (e.g., box-in-one, reception committee lighting (RCL), or blacked out (Special Operations Forces Improvement- [SOFI] only) ground operations, takeoff, and a go-around). Make every effort to use an airfield for the evaluation other than the

airfield that was used primarily for NVG upgrade training. No recurring evaluation is required.

4.1.2.3.3.2. Initial/Requalification air refueling contact. Pilots must demonstrate the ability to accomplish a sustained fuel transfer. Except for simulated breakaway, evaluate emergency procedures verbally. No recurring evaluation is required.

NOTE: Document each special mission evaluated as a separate “flight phase” entry as a “MSN” evaluation. Further description of the specific mission evaluated will be included in the Mission Description section of the Comments block of the AF Form 8. There are no requisites for special mission evaluations. See AFI 11-202 Volume 2, AFSOC Supplement 1 paragraph A4.2.1. for further guidance.

4.2. Navigator/Electronic Warfare Officer (EWO) Evaluations. Navigator/Electronic Warfare Officer Evaluations flight evaluations are divided into positions, types, and categories as defined below.

4.2.1. Crew Positions: The crew position is either Navigator, Electronic Warfare Officer, or Instructor.

4.2.1.1. Navigator: Navigators are evaluated to the specific standards outlined in **Table 9.** and 4.10.

4.2.1.2. Electronic Warfare Officers (EWO): EWO's are evaluated to the specific standards outlined in **Table 23.** and **Table 24.**

4.2.1.3. Instructor: Instructors must meet criteria outlined in paragraph **4.4.** and **Table 1.** of this instruction.

4.2.2. Evaluation Types: Evaluation types are Qualification (Basic Proficiency), Mission, and Special Mission.

4.2.2.1. Qualification (Navigator). Qualification evaluations will include subareas listed as “Basic Proficiency” (**Table 9.**). Navigators require an initial qualification evaluation in any variant of the C-130, prior to mission or special mission qualification evaluations. Thereafter, they require a recurring qualification evaluation. Evaluations may be conducted on category II routes using category I procedures, but category I routes are preferable. State in the comments section of the AF Form 8 whether the evaluation was flown on a category I or category II route. Navigators maintaining mission qualification require a recurring qualification/mission evaluation as outlined below. The following are requisites (prerequisites for initial evaluations): Qualification Open and Closed Book examinations (or Formal School End of Course examinations) and EPE.

4.2.2.1.1. MC-130P navigators, with two or more years of experience in the C-130, may accomplish their recurring qualification evaluation in the operational flight trainer (OFT), the weapon system trainer (WST), or the satellite navigation station (SNS) simulator. Make every effort to preclude consecutive recurring qualification evaluations in the simulator. In no case will more than two consecutive recurring evaluations be administered in the simulator.

4.2.2.2. Mission: The following are requisites (prerequisites for initial evaluations): Mission Open and Closed Book examinations (or Formal School End of Course examinations) and EPE.

4.2.2.2.1. MC-130P Navigator: Mission evaluation will include subareas listed as "Basic Proficiency" (Table 9.) and "Mission" (Table 10.). The mission evaluation is a combined qualification and mission evaluation. Accomplish evaluation either single ship or in formation. TOT or Time of Arrival (TOA) criteria is plus or minus 30 seconds for airdrop or airland. An airdrop must be evaluated to complete a mission evaluation. Drop score must be no more than 300 meters. Navigator directed head-on range and bearing, head-on offset or random rendezvous may be evaluated. TOT or TOA for air refueling is on time to one minute late. TOT evaluation for an enroute rendezvous can be at the Air Refueling Initial Point (ARIP) or the Air Refueling Control Point (ARCP). During a head-on offset rendezvous, evaluate time abeam the ARIP or ARCP.

4.2.2.2.1.1. Initial/Requalification: The mission evaluation will be a minimum of one hour (lead) of night low level using NVG low level procedures. Fly initial and requal NVG low level evaluations in mountainous terrain. Make every effort to terminate initial NVG low level evaluations in a NVG air refueling rendezvous. If unable, ensure the rendezvous is evaluated separately.

4.2.2.2.1.2. Recurring: Recurring mission evaluations need be only 30 minutes (lead) in length and may terminate in an air refueling rendezvous, airdrop, or airland. Ensure both air refueling and airdrop is evaluated. Recurring evaluations in mountainous terrain are highly desirable. Do not conduct consecutive NVG low level evaluations in non-mountainous terrain. Demonstrate proficiency in both the left and right navigator positions.

4.2.2.2.1.2.1. On recurring mission evaluations, the air refueling rendezvous may be accomplished in the simulator for navigators with two or more year's experience in the MC-130P. Make every effort to avoid consecutive simulator evaluations. Never conduct more than two consecutive rendezvous evaluations in the simulator.

4.2.2.2.1.2.2. When evaluating the aerial refueling rendezvous on recurring mission evaluations, use a helicopter as the target aircraft whenever possible. If no helicopter is available, evaluate the rendezvous using like mission design series (MDS) aircraft as the target, but the target aircraft should fly approximate helicopter airspeeds.

4.2.2.2.1.3. Special Mission: MC-130P navigators may be qualified in SCA at the discretion of the unit commander. Navigators designated to maintain this qualification will receive an initial evaluation. No recurring evaluation is required as long as currency is maintained. Conduct the evaluation as part of an NVG low level route to an actual landing (NVG landing preferred). Evaluate mission planning to include obstruction clearance, approach, descent, missed approach, and takeoff procedures. There are no requisites for special mission evaluation.

NOTE: Document each special mission evaluated as a separate "flight phase" entry as a "MSN" evaluation. Further description of the specific mission evaluated will be included in the Mission Description section of the Comments block of the AF Form 8. There are no requisites for special mission evaluations. See AFI 11-202 Volume 2, AFSOC Supplement 1 paragraph A4.2.1. for further guidance

4.2.2.2.2. MC-130E Navigator:

4.2.2.2.2.1. Navigator: Mission evaluation will include subareas listed as "Basic Profi-

ciency" (**Table 9.**) and "Mission" (**Table 10.**). All mission evaluations require an actual or standard airdrop training bundle (SATB) airdrop and a SCA annotated on the AF Form 8. State on the AF Form 8 whether the evaluation was administered in mountainous terrain.

4.2.2.2.2.1.1. Initial/Requalification: Conduct the initial/requalification mission evaluation on a mission in mountainous terrain (a night mission is desirable, but not mandatory). Fly a minimum of one hour with no less than 45 minutes of TF low level flight. TOT/TOA criteria for airdrop or airland is plus or minus 30 seconds. Drop score criteria for all airdrops must be no more than 300 meters.

4.2.2.2.2.1.2. Recurring: The recurring mission evaluation is a combined qualification and mission evaluation. Evaluation requirements are the same as the initial/requalification mission evaluation except mountainous terrain is not mandatory, but highly desirable. Do not conduct consecutive evaluations in non-mountainous terrain.

4.2.2.2.3. MC-130E EWO:

4.2.2.2.3.1. Mission evaluation will include subareas listed as "Qualification" (**Table 23.**) and "Mission" (**Table 24.**). All EWO's require an initial/requalification and recurring mission evaluations.

4.2.2.2.3.1.1. Initial/Requalification. The mission length will be sufficient to allow evaluation of all applicable subareas. Mission profile will include one hour of tactical low level and 30 minutes of Electronic Counter Measures (ECM) activity with ground radar, naval radar or airborne interceptors.

4.2.2.2.3.1.2. Recurring. Requirements are the same as the initial/requalification.

4.2.2.2.4. MC-130H Navigator:

4.2.2.2.4.1. Navigator: Mission evaluation will include subareas listed as "Basic Proficiency" (**Table 9.**) and "Mission" (**Table 10.**). All mission evaluations require an actual or standard airdrop training bundle (SATB) airdrop and a SCA annotated on the AF Form 8. State on the AF Form 8 whether the evaluation was administered in mountainous terrain.

4.2.2.2.4.1.1. Initial/Requalification: Conduct the initial/requalification mission evaluation on a mission which includes at least 45 minutes of terrain following (TF), including one or more segments using NVG low level procedures, if available, and TF in mountainous terrain. Evaluations will include a TOT or TOA. Timed event must include a slowdown. TOT or TOA criteria for airdrop and airland is plus or minus 30 seconds. Drop score must be no more than 300 meters.

4.2.2.2.4.1.2. Recurring: Evaluation requirements are the same as the initial/requalification mission evaluation, except mountainous terrain is not mandatory, but highly desirable. Do not conduct consecutive evaluations in non-mountainous terrain.

4.2.2.2.5. MC-130H EWO:

4.2.2.2.5.1. EWO: Mission evaluation will include all subareas listed as "General"

(**Table 23.**) and "Qualification/Tactical" (**Table 24.**). All EWO's require an initial/requalification and recurring mission evaluations.

4.2.2.2.5.1.1. Initial/Requalification. The mission length will be sufficient to allow evaluation of all applicable subareas. At a minimum, the mission will include 45 minutes of TF, at least two separate updates to system position, and at least 30 minutes of ECM activity with ground radar, naval radar, or airborne interceptors.

4.2.2.2.5.1.2. Recurring. Requirements are the same as the initial/requalification. Never conduct consecutive evaluations in non-mountainous terrain.

4.3. Nonrated Aircrew Member Evaluation Requirements. Non-rated aircrew flight evaluations are divided into crew position, types and categories as defined below. All AF Form 8's will indicate the applicable crew position, type(s), and category (ies).

4.3.1. Crew positions: Non-rated crew positions are Flight Engineer, Loadmaster, Communications System Operator, Direct Support Operator, and Instructor.

4.3.1.1. Flight Engineer (FE): FE's are evaluated to the standards in **Table 11.** - **Table 16.**

4.3.1.2. Loadmaster (LM): LM's are evaluated to the standards in **Table 17.** - **Table 22.**

4.3.1.3. Communications System Operator (CSO): CSO's are evaluated to the standards in **Table 25.** - **Table 27.**

4.3.1.4. Direct Support Operator (DSO): DSO's are evaluated to standards in **Table 28.** - **Table 30.**

4.3.1.5. Instructor: Instructors must meet the criteria as outlined in paragraph **4.4.** and **Table 1.** of this instruction.

4.3.1.6. Evaluator: Evaluators follow the guidance as outlined in paragraph **4.5.** of this instruction.

4.3.2. Evaluation Types: Non-rated evaluation types are Qualification (Basic Proficiency), Mission and Special Mission.

4.3.2.1. Qualification: All non-rated aircrew members require an initial qualification evaluation. For qualification evaluations, Qualification Open and Closed Book examinations (or Formal School End of Course examinations), Boldface examination (if applicable), and an EPE are prerequisites for initial evaluations and requisites for individuals who are not mission qualified.

4.3.2.2. Mission: Mission evaluations may be administered concurrently with the initial qualification evaluation. Requalification evaluations will be administered as required to regain qualification. Mission Open and Closed Book examinations (or Formal School End of Course examinations) and an EPE are requisites (prerequisites for initial).

4.3.2.2.1. Mission (FE):

4.3.2.2.1.1. MC-130P FE:

4.3.2.2.1.1.1. Initial/Requalification: Administer the evaluation on a mission that includes NVG low level formation and requires the examinee to operate aircraft systems, accomplish tactical checklists, and perform flight engineer duties during

an option one with spare or option two, NVG helicopter air refueling mission. The air-refueling portion of the evaluation will include as a minimum, checklist accomplishment and actual fuel transfer.

4.3.2.2.1.1.2. Recurring: Conduct the evaluation on a mission that includes NVG low level and requires the examinee to operate aircraft systems, accomplish tactical checklists, and perform other assigned duties. The air refueling portion of the evaluation, if evaluated, will include checklist accomplishment as a minimum. Actual fuel transfer is not required.

4.3.2.2.1.2. MC-130E/H FE:

4.3.2.2.1.2.1. Initial/Requalification/Recurring: Administer the evaluation on a radar TF mission to include accomplishment of a complete preflight and a SCA utilizing the infil/exfil checklist. The examinee will demonstrate the ability to operate aircraft systems and perform other assigned duties.

4.3.2.2.2. Mission (LM):

4.3.2.2.2.1. MC-130P LM:

4.3.2.2.2.1.1. Initial/Requalification: Administer the evaluation to include, as a minimum, a complete aircraft preflight, completion of applicable weight and balance forms, one mission leg, a helo air refueling with at least one wet/dry contact using NVG procedures or equipment airdrop, and an aircraft postflight. Examinee must demonstrate a knowledge of emergency procedures associated with each method of deployment from the MC-130P.

4.3.2.2.2.1.2. Recurring: Administer the evaluation on any flight representative of the MC-130P mission. This includes A/R, airdrop (excluding personnel and simulated airdrop training bundle) infil/exfil (with certified equipment), or Forward Area Refueling and Rearming Point (FARRP). Specify in the comment section of the AF Form 8 the type of airdrop accomplished. All subareas or special qualifications in which the loadmaster is qualified will be evaluated verbally if not observed. If the evaluation is accomplished on FARRP or infil and exfil, the following conditions apply:

4.3.2.2.2.1.2.1. Infil and exfil load must consist of, as a minimum, one four-wheel vehicle capable of transporting at least four people.

4.3.2.2.2.1.2.2. Accomplish FARRP evaluations on tanker aircraft under NVG conditions.

4.3.2.2.2.2. MC-130E/H LM:

4.3.2.2.2.2.1. Initial/Requalification: Administer the evaluation to include, as a minimum, a complete aircraft preflight, completion of the applicable weight and balance forms, one mission leg, one airdrop, and an aircraft postflight. Airdrop may be container release system (CRS), CDS, high-speed low-level aerial delivery system (HSSLADS), or heavy equipment (HVY). Personnel airdrop is not acceptable. Any other subarea not observed will be evaluated verbally.

4.3.2.2.2.2.2. Recurring: Administer the evaluation on any flight representative of

the MC-130 mission. This includes airdrop (not personnel), forward area refueling and rearming point (FARRP), and infil and exfil (with certified equipment). If the evaluation is accomplished on FARRP or infil and exfil, the following restrictions apply:

4.3.2.2.2.2.1. Infil and exfil load must consist of, as a minimum, one four-wheeled vehicle capable of transporting at least four people.

4.3.2.2.2.2.2. Accomplish FARRP evaluations on tanker aircraft under NVG conditions.

4.3.2.2.3. Mission (ACS)

4.3.2.2.3.1. Initial/Requalification: Administer the evaluation on a day or night low-level mission so the examinee demonstrates knowledge and proficiency in all phases of the mission. As a minimum, the examinee will demonstrate: keying and use of each secure voice system installed, maintain positive control of all classified communications material, send and receive messages using digital data message system, as well as establishing and maintaining communications with range control, drop zone, landing zone, air traffic control (ATC), and controlling agencies in accordance with mission tasking.

4.3.2.2.3.2. Recurring. Administer evaluations on a day or night low-level mission where the examinee can demonstrate capabilities listed in paragraph [4.3.2.2.3.1](#).

4.3.2.3. Special Mission: There are no requisites to Special Mission evaluations.

4.3.2.3.1. MC-130P LM: Initial or requalification evaluation is required for container delivery system (CDS). No recurring evaluation is required. This does not preclude unit commanders from requiring recurring CDS evaluations. MC-130P loadmasters who are qualified in CDS are also qualified in combat rubber raider craft (CRRC) and rigging alternate method zodiac (RAMZ). Document special mission evaluations as "MSN" evaluations on the "flight phase" of the AF Form 8. Further description of the specific mission evaluated will be included in the Mission Description section of the Comments block of the AF Form 8. Refer to AFI 11-202 Volume 2, AFSOC Supplement 1 paragraph 4.3.3.1. for further guidance.

4.3.3. Direct Support Operators.

4.3.3.1. Initial and Requalification. Administer the evaluation on a mission sortie so that the examinee demonstrates knowledge and proficiency in premission planning, preflight, inflight, and post mission operations. The examinee must demonstrate proper procedures and proficiency in operating SILENT SHIELD equipment, demonstrate proper crew coordination procedures, and maintain positive control of all classified material. DSO's who accomplish requalification mission evaluations on a single airframe are recertified on all airframes on which the crewmember flies. Additional qualification for subsequent airframes will be instructor-certified events documented on the AF Form 1381.

4.3.3.2. DSO Recurring Evaluations: Administer evaluations on any mission where the examinee can demonstrate capabilities listed in the initial qualification. Recurring evaluations conducted on a single airframe will constitute recertification on all airframes on which the DSO flies.

4.4. Instructor Evaluation Requirements.

4.4.1. Instructor candidates must be qualified in all subareas they will instruct and are expected to meet the standards outlined in **Table 1**. Instructor candidates will be evaluated on instructor performance during a representative sample of maneuvers. Instructors should have a solid understanding of systems, procedures, and techniques.

4.4.2. The flight examiner should not act as student. The flight examiner may act as student during maneuvers that are considered high risk.

4.4.3. Instructor pilot candidates must demonstrate each type of landing applicable to the aircraft from the instructor position and their instructional ability during a representative sample of emergency and instrument procedures, mission maneuvers, and all special missions they will instruct. Pilots must be aircraft commander qualified in a special mission prior to an instructor qualification/certification in that mission.

4.4.4. For non-rated crewmembers, accomplish the initial instructor evaluation on a mission that permits accomplishment of all required instructor subareas.

4.4.5. Recurring instructor evaluations are not required, but qualified instructors should be evaluated to instructor standards for a sample of maneuvers during all recurring evaluations. A student is not required and documentation is not required unless the instructor's ability is found deficient.

4.4.6. A requalification instructor evaluation is required if a previously qualified instructor has been commander-directed downgraded or has not performed flying duties in the specific MDS for more than 6 months.

4.5. Flight Examiners: The evaluator crew position is a certification, not a qualification. Refer to MAJCOM supplements to AFI 11-202, Volume 2 for specific guidance.

4.5.1. Evaluators must meet the same criteria as instructors. Additionally, they must have an expert knowledge of all applicable instructions and should set exemplary standards during evaluations.

4.5.2. Evaluators will be trained and certified IAW AFI 11-202, Volume 2 (including MAJCOM supplements). Evaluators must be instructor qualified in a given event prior to acting as an evaluator in that event. Certified evaluators who subsequently add special mission instructor or other instructor qualifications are automatically certified to evaluate these new qualifications.

4.6. Multiple Qualification Evaluation Requirements . For AFSOC units, refer to AFI 11-202, Volume 2, AFSOC Supplement 1 for crew positions, evaluation requirements, and approval authority.

4.7. Verbal Evaluation of Subareas. Evaluation criteria is found in **Table 1**. through **Table 30**.. Make every effort to evaluate all subareas through actual performance. When this is not possible, evaluate the subareas verbally. The unit chief of stan/eval and the flight examiner decide if the evaluation is complete. For pilot evaluations, do not verbally evaluate takeoff, approaches (including SCAs) and landings.

4.8. Emergency Procedure Evaluations . For EPE contents, refer to applicable crewmember grading criteria in the tables in section four of this regulation. All aircrew members are responsible for understanding and applying proper emergency action procedures applicable to their crew position. EPEs may be performed in-flight, in an ATD, or verbally. The flight examiner will assign an overall

EPE/ATD grade (1, 2, or 3) in the Qualification Ground Phase block of the AF Form 8, regardless whether all or a portion of the EPE was performed in-flight.

NOTE: The following tables identify criteria for an evaluation to be considered Q-1. Refer to section two and paragraph 4.7. of this regulation for further grading guidance.

Table 1. “Instructor” MC-130 Evaluation Criteria for Sub-Area Ratings of “Q”.

INSTRUCTOR	CRITERIA
1. Instructional Knowledge/Abilities	Demonstrate a complete understanding of all required publications, technical orders, and governing directives. Ensure student understands all requirements and is thoroughly prepared to perform all tasks for mission accomplishment. Demonstrate ability to thoroughly and professionally conduct required training. Explain procedures and techniques in a clear, logical manner. Review requirements/records and then accomplish required training in a professional, orderly manner IAW the syllabus of instruction. Communicate procedures and techniques in a logical, understandable format, both on the ground and in-flight. Explain why common restrictions and procedures exist. Demonstrate a thorough knowledge of tactical planning, and execution. Correctly analyze student abilities, making timely inputs as required to enhance training without adversely affecting student’s accomplishment of required duties. Ensure instruction does not overly restrict accomplishment of other mission requirements. Continuously evaluate the student and focus training as required. Do not allow the student to exceed aircraft or regulatory limits. Only “Q” or “U” will be awarded.
2. Demonstration of Maneuvers and Tasks	Demonstrate maneuvers or tasks consistent with criteria listed directives/instructions for a given maneuver or task. Communicate how the maneuver or task is accomplished to meet desired parameters. Only “Q” or “U” will be awarded.
3. Briefing/Critique	Communicate significant errors and outstanding accomplishments verbally and in writing (if required for training records). Provide a professional atmosphere conducive to learning. Communicate to the student the overall training sortie grade (if required) and what is expected of the student to improve. Complete all required forms. Only “Q” or “U” will be awarded.
4. Forms Completion	Complete training records/evaluation forms IAW directives. Understand grading policies and procedures. Only “Q” or “U” will be awarded.

Table 2. “General” MC-130 Pilot Evaluation Criteria for Sub-Area Ratings of “Q”.

GENERAL	CRITERIA
1. Knowledge of Directives	Thoroughly familiar with all publications issued for the crew position plus Flight Information Publication (FLIP) documents. Answer any question with reference to applicable publications. Know performance limitations, warnings, operating procedures, and operational prohibitions. For mission profiles, be thoroughly familiar with all applicable employment publications.
2. Mission Preparation/Planning and Briefings	Prepare for flight with all required documentation and briefings required by AFIs. Be familiar with military and civilian NOTAM, weather, and flight plan procedures. Understand and interpret TOLD data and weight and balance information. Prepare navigation logs, charts and “frag” sheets appropriate for scheduled mission. Coordinate all mission information into concise briefings to include weather, tasking, defensive maneuvers, support missions (include air refueling information), emergency procedures, training requirements, and Risk Management Matrix review.
3. Use of checklist	Call for and execute all required checklists in accordance with T.O.s and operations instructions.
4. Safety Consciousness/ Judgment	Only “Q” or “U” will be awarded. Maintain situational awareness and execute mission so as to avoid unnecessary risk. Instructors and evaluators should maintain situational awareness of the other pilots actions and performance. Make decisions regarding performance of tasks so as to provide best chance of efficient mission accomplishment without undue risk to aircraft or crew.
5. Crew Coordination	Maintain situational awareness of, and react appropriately to crew inputs, to include time control. Communicate with crew so they understand pilot intentions and requirements to effect safe, efficient mission accomplishment.
6. Communications /Authentication	Communicate using concise, professional radio discipline while ensuring all required communications are made to ATC and Command and control agencies. Be familiar with required communications procedures for any airspace used on the mission. Understand standard ATC directions and execute them accordingly.
7. Life Support Systems	Preflight survival vest, Life Preserver Underarm (LPU), and chemical gear as required for the mission. Be familiar with survival vest contents and the operation of all components. Understand how to use the raft and LPUs operationally. Will ensure appropriate serviceable protective clothing, life support, and survival. Equipment for the entire mission on board the aircraft.

GENERAL	CRITERIA
8. Knowledge/Completion of Forms	Demonstrate working knowledge of the type and location of information contained in the aircraft forms. Insert clear, concise, and unclassified write-ups in a manner that accurately depicts the malfunctions/problems encountered during the mission. Write-ups should include mode of operation, equipment indications, and effect on equipment performance.
9. Currency of Publications	All required publications listed in AFI 11-2MC-130 Volume 3 are current and posted.

Table 3. “Qualification” MC-130 Pilot Evaluation Criteria for Sub-Area Ratings of “Q”.

QUALIFICATION	CRITERIA
10. Engine Start, Taxi	Perform engine start IAW T.O. Dash 1 procedures. Safe taxi operations clearing obstacles by required distances. Follow standard marshaling signals.
11. Takeoff	Smooth, controlled aircraft movement. Meet parameters outlined in AFI 11-2MC-130, Vol. 3 or as briefed for specific maneuvers. Fly primarily with reference to outside view, rather than primarily instruments.
12. VFR Pattern 13. Approach and Landings 14. Go-Around (Engine-Out)	Fly IAW appropriate T.O. and AFIs.
15. After Landing/Engine Shutdown	Complete appropriate checklist(s) IAW T.O.s and AFIs.
16. Boldface Emergency Procedures Note 1	Only “Q” or “U” will be awarded. Requires reciting proper actions in correct sequence, not necessarily a verbatim response. Must be able to recognize, discuss and take to a logical conclusion selected emergency procedures (both BOLDFACE and Non-BOLDFACE emergency procedures).
17. Other Emergency Procedures	Recognize abnormal aircraft operation and react appropriately to effect safe, timely termination of emergency condition in accordance with directives. Instructors must know required parameters for initiating maneuvers and must ensure there is no confusion between real and simulated problems.
18. System Operation / Knowledge	Can analyze facts and principles and draw conclusions about the operations of systems on the aircraft.

Note 1: Item listed is a requisite on the Qualification Ground Phase of the AF Form 8 IAW AFI 11-202 Volume 2, paragraph 4.6.1. and 6.1.3.1.

Table 4. “Instrument” MC-130 Pilot Evaluation Criteria for Sub-Area Ratings of “Q”.

INSTRUMENT (Note 1)	CRITERIA
19. Instrument Departure/SID	Follow required course and maintain constant positive climb in excess of published climb gradient. Level at and maintain required altitude +/- 200 feet. On vectors, heading should be +/- 5 degrees. Using course guidance, should maintain +/- 5 degrees (until within 1 NM of NAVAID).
20. Enroute Navigation/Use of NAVAIDs	Maintain position awareness using available NAVAIDs and on-board equipment. Maintain safe separation from terrain and restricted airspace as required. Ensure NAVAIDs are correctly identified after tuning. Use NAVAIDs required for course guidance in accordance with directives. Navigate as required by mission and ATC directly or along published routes.
21. Descent/Holding/Arrival	Enter and execute holding IAW directives and ATC clearance. Complete appropriate checklist(s) IAW T.O.s and AFIs.
22. Precision Approach (ILS or PAR) (Note 2)	Maintain controlled, stable approach without excessive oscillations through course or glide slope. Arrive stabilized at decision height within 1 dot of course and glide slope or no more than “slightly” off PAR course and glide slope.
23. Non-Precision Approaches (Any two of the following: NDB, ASR/ARA/SCA, VOR, TACAN, LOC)	Maintain controlled, stable approach without excessive oscillations through course. Arrive stabilized at minimum descent altitude within 1 dot of course or no more than “slightly” off course prior to missed approach point.
24. Circling Approach	Maintain controlled, stable approach without excessive oscillations through course. Arrive stabilized at minimum descent altitude and maintain circling airspeed or approach speed, whichever is higher.
25. Engine Out Approach	Fly IAW T.O. Dash 1 and appropriate instructions.
26. Missed Approach	Execute appropriate procedures without hesitation at missed approach point or when required by ATC or directives. Immediately establish climb IAW criteria in #19 [Instrument Departure/SID] and Dash 1.
27. Weather Avoidance Procedures	Maintain airplane control IAW directives, T.O. Dash 1, and AFI 11-2MC-130 Volume 3.

NOTE 1: All instrument maneuvers should be performed solely by reference to instruments rather than outside visual cues.

EXCEPTION: Takeoffs should transition to instruments below 100 feet, and landings should transition to outside references at or above approach minimums.

NOTE 2: Do not evaluate a PAR as only precision approach when the non-precision approach evaluated is the ASR, and visa-versa.

Table 5. "Assault" MC-130 Pilot Evaluation Criteria for Sub-Areas Ratings of "Q".

MISSION	CRITERIA
31. Takeoff (MP, IP) 32. Landing (MP, IP)	Execute tactical approaches, landings and takeoffs that minimize risk for a given threat and ambient conditions (appropriate altitudes and airspeeds).

Table 6. “Mission” MC-130P Pilot Evaluation Criteria for Sub-Areas Ratings of “Q”.

MC-130P MISSION	CRITERIA
33. Procedures (Norm/Emerg)	Familiar with command guidance governing mission events. Uses such guidance to safely and effectively conduct mission.
34. Equipment (Knowledge/Use)	Familiar with tactical aircraft systems and the ramifications of component failure. Recognize common indications of component failure or pending failure. Determine if aircraft can safely fly given mission without various system components functioning.
35. Low Level Operations	Plan and fly a route to minimize risk to aircraft and crew for a given mission using NVG procedures IAW AFI 11-2MC-130 Vol 3 Chapter 19. Deviation from desired modified contour altitude may occur but do not detract from over mission accomplishment. Avoid excessive or numerous significant low altitude warnings.
36. Threat Evasion/ Countermeasures	Terrain mask appropriately for given threats and ambient conditions. Employ defensive countermeasures appropriate for a given threat. Be familiar with threat indications visually and on defensive countermeasure equipment. React IAW directives to a given threat indications to minimize probability of kill from threat and/or impact with terrain.
37. HELO Air Refueling	Perform air refueling operations IAW directives. Actual contacts are not required but are desired. Evaluate T.O. 1-1C-1-20, no visual or lost visual contact at evaluators discretion.
38. Formation (Note 1) a. Lead ----- b. Wing ----- c. Lost Visual	Maintain situational awareness of wingman position. Fly enroute profile that provides wingman obstacle clearance. Direct flight as required to fly type formation that minimizes risk while accomplishing the mission. Fly stable approaches that terminate with enough room for the formation to land in position (or as briefed). Minimize high power requirements for wingmen. Be able to fly desired position in close/fluid trail formation. Maintain situational awareness of lead's position. Execute Instrument Meteorological Conditions (IMC) breaks IAW directives without hesitation. Able to perform Helo Air Refueling “Lost Contact” procedures IAW T.O. 1-1C-1-20.
39. Airdrop	Use appropriate checklists and procedures for the airdrop being evaluated. Maintain smooth aircraft control to make a safe airdrop, and be able to execute emergency procedures.
40. SCA/NVG Landing	Maintain controlled, stable approach without excessive oscillations through course. Arrive stabilized at minimum descent altitude no more than “slightly” off course prior to missed approach point. Be able to land in the desired zone at desired air-speed. A go around should be smooth and consistent with the altitude from which it was initiated. Ground operations will incorporate appropriate scanners to clear the aircraft and situational awareness of infil/exfil operations accomplished on the ground. Takeoff will be performed IAW normal or “Max Effort” procedures as dictated by TOLD data and runway used.
41. Inflight Refueling	Maintain 10 minutes of contact time with no more than two inadvertent disconnects after initial contact.

NOTE 1: Pilots and copilots will fly both wing and lead positions. Copilots do not need to meet aircraft commander standards for flight leadership but must meet aircraft control and wingman consideration criteria.

Table 7. “Mission” MC-130E/H Pilot Evaluation Criteria for Sub-Area Ratings of “Q”.

MC-130E/H MISSION	CRITERIA
42. Terrain Following Operations (Normal)	Plan and fly a route to minimize risk to aircraft and crew for a given mission using the Terrain Following Radar IAW the Dash 1 and AFI 11-2MC-130 Vol 3 (MDS specific). See paragraphs 4.1.2.3.1. and 4.1.2.3.2. of this regulation for further guidance in accomplishing mission evaluations.
43. Terrain Following Operations (Emergency)	Plan and fly a route to minimize risk to aircraft and crew for a given mission using alternate Terrain Following Radar methods IAW the Dash 1 and AFI 11-2MC-130 Vol 3.
44. Low-Level Navigation	While flying low-level routes, use terrain masking appropriately for given threats and ambient conditions IAW AFI 11-2 MC-130 Volume 3.
45. NVG Low Level (MC-130E for initial or requalification)	Plan and fly a route to minimize risk to aircraft and crew for a given mission using NVG procedures IAW AFI 11-2MC-130 Vol 3
46. Threats/Countermeasures	Terrain mask appropriately for given threats and ambient conditions. Employ defensive countermeasures appropriate for a given threat. For MC-130H pilots, be familiar with threat indications visually and on defensive countermeasure equipment. React IAW directives to a given threat indications to minimize probability of kill from threat or impact with terrain
47.. Systems Knowledge/ Limitations	Familiar with tactical aircraft systems and the ramifications of component failure. Recognize common indications of component failure or pending failure. Determine if aircraft can safely fly given mission without various system components functioning.
48. Airdrop	Use appropriate checklists and procedures for the airdrop being evaluated. Maintain smooth aircraft control to make a safe airdrop, and be able to execute emergency procedures.
49. Self-Contained Approach	Maintain controlled, stable approach without excessive oscillations through course. Arrive stabilized at minimum descent altitude so a safe landing could have been made at the missed approach point.

Table 8. “Special Quals” MC-130E/H Pilot Evaluation Criteria for Sub-Area Ratings of “Q”.

MC-130E/H SPECIAL QUALS	CRITERIA
50. Helicopter Aerial Refueling (HAR) (If evaluated all sub-areas are required)	Perform HAR operations IAW directives. Actual contacts are not required but are desired. Except for breakaway, evaluate emergency procedures verbally.
51. Air Refueling (If evaluated all sub-areas are required)	Maintain 10 minutes of contact time with no more than two inadvertent disconnects after initial contacts.
52. NVG Operations (If evaluated all subareas are required)	Accomplish IAW applicable volume(s) of AFI 11-2MC-130 Vol 3. Blacked-out landing zones should be used to the maximum extent possible.

Table 9. “Basic Proficiency” MC-130 Navigator Evaluation Criteria for Sub-Area Ratings of “Q”.

BASIC PROFICIENCY	CRITERIA
1. Professional Equipment	Ensure all professional equipment is carried IAW AFI 11-2MC-130, Volume 3 and is properly preflighted prior to departing for the aircraft.
2. Mission/Flight/Fuel Planning	Coordinate all applicable mission information with the necessary crewmembers in a timely manner. Complete all required flight and fuel planning IAW AFI 11-2MC-130 Volume 3, chapter 11.
3. Chart Preparation	Prepare charts IAW AFI 11-2MC-130 Volume 3, chapter 11, and appropriate employment chapters.
4. Knowledge of Directives	Be thoroughly familiar with policies and procedures contained in issued publications and T.O.s. Know performance limitations, warnings, operating procedures, operational prohibitions, and local/theater directives. For mission profiles, be thoroughly familiar with all applicable employment publications.
5. Currency of Publications	All required publications are current and posted.
6. Knowledge of FLIP	Thoroughly familiar with all FLIP publications, both classified and unclassified.
7. Use of Checklist	Execute all required checklists in accordance with T.O.s and operations instructions. Checklist accomplishment will be measured against the expanded T.O.s and AFI 11-2MC130, Vol 3 checklists.
8. Navigation Equipment Preflight	Perform required equipment checks IAW T.Os.
9. Life Support	Properly preflight all life support equipment as required for the mission being performed. Understand use of all installed emergency equipment.
10. Crew Coordination	Maintain situational awareness of, and react appropriately to, crew inputs. Communicate with crew so they understand intentions and requirements to effect safe, efficient mission accomplishment.

BASIC PROFICIENCY	CRITERIA
11. Departure/Approach Monitoring	Immediately after takeoff, cross-check available flight instruments with the airborne radar to ensure the aircraft remains clear of obstructions. Comply with requirements of AFI 11-2MC-130 Volume 3.
12. Use of Flight Instruments	Crosscheck all available instruments to ensure the aircraft remains clear of obstructions.
13. Flight Records 14. Dead Reckoning 15. Plotting	Comply with AFI 11-2MC-130 Volume 3 for completing all required forms and procedures for mission accomplishment. DR and plotting requirements are at the discretion of the flight examiner.
16. ETA/Course Tolerance	Do not exceed applicable tolerances as specified in FLIP/host nation directives for the type of airspace being flown.
17. Fuel Management	Comply with AFI 11-2MC130 Volume 3, Chapter 11 for completing all required forms and procedures for mission accomplishment.
18. Deviation/TAS Check	Comply with AFI 11-2MC-130 Volume 3, Chapter 11 for completing all required forms and procedures for mission accomplishment. Properly perform inflight check if required by the mission/equipment configuration.
19. Pacing	Manage navigation duties in a manner that allows maintenance of situational awareness.
20. Navigation Computers	Properly input all required data for the mission being flown. Utilize computers IAW T.O.s and AFI 11-2MC130, Vol 3, to accomplish mission tasks while complying with ATC and operational airspace restrictions.
21. Pressure Pattern	(N/A for MC-130s)
22. Celestial	If required by specific aircraft qualification, comply with AFI 11-2MC-130, Volume 3, Ch. 11 requirements for forms completion and inflight procedures.
23. Communication Radios	Communicate using concise, professional radio discipline while ensuring all required communications are made to ATC and command and control agencies.
24. Radar	Demonstrate thorough knowledge of radar system operation. Operate radar IAW proper T.O. procedures.
25. Degraded Systems	Demonstrate ability to react to loss of specific systems before and during flight. Know operations restrictions associated with degraded systems.
26. Defensive Systems	Demonstrate thorough knowledge of aircraft defensive systems operated by the navigator, to include operating procedures, capabilities, limitations and restrictions.

BASIC PROFICIENCY	CRITERIA
27. Air Refueling-Receiver	Complete premission and inflight receiver duties IAW the appropriate T.O.s and AFI 11-2MC130, Vol 3, Chapter 8. Properly complete refueling portion of fuel planning as applicable to the mission.
28. Knowledge of Emergency Procedures	Demonstrate a complete knowledge on the number , location, and use of emergency equipment. Demonstrate ability to recognize an emergency situation, take the appropriate action, and properly execute procedures IAW directives.
29. Post Flight	Complete appropriate checklist(s) IAW appropriate T.O.s. Ensure AFTO 781 write-ups are accomplished as required.
30. Reports/Briefing/Debriefing	Complete all required forms, briefs, and debriefs IAW AFI 11-2MC130, Vol 3.
31. SOFI Procedures	Properly input all required data for the mission being flown. Utilize computers IAW T.O.s and AFI 11-2MC130, Vol 3, to accomplish mission tasks while complying with ATC and operational airspace restrictions. Be able to use sensors and update systems as applicable to the specific aircraft.
32. Judgment	Only "Q" or "U" will be awarded. Make decisions regarding performance of tasks so as to provide best chance of mission accomplishment without undue risk to aircraft or crew.

Table 10. "Mission" MC-130 Navigator Evaluation Criteria for Sub-Area Ratings of "Q".

MISSION	CRITERIA
32. Route/Target/Threat Analysis	Demonstrate ability to plan route to minimize risk to aircraft and crew for a given mission. Demonstrate ability to properly determine detection areas, probable kill areas, and appropriate headings, altitudes, and airspeeds for pertinent threats.
33. Briefings	Give complete, concise briefings IAW AFI 11-2MC130, Vol 3, to include departure, enroute, employment area and recovery actions for the mission.
34. Airdrop/Mission Data Computations	Properly complete all required flight and airdrop planning IAW directives relating to the mission being flown.
35. Low Level Navigation and Procedures	Perform low level duties IAW AFI 11-2MC130H, Vol 3, in a manner which allows for safe and effective mission accomplishment. Demonstrate alternative methods of low level as required by flight examiner.
36. Inflight Briefings	Give complete, concise inflight briefings IAW AFI 11-2MC130, Vol 3.
37. Inflight Warnings/ Advisories	Ensure required warnings/advisories are given in a timely manner that does not jeopardize mission accomplishment.
38. Defensive Tactics	Demonstrate thorough knowledge of aircraft specific threat avoidance/defense. Demonstrate proper navigator response to inflight threats as encountered.
39. TF/TA Procedures (required for MC-130E/H)	Perform inflight TF/TA procedures IAW AFI 11-2MC130, Vol 3. Direct aircraft to maximize terrain masking, minimize risk. Be able to safely deviate from TA plan as required based on inflight situation.
40. TF/TA Emergency Procedures (required for MC-130E/H)	Demonstrate ability to recognize an emergency situation, take the appropriate action, and properly execute procedures IAW directives. Be able to analyze the emergency's effect on the rest of the mission and recommend courses of action.
41. Altitude/Altimeter Calibrations	Demonstrate knowledge of altitude restrictions, understand the relationship of barometric and radar altimeter data on aircraft systems, and perform altimeter calibrations IAW AFI 11-2MC130, Vol 3 procedures.
42. TOT/TOA	Only "Q" or "U" will be awarded. Criteria is +/- 30 seconds for both airdrop and airland.
43. Degraded Systems	Demonstrate ability to react to loss of specific systems before and during flight. Know operations restrictions associated with degraded systems. Be able to properly recommend continuation or termination of mission.

MISSION	CRITERIA
44. Formation Procedures/ Inadvertent Weather	Demonstrate ability to properly conduct formation procedures IAW appropriate AFI 11-2MC130, Vol 3. At the discretion of the flight examiner, or if required by inflight conditions, safely execute appropriate inadvertent weather penetration procedures.
45. DZ/LZ Run-In Navigation	Direct run-in course as necessary to ensure aircraft is properly positioned for a successful airdrop, or properly lined up for a successful landing.
46. Slowdown	Ensure slowdown procedures (including adjustments, if required) are accomplished IAW AFI 11-2MC130, Vol 3.
47. Target Acquisition	Demonstrate ability to accurately identify targets and analyze aircraft position based on these targets. Be able to use sensors and update systems as applicable to the specific aircraft.
48. DZ/LZ/RZ Identification	Use all available means to ensure identification of objective area in a timely manner that does not jeopardize mission success.
49. DZ/LZ Alignment	Provide direction to pilot as required to ensure aircraft is on proper heading to execute a successful airdrop or landing.
50. Inflight Drop Computations	Perform inflight airdrop computations IAW AFI 11-231 and AFI 11-2MC130, Vol 3 requirements.
51. Airdrop Accuracy	Only "Q" or "U" will be awarded. Criteria is no more than 300 meters.
52. Post Drop Computations	Complete inflight airdrop computations IAW AFI 11-231 and AFI 11-2MC130, Vol 3 requirements.
53. SCA Procedures	Demonstrate correct SCA procedures IAW AFI 11-2MC130, Vol 3. At the discretion of the flight examiner, an SCA may be considered successful if, in the opinion of the flight examiner, a safe landing could have been made at the missed approach point. Demonstrate proper go-around procedures as applicable to the situation.
54. ARCT/RZCT Control (Tanker)	Criteria is on time to one minute late for air refueling. Refer to paragraph 4.2.2.2.1. for additional information.
55. Rendezvous/Holding Procedures (Tanker)	Conduct proper rendezvous/holding procedures IAW AFI 11-2MC130, Vol. 3, and T.O. 1-1C-1-20.
56. Rendezvous Communications (Tanker)	If required by aircraft type directives or mission, conduct rendezvous communications in clear, concise, timely manner.

Table 11. “General” MC/C-130 Engineer Evaluation Criteria for Sub-Area Ratings of “Q”.

GENERAL	CRITERIA
1. Knowledge of Directives	Thoroughly familiar with all publications issued for the crew position. Answer any question with reference to applicable publications. Know performance limitations, warnings, operating procedures, and operational prohibitions. For mission profiles, be thoroughly familiar with all applicable employment publications.
2. Crew Coordination	Maintain situational awareness of, and react appropriately to crew inputs. Communicate with crew so they understand engineers intentions and requirements to effect safe, efficient mission accomplishment.
3. Use of checklist	Execute all required checklists in accordance with T.O.s and operations instructions.
4. Safety Consciousness	Only “Q” or “U” will be awarded. Maintain situational awareness and execute mission so as to avoid unnecessary risk. Instructors and evaluators should maintain situational awareness of the other engineers actions and performance.
5. Judgment	Only “Q” or “U” will be awarded. Demonstrate sound and logical thought process to accomplish mission.
6. Anti-Hijacking Procedures	Be familiar with procedures of covert communications (verbal/non-verbal), delay actions, and positive detainment for anti hijacking situations.
7. Identifying/Reporting Discrepancies	Identify malfunctioning systems or components and write clear, concise, and unclassified write-ups in a manner that accurately depicts the malfunctions/problems encountered during the mission. Write-ups should include mode of operation, equipment indications, and effect on equipment performance.
8. Knowledge/Use of Performance Data	Be familiar with aircraft performance requirements and effect of varying conditions on aircraft operations though out the mission. Demonstrate use of the applicable performance manuals.
9. Weight and Balance	Be familiar with information contained on the Form 365-4 and its effect on aircraft performance.
10. Ground Support Equipment	Identify and if necessary operate ground support equipment.
11. Refuel/Defuel	Be familiar with refuel and defuel procedures and requirements.
12. not used	
13. not used	
14. not used	

Table 12. "Preparation for Flight" MC/C-130 Engineer Evaluation Criteria for Sub-Area Ratings of "Q".

PREPARATION FOR FLIGHT	CRITERIA
15. Mission Prerequisites	Be familiar with and accomplish all mission prerequisites.
16. Professional Equipment	Maintain appropriate professional equipment IAW all appropriate T.O.'s and AFI's
17. Aircraft Forms	Demonstrate working knowledge of the type and location of information contained in the aircraft forms.
18. Currency of Publications	All required publications are current and posted.
19. Before Exterior Inspection	Complete appropriate checklist(s) IAW T.O.s and AFIs
20. Exterior Inspection	Complete appropriate checklist(s) IAW T.O.s and AFIs
21. Interior Inspection	Complete appropriate checklist(s) IAW T.O.s and AFIs
22. TOLD Card	Complete a TOLD card in accordance with applicable performance manual and be familiar with terms and definitions associated with the card.
23. Aircraft Preparation	Be able to communicate the aircraft status and ability to accomplish the mission to the aircraft commander.
24. not used	

| **Table 13. “Flight Phase” MC/C-130 Engineer Evaluation Criteria for Sub-Area Ratings of “Q.”**

FLIGHT PHASE	CRITERIA
25. Before Starting/Starting Engines	Perform engine start IAW T.O. Dash 1 procedures.
26. Before Taxi/Taxi	Safe taxi operations clearing obstacles by required distances. Follow standard marshaling signals
27. Engine Run Up	Complete appropriate checklist(s) IAW T.O.s and AFIs
28. Before Takeoff	Complete appropriate checklist(s) IAW T.O.s and AFIs
29. Takeoff	Monitor takeoff and take appropriate coordinated action in response to any abnormal condition. Complete appropriate checklist(s) IAW T.O.s and AFIs.
30. Climb	Monitor aircraft systems and performance though out the climb and be familiar with types of climb out profiles. Recognize and take appropriate coordinated action in response to any abnormal condition.
31. Cruise	Monitor and operate aircraft systems though out the cruise segment. Recognize and take appropriate coordinated action in response to any abnormal condition.
32. Descent/Landing	Complete appropriate checklist(s) IAW T.O.s and AFIs and be familiar with types of descent and landings.
33. After Landing/Engine Shutdown	Complete appropriate checklist(s) IAW T.O.s and AFIs and monitor engine shutdown IAW T.O. Dash 1.
34. Before Leaving Aircraft	Complete appropriate checklist(s) IAW T.O.s and AFIs.
35. Airdrop Procedures	Complete appropriate checklist(s) IAW T.O.s and AFIs.
36. Assault Takeoff /Landing	Complete appropriate checklist(s) IAW T.O.s and AFIs.
37. Air Refueling Procedures	Complete appropriate checklist(s) IAW T.O.s and AFIs.
38. Inflight Refueling Procedures	Complete appropriate checklist(s) IAW T.O.s and AFIs.
39. Live/Dry Fire	N/A for MC-130 MDS
40. Departure/Approach Monitoring	Monitor departure and approach and be familiar standard requirements for each.
41. Low Level Procedures	Complete appropriate checklist(s) IAW T.O.s and AFIs.
42. Water Sampling	Complete appropriate checklist(s) IAW T.O.s and AFIs.
43. NVG Knowledge/Procedures	Be familiar with NVG procedures and requirements.
44. not used	
45. not used	

Table 14. “Emergency Procedures” MC/C-130 Engineer Evaluation Criteria for Sub-Area Ratings of “Q”.

EMERGENCY PROCEDURES	CRITERIA
46. Boldface Emergency Procedures (Note 1)	Only “Q” or “U” will be awarded. Requires reciting proper actions in correct sequence, not necessarily a verbatim response.
47. Ground Emergencies (required through ground evaluation)	Recognize abnormal aircraft operation and react appropriately to effect safe, timely termination of emergency condition in accordance with T.O.s and directives.
48. Takeoff Emergencies (required through ground evaluation)	Recognize abnormal aircraft operation and react appropriately to effect safe, timely termination of emergency condition in accordance with T.O.s and directives.
49. Inflight Emergencies (required through ground evaluation)	Recognize abnormal aircraft operation and react appropriately to effect safe, timely termination of emergency condition in accordance with T.O.s and directives.
50. Landing Emergencies (required through ground evaluation)	Recognize abnormal aircraft operation and react appropriately to effect safe, timely termination of emergency condition in accordance with T.O.s and directives.

Note 1: Item listed is a requisite on the Qualification Ground Phase of the AF Form 8 IAW AFI 11-202 Volume 2, paragraph 4.6.1. and 6.1.3.1.

Table 15. “System Knowledge” MC/C-130 Engineer Evaluation Criteria for Sub-Area Ratings of “Q”.

SYSTEM KNOWLEDGE/ OPS	CRITERIA
51. Engine	Knowledge of basic engine systems and the ramifications of component failure. Recognize common indications of component failure or pending failure. Know normal, abnormal, and emergency limitations and apply knowledge to determine if aircraft can safely fly given mission without various system components functioning.
52. Propeller	Knowledge of basic propeller systems and the ramifications of component failure. Recognize common indications of component failure or pending failure. Know normal, abnormal, and emergency limitations and apply knowledge to determine if aircraft can safely fly given mission without various system components functioning.
53. Fuel	Knowledge of basic fuel systems and the ramifications of component failure. Recognize common indications of component failure or pending failure. Know normal, abnormal, and emergency limitations and apply knowledge to determine if aircraft can safely fly given mission without various system components functioning.
54. Electrical	Knowledge of basic electrical systems and the ramifications of component failure. Recognize common indications of component failure or pending failure. Know normal, abnormal, and emergency limitations and apply knowledge to determine if aircraft can safely fly given mission without various system components functioning.
55. Hydraulic	Knowledge of basic hydraulic systems and the ramifications of component failure. Recognize common indications of component failure or pending failure. Know normal, abnormal, and emergency limitations and apply knowledge to determine if aircraft can safely fly given mission without various system components functioning.
56. Flight Controls/Flaps	Knowledge of basic flight controls and flap systems and the ramifications of component failure. Recognize common indications of component failure or pending failure. Know normal, abnormal, and emergency limitations and apply knowledge to determine if aircraft can safely fly given mission without various system components functioning.
57. Landing Gear/Brakes/Steering	Knowledge of basic landing gear, brakes, and steering systems and the ramifications of component failure. Recognize common indications of component failure or pending failure. Know normal, abnormal, and emergency limitations and apply knowledge to determine if aircraft can safely fly given mission without various system components functioning.
58. Fire Detection/Extinguishing	Knowledge of fire detection and extinguishing systems and the ramifications of component failure. Recognize common indications of component failure or pending failure. Know normal, abnormal, and emergency limitations and apply knowledge to determine if aircraft can safely fly given mission without various system components functioning.
59. Pneumatic/Bleed Air	Knowledge of basic pneumatic and bleed air systems and the ramifications of component failure. Recognize common indications of component failure or pending failure. Know normal, abnormal, and emergency limitations and apply knowledge to determine if aircraft can safely fly given mission without various system components functioning.
60. Environmental/Air Conditioning	Knowledge of basic environmental and air conditioning systems and the ramifications of component failure. Recognize common indications of component failure or pending failure. Know normal, abnormal, and emergency limitations and apply knowledge to determine if aircraft can safely fly given mission without various system components functioning.

SYSTEM KNOWLEDGE/ OPS	CRITERIA
61. Pressurization/ Depressurization	Knowledge of basic pressurization systems and the ramifications of component failure. Recognize common indications of component failure or pending failure. Know normal, abnormal, and emergency limitations and apply knowledge to determine if aircraft can safely fly given mission without various system components functioning.
62. Anti-icing/De-icing	Knowledge of basic anti-ice and de-ice systems and the ramifications of component failure. Recognize common indications of component failure or pending failure. Know normal, abnormal, and emergency limitations and apply knowledge to determine if aircraft can safely fly given mission without various system components functioning.
63. Lighting	Knowledge of basic lighting systems and the ramifications of component failure. Recognize common indications of component failure or pending failure. Know normal, abnormal, and emergency limitations and apply knowledge to determine if aircraft can safely fly given mission without various system components functioning.
64. Oxygen	Knowledge of basic oxygen systems and the ramifications of component failure. Recognize common indications of component failure or pending failure. Know normal, abnormal, and emergency limitations and apply knowledge to determine if aircraft can safely fly given mission without various system components functioning.
65. APU/GTC	Knowledge of basic Auxiliary Power Unit (APU) or Gas Turbine Compressor (GTC) systems and the ramifications of component failure. Recognize common indications of component failure or pending failure. Know normal, abnormal, and emergency limitations and apply knowledge to determine if aircraft can safely fly given mission without various system components functioning.
66. Doors/Hatches/Ramps	Knowledge of aircraft doors, hatches, and ramp and the ramifications of component failure. Recognize common indications of component failure or pending failure. Know normal, abnormal, and emergency limitations and apply knowledge to determine if aircraft can safely fly given mission without various system components functioning.
67. Windows/Windshields	Knowledge of basic windows and windshield systems and the ramifications of component failure. Recognize common indications of component failure or pending failure. Know normal, abnormal, and emergency limitations and apply knowledge to determine if aircraft can safely fly given mission without various system components functioning.
68. Radio/Radar/FLIR	Knowledge of basic radio, radar, and Forward Looking InfraRed (FLIR) systems and the ramifications of component failure. Recognize common indications of component failure or pending failure. Know normal, abnormal, and emergency limitations and apply knowledge to determine if aircraft can safely fly given mission without various system components functioning.
69. INS/SCNS	Knowledge of basic Inertial Navigation System (INS) and SCNS systems and the ramifications of component failure. Recognize common indications of component failure or pending failure. Determine if aircraft can safely fly given mission without various system components functioning.
70. Air Refueling	Knowledge of basic A/R systems and the ramifications of component failure. Recognize common indications of component failure or pending failure. Know normal, abnormal, and emergency limitations and apply knowledge to determine if aircraft can safely fly given mission without various system components functioning.
71. Inflight Refueling	Knowledge of basic inflight refueling systems and the ramifications of component failure. Recognize common indications of component failure or pending failure. Know normal, abnormal, and emergency limitations and apply knowledge to determine if aircraft can safely fly given mission without various system components functioning.

SYSTEM KNOWLEDGE/ OPS	CRITERIA
72. Voice Recorder	Knowledge of the voice recorder and the ramifications of component failure. Recognize common indications of component failure or pending failure. Know normal, abnormal, and emergency limitations and apply knowledge to determine if aircraft can safely fly given mission without various system components functioning.
73. Life History Recorder	Knowledge of the life history recorder and the ramifications of component failure. Recognize common indications of component failure or pending failure. Know normal, abnormal, and emergency limitations and apply knowledge to determine if aircraft can safely fly given mission without various system components functioning.
74. Weapons	N/A for MC-130 MDS.
75. Aircraft Defensive Systems/ Equipment	Knowledge of basic aircraft defensive systems and the ramifications of component failure. Recognize common indications of component failure or pending failure. Know normal, abnormal, and emergency limitations and apply knowledge to determine if aircraft can safely fly given mission without various system components functioning.

Table 16. “Post Flight” MC/C-130 Engineer Evaluation Criteria for Sub-Area Ratings of “Q”.

POST FLIGHT	CRITERIA
76. Visual Inspection/Securing	Complete appropriate inspections IAW appropriate T.O.s and AFI's.
77. Knowledge/Completion of Forms	Complete appropriate forms IAW current directives. Demonstrate working knowledge of the type and location of information contained in the aircraft forms.

Table 17. “General” MC/C-130 Loadmaster Evaluation Criteria for Sub-Area Ratings of “Q”.

GENERAL	CRITERIA
1. Mission Preparation/Planning	Prepare for flight with proper flight gear and all required documentation and briefings required by AFIs. Review FCIF/FCIS for current information, Preflight aircraft, load aircraft, compute weight and balance. Review emergency procedures, training requirements, and Risk Management Matrix review.
2. Professional Equipment	Ensure all professional equipment is carried IAW 11-2MC-130, Volume 3 and is properly preflighted prior to departing for the aircraft.
3. Currency of Publications	All required publications are current and posted.
4. Use of checklist	Call for and execute all required checklists in accordance with T.O.s and operations instructions.
5. Aircraft Limitations	Know aircraft limitations IAW applicable directives and T.O.s.
6. Tiedown Restraint Criteria	Know criteria for restraining devices IAW applicable directives and T.O.s.
7. Loading Aids	Know criteria for use of equipment IAW applicable directives and T.O.s.
8. Supervisory Ability	Demonstrate ability to handle all aspects of passenger loading and transporting of passengers and cargo IAW applicable directives and T.O.s.
9. Interior Lighting	Demonstrate usage of interior lighting for appropriate missions IAW applicable directives and T.O.s.
10. Anti-Hijacking Procedures	Be familiar with procedures of covert communications (verbal/non-verbal), delay actions, and positive detainment for anti hijacking situations.
11. Safety Consciousness	Only “Q” or “U” will be awarded. Maintain situational awareness and execute mission so as to avoid unnecessary risk. Instructors and evaluators should maintain situational awareness of the other loadmasters actions and performance.
12. Judgment	Only “Q” or “U” will be awarded. Demonstrate sound and logical thought process to accomplish mission.
13. Crew Coordination	Maintain situational awareness of, and react appropriately to crew inputs. Communicate with crew so they understand engineers intentions and requirements to effect safe, efficient mission accomplishment.
14. Dangerous Materials	Know how to handle dangerous/hazardous materials IAW applicable directives and T.O.s.
15. Weight and Balance	Complete a Form 365-4 in accordance with applicable performance manual and be familiar with terms and definitions associated with the form.
16. Customs/Border Clearance	Complete all forms required for mission accomplishment.
17. Knowledge of Publications and Procedures	Demonstrate working knowledge of all applicable publications. Be familiar with all loadmaster-related forms. For mission profiles, be thoroughly familiar with all applicable employment publications.

Table 18. "Preparation for Flight" MC/C-130 Loadmaster Evaluation Criteria for Sub-Area Ratings of "Q".

PREPARATION FOR FLIGHT	CRITERIA
18. Aircraft Configuration	Configure aircraft IAW mission directives.
19. Aircraft Preflight	Preflight aircraft using the appropriate T.O. and checklists.
20. Emergency Equipment	Be familiar with emergency equipment and cargo compartment systems. Operate/ Monitor aircraft emergency exits, demonstrate the correct procedures to open all aircraft exits.
21. Systems Knowledge/ Operations	Knowledge of aircraft cargo compartment systems and the ramifications of component failure. Recognize common indications of component failure or pending failure.
22. Extra Equipment Inspection	Knowledge of additional equipment carried for mission accomplishment.
23. Proper Tiedown	Know tiedown procedures and limitations.
24. DD Form 365-4 Calculation	Complete in a timely manner IAW with appropriate T.O. and AFIs.
25. Crew/Passenger Comfort Items	Utilize human relations' skills in handling passengers and provide customers with necessary comfort items, if available.
26. Equipment Stowed	Demonstrate proper handling of equipment to assure mission accomplishment.
27. Passenger Briefing	Be familiar with basic aircraft systems and safety zones. Provide passengers with thorough safety briefing IAW applicable directives and T.O.s

Table 19. "Flight Phase" MC/C-130 Loadmaster Evaluation Criteria for Sub-Area Ratings of "Q".

FLIGHT PHASE	CRITERIA
28. Interphone Procedures	Communicate with crew so they understand intentions and requirements to effect safe, efficient mission accomplishment.
29. Ground Controller/Scanning Duties	Recognize abnormal aircraft operation and react appropriately to effect safe, timely termination of emergency condition in accordance with directives. Instructors must know required parameters for initiating maneuvers and must ensure there is no confusion between real and simulated problems.
30. Equipment/Tiedown Inspection	Demonstrate tiedown procedures and limitations IAW applicable directives and T.O.s.
31. Passenger Handling	Perform supervisory procedures of passengers IAW applicable directives and T.O.s.
32. Aircraft Cleanliness	Ensure aircraft is free of debris, all equipment is returned to pre-flight positions, and general aircraft appearance reflects professionalism.

Table 20. “Emergency Procedures” MC/C-130 Loadmaster Evaluation Criteria for Sub-Area Ratings of “Q”.

EMERGENCY PROCEDURES	CRITERIA
33. Jettisoning Cargo/ Munitions	Know cargo jettison procedures IAW applicable directives and T.O.s.
34. Fuselage Fire	Recognize abnormal aircraft operation and react appropriately to effect safe, timely termination of emergency condition in accordance with T.O.s and directives. Evaluate through ground evaluation.
35. Egress	Know all emergency procedures and responses to applicable situations. Evaluate through ground evaluation.
36. Smoke and Fumes Elimination	Know all emergency procedures and responses to applicable situations. Evaluate through ground evaluation.
37. Air Refueling Line Rupture	Know all emergency procedures and responses to applicable situations. Evaluate through ground evaluation.
38. Not Used	N/A for MC-130 MDS.

NOTE: All emergency procedures areas will be evaluated either Q or U.

Table 21. “Postflight” MC/C-130 Loadmaster Evaluation Criteria for Sub-Area Ratings of “Q”.

POSTFLIGHT	CRITERIA
39. Offloading	Complete offload of all equipment IAW applicable directives and T.O.s.
40. Equipment Stowed/Removed	Store and secure equipment IAW applicable directives and T.O.s.
41. Aircraft Inspection/Cleaned	Complete appropriate inspections IAW appropriate T.O.s and AFI's.
42. Completion of Forms	Complete appropriate forms IAW current directives. Demonstrate working knowledge of the type and location of information contained in the aircraft forms.

NOTE: Items 43-48 apply to AC-130 aircrews.

Table 22. “MC-130 Mission” MC-130 Loadmaster Evaluation Criteria for Sub-Area Ratings of “Q”.

MISSION	CRITERIA
49. Air Refueling Procedures	Complete appropriate checklist(s) IAW T.O.s and AFIs.
50. Infil/Exfil	Be familiar with proper light signal/communications and emergency procedures.
51. Aerial Delivery	Demonstrate general knowledge, conduct proper inspection and preparation, and know malfunction and emergency procedures. Be familiar with aircraft configuration, time warning, loading/ offloading and tiedown inspection. Be familiar with release/ extraction systems and with current T.O.s and MAJ-COM directives and guidance.

| **Table 23. “Qualification” MC-130 EWO Mission Evaluation Criteria for Sub-Area Ratings of “Q.”**

GENERAL	CRITERIA
1. Currency of Publications	All required publications are current and posted.
2. Knowledge of Directives	Thoroughly familiar with all publications issued for the crew position plus FLIP documents. Answer any question with reference to applicable publications. Know performance limitations, warnings, operating procedures, and operational prohibitions. For mission profiles, be thoroughly familiar with all applicable employment publications.
3. Mission Preparation	<p>Coordinate all applicable mission information (simulated threats, coastal penetrations, etc.) with the necessary crewmembers in a timely manner.</p> <p>Coordinate all applicable mission information with all the necessary agencies/participants (GCI, AIs, ECM Range, etc.) in a timely manner.</p> <p>Create a realistic threat scenario within the training limits of the mission. The number and type of simulated threats should be commensurate with the length and type of low-level flight planned for the mission.</p>
4. Threat Analysis	Demonstrate the ability to properly determine detection areas, probable kill areas, exposure times and appropriate headings, altitudes, and airspeeds for escape from pertinent threats.
5. Mission Briefing	<p>The briefing should completely cover all EWO related items and be accomplished in a timely manner. Brief the applicable training events in the order they will be accomplished, including a description of the simulated threat scenario, applicable EWO events (AIs, ECM Range, etc.), threat capabilities, crew tactics, and other information as required (i.e. AFI 11-214).</p> <p>Know what participants will be attending the briefing and adjust the briefing accordingly. If the brief cannot be adjusted, unauthorized personnel (i.e. Maintenance, Contractors, etc.), should be removed from the briefing prior to discussing classified information. Otherwise, no classified threat or Talon ECM capabilities should be included in the brief. If US Army or US Navy “customers” attend the brief, professional courtesy will generally dictate that they remain for the brief. However, they do not need to know anymore than they absolutely have to, so do not go into the full length discourse on Talon ECM capabilities. Use common sense, sound judgment, and professional courtesy.</p>
6. Professional Equipment	Ensure all professional gear is carried IAW AFI 11-2MC-130 Volume 3 and is properly pre-flight checked prior to departing for the aircraft.

GENERAL	CRITERIA
7. Crew Coordination	Maintain situational awareness of, and react appropriately to, crew inputs. Communicate with crew so they understand intentions and requirements to effect safe, efficient mission accomplishment.
8. Use of checklist	Execute all required checklists in accordance with T.O.s and operations instructions. All checklist accomplishment will be measured against the expanded EWO checklist and applicable directives. Techniques not listed in any directives or the expanded checklist will not be required to be performed.
9. Safety Consciousness	Only "Q" or "U" will be awarded. Maintain constant awareness of safety and execute all duties in the safest manner possible under any given situation. Instructors and evaluators should maintain situational awareness of the student/examinee actions and performance.
10. Judgment	Only "Q" or "U" will be awarded. Make decisions regarding performance of tasks so as to provide best chance of efficient mission accomplishment without undue risk to aircraft or crew.
11. Communication Procedures	Communicate using concise, professional radio discipline while ensuring all required communications are made to ATC and Command and Control agencies. Be familiar with required communications procedures for any airspace used on the mission. Understand standard ATC directions and execute them accordingly.
12. Emergency Procedures/Equipment	Demonstrate a complete knowledge on the number of, location of, and use of all emergency equipment. Demonstrate knowledge on recognizing an emergency situation, the appropriate emergency action to be taken, and the proper execution of emergency procedures.
13. Knowledge/Completion of Forms	Demonstrate working knowledge of the type and location of information contained in aircraft forms. Insert clear, concise, and unclassified write-ups in a manner that accurately depicts the malfunctions/problems encountered during the mission. Write-ups should include mode of operation, equipment indications, and effect on equipment performance. Properly complete post-mission A-Forms.

| **Table 24. “Mission” MC-130 EWO Mission Evaluation Criteria for Sub-Area Ratings of “Q.”**

QUALIFICATION/TACTICAL	CRITERIA
14. Use of Navigation Equipment	Demonstrate proper use of navigational equipment at the EWO crew station.
15. Situational Awareness	Demonstrate the ability to maintain constant situational awareness, knowledge of what the crew/aircraft is doing, where the aircraft is, and where it is supposed to be. Criteria is +/- 30 seconds for both airdrop and airland.
16. Threat Identification	Make timely, clear, and correct threat identification.
17. Crew Notification	Make timely, clear, and concise threat calls and leg briefings.
18. Use of Evasive Maneuvers	Demonstrate correct and timely use of evasive maneuvers. Ensure the maneuvers called are properly executed.
19. Expendable Employment	Demonstrate proper and timely use of expendables.
20. ECM/IRCM Employment	Demonstrate proper and timely use of manual and automatic jamming. Demonstrate proper and timely use of IRCM.
21. Malfunction Analysis	Demonstrate ability to identify/recognize system malfunctions in a timely manner. Execute time-critical actions as necessary. Demonstrate ability to logically walk through (verbally/physically) the steps necessary to determine the extent and probable causes of applicable malfunctions. Determine if a malfunction degrades ability to counter projected threats, and determine the impact the malfunction will have on mission completion/success.

Table 25. “General” MC-130 ACS Evaluation Criteria for Sub-Area Ratings of “Q.”

GENERAL	CRITERIA
1. Knowledge of Directives	Thoroughly familiar with all publications issued for the crew position plus FLIP documents. Answer any question with reference to applicable publications. Know performance limitations, warnings, operating procedures, and operational prohibitions. For mission profiles, be thoroughly familiar with all applicable employment publications.
2. Publications Currency	All required publications are current and posted.
3. Protection of Classified/COMSEC Material	Maintain control of classified mission software and crypto. Knows procedures to obtain, store, and return classified material.
4. Authentication Procedures	Demonstrate knowledge of authentication procedures IAW applicable directives and T.O.s.
5. Encode/Decode Procedures	Demonstrate working knowledge of requirements to encode/decode all pertinent mission information, which ensures mission accomplishment.
6. Knowledge of Voice/Data Keying Material	Demonstrate knowledge of how to load and manage all voice/data encryption equipment IAW applicable directives and T.O.s.
7. Anti-Hijacking Procedures	Know procedures of covert communications (verbal/non-verbal) delay actions, and positive detainment for anti hijacking situations.
8. Safety Consciousness	Only “Q” or “U” will be awarded. Maintain situational awareness and execute mission so as to avoid unnecessary risk. Instructors and evaluators should maintain situational awareness of the other pilots actions and performance.
9. Judgment	Only “Q” or “U” will be awarded. Make decisions regarding performance of tasks so as to provide best chance of mission accomplishment without undue risk to aircraft or crew.
10. Crew Coordination/ Inter-phone Procedures	Maintain situational awareness of, and react appropriately to crew inputs. Communicate with crew so they understand pilot intentions and requirements to effect safe, efficient mission accomplishment.
11. Emergency Equipment (Use and Location)	Demonstrate a complete knowledge of the number, location, and use of all emergency equipment.
12. Emergency Procedures	Demonstrate knowledge for recognizing an emergency situation, the appropriate emergency action to be taken, and the proper execution of emergency procedures.
13. Life Support	Preflight survival vest, Life Preserver Underarm (LPU), and chemical gear as required for the mission. Be familiar with survival vest contents and the operation of all components.
14. Radio/Telephone (R/T) Procedures	Demonstrate knowledge of associated equipment and proper usage IAW applicable directives and T.O.s.

Table 26. "Preparation for Flight" MC-130 ACS Evaluation Criteria for Sub-Area Ratings of "Q."

PREPARATION FOR FLIGHT	CRITERIA
1. Mission Planning	Prepare for flight with all documentation required by AFIs. Uses information from all available intelligence sources to assist the crew in threat avoidance during route planning. Familiar with target technical data; loads information into software as applicable. Coordinate the availability of all required life support equipment.
2. Communications Requirements	Communicate using concise, professional radio discipline while ensuring all required communications are made to ATC and Command and control agencies. Be familiar with required communications procedures for any airspace used on the mission. Understand standard ATC directions and execute them accordingly.
3. Professional Equipment	Ensure all professional equipment is preflighted and on-board the aircraft in order to achieve mission accomplishment.
4. Preflight Inspections	Complete all preflight inspections IAW applicable directives, checklists, and T.O.s.

Table 27. "Flight Phase" MC-130 ACS Evaluation Criteria for Sub Area Ratings of "Q."

QUALIFICATION	CRITERIA
1. Enroute Procedures	Perform command/control and ATC Communications.
2. Low Level Procedures	Maintain Safety of Flight Communications with appropriate ATC Facilities.
3. Range/Drop Procedures	Initiate and maintain communications with range control, special tactics squadron (STS) teams, landing zone control (LZCs), drop zone control (DZCs), and other ground parties during mission events.
4. Flight Following Procedures	Maintain continuous communications with appropriate air traffic control agencies, mission command and control agencies, and other mission/support aircraft as necessary.
5. Communications Equipment Operations	Configure and operate secure voice, anti-jam voice/data systems, self-contained navigation system (SCNS), data-burst terminals (DBT), digital message data group (DMDG), airborne computerized communications terminals (ACCT), and other computer/data devices as required.
6. Troubleshooting/Fault Isolation	Troubleshoot and repair/swap malfunctioning communications equipment inflight and at locations where qualified ground maintenance personnel are not available. Communications equipment repair is limited to the scope of the appropriate aircraft technical order or equipment documentation.
7. Forms Completion	Provide a documented record of all pertinent events during the mission on the appropriate forms.
8. Postflight Procedures	Complete exterior inspection of aircraft. Zeroize all cryptographic devices and clear classified frequencies prior to leaving the aircraft.
9. Postflight Debriefings/Critiques	Attend all required debriefings and provide pertinent data and critiques that may improve mission effectiveness of future flights.

Table 28. "General" MC-130 DSO Evaluation Criteria for Sub-Area Ratings of "Q."

GENERAL	CRITERIA
1. Currency of Publications	All required publications are current and posted.
2. Knowledge of Directives	Thoroughly familiar with all publications issued for the crew position. Answer any question with reference to applicable publications. Know warnings, operating procedures, and operational prohibitions. Familiar with contents of FCIF library. Familiar with various mission profiles.
3. Mission Preparation/ Planning	Prepare for flight by reviewing all required files and bringing all required documentation. Use data from all available intelligence sources to assist the crew in threat avoidance during route study. Obtain target technical data; load information into the Communication Surveillance System (CSS) software as applicable. Obtain required data, materials, and crypto for Data Link Equipment (DLE). Coordinate modifications to the location of SILENT SHIELD equipment as mission/load dictates. Obtain all required life support equipment IAW AFI 11-2MC-130 Vol 3.
4. Professional Equipment	Ensure all professional equipment is preflighted and on-board the aircraft in order to achieve mission accomplishment.
5. Mission Briefing	Attend all required mission briefs. If a DSO brief is requested or required at a minimum it should include proper classification, pertinent intelligence data, and SILENT SHIELD capabilities and limitations for the mission.
6. Use of Checklist	Call for and execute all required checklists in accordance with T.O.s and operating instructions.
7. Safety Consciousness	Only "Q" or "U" may be awarded. Maintain situational awareness and execute mission so as to avoid unnecessary risk. Instructors and evaluators should maintain situational awareness of the actions and performance of the trainee/evaluatee.
8. Judgment	Only "Q" or "U" may be awarded. Make decisions regarding performance of tasks so as to provide best chance of mission accomplishment without undue risk to aircraft, crew, or customers.
9. Emergency Procedures	Demonstrate a complete knowledge of the number, location, and use of all emergency equipment and exits. Demonstrate knowledge for recognizing an emergency situation, the appropriate emergency action to be taken, and the proper execution of emergency procedures.
10. Control of Mission Materials	Maintain control of classified equipment, mission flimsies, software, and crypto. Know procedures for obtaining, storing, securing, and destroying classified materials.
11. Life Support Equipment	Preflight all life support equipment required for overwater combat/contingency mission. Demonstrate wear of life support equipment required for combat/contingency mission. Familiar with survival vest contents and the operation of all components. Understand use of all life support and AERPS equipment.
12. Crew Coordination	Maintain situational awareness of, and react appropriately to crew inputs. Communicate with crew so they understand your intentions and requirements to effect safe and efficient mission accomplishment.
13. Knowledge of Procedures	Demonstrate a working knowledge of local, unit, or other pertinent procedures IAW applicable directives and T.O.s.

| **Table 29. “Flight Phase” MC-130 DSO Evaluation Criteria for Sub-Area Ratings of “Q.”**

FLIGHT PHASE	CRITERIA
14. Equipment Preflight	Ensure SILENT SHIELD equipment is preflighted IAW applicable directives, checklists, and T.O.s.
15. Interphone Procedures	Preflight and follow interphone procedures in AFI11-2MC-130 Vol 3. Conduct interphone transmissions in a concise, clear manner that dictates to the crew all relative information to ensure mission accomplishment.
16. System Operation	Demonstrate frequency spectrum scans, discrete frequency searches and manual operations employing all assets of the CSS. Know CSS equipment hardware and software operations. Demonstrate use of DLE in conjunction with CSS. Know trouble-shooting techniques to correct in-flight problems affecting hardware or software of CSS and DLE.
17. Threat Knowledge, Analysis, and Reporting	Know characteristics, procedures, and capabilities associated with threats to the aircraft. Know CSS capabilities/limitations to threats. Demonstrate ability to prioritize equipment against threats based on location and level of threat to aircraft. Correctly relays threat-derived information affecting the safety of the aircraft or its mission to the appropriate crewmember.
18. Situational Awareness	Maintain situational awareness of crew actions throughout normal and emergency procedures. Aware of aircraft position and possible threats.

| **Table 30. “Post Flight” MC-130 DSO Evaluation Criteria for Sub-Area Ratings of “Q.”**

POST FLIGHT	CRITERIA
19. Debriefing	Ensure thorough debrief is completed with respective agencies and crew. Relay all pertinent intelligence as deemed necessary for safe execution of follow-on missions.
20. Forms Completion	Demonstrate working knowledge of the type and location of information contained in the aircraft and squadron forms. Insert clear and concise write-ups in a manner that accurately depicts the malfunctions/problems encountered during the mission. Write-ups should include mode of operation, equipment indications, effect on equipment performance, and trouble-shooting attempts.

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

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

AFI 11-2MC-130V1, MC-130 Aircrew Training

AFI 11-2MC-130V3, MC-130 Operations Procedures

AFI 11-202V1, Aircrew Training

AFI 11-202V2, Aircrew Standardization/Evaluation Program

AFI 11-202V3, General Flight Rules

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

AFI 37-160V8, The Air Force Publications and Forms Management Programs

AFJI 11-204, Operational Procedures for Aircraft Carrying Hazardous Materials

AFPD 11-2, Aircraft Rules and Procedures

AFSOCI 11-203V1, MC-130E Configuration/Mission Planning

AFSOCI 11-203V2, MC-130H Configuration/Mission Planning

AFSOCI 11-203V3, MC-130P Configuration/Mission Planning

AFTTP 3-1 V1, (S) General Planning and Employment Considerations, Special Operations Chapter

AFTTP 3-1V2, (S) Threat Reference Guide and Considerations

T.O. 00-25-172, Ground Servicing of Aircraft and Static Grounding/Bonding

T.O. 1-1C-1, Basic Flight Crew Air Refueling Manual

T.O. 1-1C-1-20, MC/HC-130, HH-3, MH-53, HH-60, MH-6-, and MH-47D Flight Crew Air Refueling Procedures

T.O. 1-1C-1-29, AC/EC/HC/MC-130 Flight Crew Air Refueling Procedures with KC-135 and KC-10

T.O. 1-1B-40, Weight and Balance Data

T.O. 1-1B-50, Weight and Balance

T.O. 1C-130A-9, Cargo Loading Manual

T.O. 1C-130B-1, Flight Manual C-130B, C-130E, and C-130H Aircraft

T.O. 1C-130B-1-1, Performance Data, C-130 Airplanes Equipped with T56-A-7 Engines

T.O. 1C-130B-1-4, C-130B, C-130E, and C-130H Aircraft and EC-130E Aircraft AF63-7815, AF63-7816, AF63-7828, and AF63-9816 with Self-Contained Navigation System (SCNS)

T.O. 1C-130E-5, Basic Weight Checklists and Loading Data C-130E, C-130H, and LC-130 Aircraft

T.O. 1C-130H-1-1, Performance Data, C-130 Airplanes Equipped with T56-A-15 Engines

T.O. 1C-130(M)E-1, Flight Manual MC-130E

T.O. 1C-130(M)H-1, Flight Manual MC-130H

T.O. 1C-130(M)P-1, Flight Manual MC-130P

T.O. 1C-130(M)E-5, Basic Weight Checklist and Loading Data MC-130E

T.O. 1C-130(M)H-5, Basic Weight Checklist and Loading Data MC-130H

Abbreviations and Acronyms

AC—Aircraft Commander

ACCT—Airborne Computerized Communications Terminal

ACM—Additional Crew Member

AF—Air Force

ACS—Airborne Communication Specialist

AFI—Air Force Instruction

AFRC—Air Force reserve Command

AFSOC—Air Force Special Operations Command

AR—Air Refueling

ARCP—Air Refueling Control Point

ARCT—Air Refueling Control Time

ATC—Air Traffic Control

ATS—Aircrew Training System

BAI—Back-up Aircraft Inventory

CDS—Container Delivery System

CRS—Container Recovery System

CRRC—Combat Rubber Raiding Craft

DBT—Data Burst Terminal

DMDG—Digital Message Data Group

DZC—Drop Zone Controller

ECM—Electronic Counter Measures

EOC—End of Course

EPE—Emergency Procedures Evaluation

ERD—Evaluation Reference Date

EWO—Electronic Warfare Officer

FARRP—Forward Area Refueling and Rearming Point

FCIF—Flight Crew Information File

FCIS—Flight Crew Information Summary
FEF—Flight Evaluation Folder
HAR—Helicopter Air Refueling
HSLADS—High-Speed Low-Level Aerial Delivery System
HVY—Heavy Equipment
IAW—In Accordance With
ICAO—International Civil Aviation Organization
ILS—Instrument Landing System
IMC—Instrument Meteorological Conditions
INS—Inertial Navigation System
IP—Instructor Pilot or Initial Point
IRC—Instrument Refresher Course
LPU—Life Preserver underarm
LZC—Landing Zone Control
MDA—Minimum Descent Altitude
MDGT—Mission Data Ground Terminal
MDS—Mission Design Series
MQF—Master Question File
NVG—Night Vision Goggle
OFT—Operational Flight Trainer
OPR—Office of Primary Responsibility
PAR—Precision Approach Radar
PI—Point of Impact
RCL—Reception Committee Light
SATB—Standard Airdrop Training Bundle
SCA—Self-Contained Approach
SCNS—Self-Contained Navigation System
SNS—Satellite Navigation Station
SOFI—Special Operations Forces Improvement
STS—Special Tactics Squadron
T.O.—Technical Order
TF—Terrain Following

TOT—Time Over Target

VMC—Visual Meteorological Conditions

WST—Weapon System Trainer

Terms

Air Refueling (AR)—Airborne fuel onload by receiver aircraft.

Air Refueling Control Point (ARCP)—The planned geographic point over which the receiver arrives in the precontact position with respect to the assigned tanker. For Helo AR, the planned geographic point or coordinates over which the tanker arrives abeam the receiver and assumes formation lead.

Air Refueling Control Time (ARCT)—The planned time that the receiver and tanker will arrive over the ARCP.

Air Reserve Components (ARC)—Units of the Air Force Reserve (AFRC) or Air National Guard (ANG).

Airborne Mission Commander—The individual given the responsibility to accomplish part of the overall operation. When a formation is used to conduct the operation, this individual is in overall command of all formation aircraft.

Auto CARP—An airdrop in which the Computed Air Release Point (CARP) is automatically calculated inflight by the navigation system. Automatic steering or manual steering indications are provided to guide the aircraft to the CARP .

Basic Mission Capable—Crews or crewmembers qualified and current to perform some portion of the unit mission, but who do not maintain combat mission ready status.

Basic Aircraft Qualified—Crews or crewmembers qualified and current to fly the unit aircraft only on non-mission sorties.

Category I Route—Any route that does not meet the requirements of a category II route.

Category II Route—Any route on which the position of the aircraft can be accurately determined by the overhead crossing of a radio aid (NDB, VOR, TACAN) at least once each hour with positive course guidance between such radio aids.

Combat Control Team (CCT)—A small task organized team of Air Force parachute and combat diver qualified personnel trained and equipped to rapidly establish and control drop, landing, and extraction zone air traffic in austere or hostile conditions. They survey and establish terminal airheads as well as provide guidance to aircraft for airlift operations. They provide command and control, and conduct reconnaissance, surveillance, and survey assessments of potential objective airfields or assault zones. They also can perform limited weather observations and removal of obstacles or unexploded ordnance with demolitions.

Combat Entry Point—A geographical point inbound to the objective area where the hostile environment is penetrated.

Combat Mission Ready—Crews or crewmembers fully qualified and current to perform the unit mission.

Combat Offload—Method by which palletized cargo is offloaded without Materials Handling

Equipment (MHE).

Command and Control Center (CCC)—An agency used by a commander to plan, direct, or control operations. Each CCC provides supervision, guidance, and control within its assigned area of responsibility. For the purpose of this instruction, CCCs include the AFSOC Command Center, AMC Command Center, Command Post (CP), Air Mobility Elements (AME), Airlift Coordination Centers (ACC), Combat Control Teams (CCT), AFRC Headquarters Command Post (AFRC HQ CP), NGB Field Support Center, and ARC wing or group operations centers and command posts.

Computed Air Release Point (CARP)—A computed air position at which the release of personnel, equipment, containers, and bundles is initiated to land on a specific point of impact (PI).

Contingency Mission—A mission operated in direct support of an operation plan, operation order, disaster, or emergency.

Deadhead Time—Duty time accrued by crewmembers in a passenger or Additional Crew Member (ACM) status.

Deviation—Performing an action not in sequence with current procedures, directives, or regulations. Performing action(s) out of sequence due to unusual or extenuating circumstances is not considered a deviation. In some cases, momentary deviations may be acceptable; however, cumulative momentary deviations will be considered in determining the overall qualification level.

Drop Zone Controller (DZC)—An individual on a drop zone required to monitor all airdrop operations except airdrop of Special Forces.

Element—A subdivision (normally 3 aircraft) flying in formation.

Equal Time Point (ETP)—The point along a route at which an aircraft may either proceed to the first suitable airport or return to the last suitable airport in the same amount of time based on all engines operating.

Error—Departure from standard procedures. Performing wrong actions or recording incorrect information.

Forward Operating Base (FOB)—An airfield without full support facilities used during mission operations for an undetermined and sometimes extended period of time.

Hazardous Cargo or Materials—Explosive, toxic, caustic, nuclear, combustible, flammable, biologically infectious, or poisonous materials that may directly endanger human life or property, particularly if misused, mishandled or involved in accidents (AFJI 11-204, AFMAN 24-204, TO 11N-20-11).

Helicopter Air Refueling (HAR)—Airborne fuel offload by MC-130 aircraft to a helicopter.

High Altitude High Opening (HAHO)—A high altitude airdrop in which personnel deploy their parachutes immediately on exiting the aircraft (no programmed free fall).

High Altitude Low Opening (HALO)—Airdrop of personnel or containers using a programmed free fall (parachutist) or a staged parachute delivery.

High Altitude Release Point (HARP)—A computed air position at which parachutists, equipment, containers, or bundles are released to land on a specific point of impact. A HARP is computed for all HAHO and HALO drops.

Initial Point (IP)—A point near drop zones or landing zones over which final course alterations are made to arrive at the specified zone.

Interfly—Intermixing of crewmembers from different units in the same aircrew or unit aircrews flying aircraft assigned to another unit.

Low Level—Operations conducted below 3,000 feet AGL.

May—Indicates an acceptable or suggested means of accomplishment.

Military Authority Assumes Responsibility for Separation of Aircraft (MARSAs)—A condition whereby the military services involved assume responsibility for separation between participating aircraft in the air traffic control (ATC) system.

Military Free Fall (MFF)—HALO or HAHO airdrop operations.

Minimum Safe Altitude (MSA)—MSA is an intermediate altitude which will provide terrain clearance in VMC or IMC.

Mission Essential Ground Personnel (MEGP)—Individuals who perform essential duties in support of a particular aircraft, aircrew, or mission.

Must—Indicates a mandatory requirement.

Night Vision Goggles (NVG)—Self-contained, battery-operated devices that amplify light to enhance night vision.

Offset Aiming Point (OAP)—A reference, other than the actual target, used for aircraft positioning.

Operating Weight—Basic aircraft weight plus weight of crewmembers, crew baggage, steward's equipment, emergency and extra equipment.

Operational Control (OPCON)—Transferable command authority that may be exercised by commanders at any echelon at or below the level of combatant command. Operational control may be delegated and is the authority to perform those functions of command over subordinate forces involving organizing and employing commands and forces, assigning tasks, designating objectives, and giving authoritative direction necessary to accomplish the mission. Operational control includes authoritative direction over all aspects of military operations and joint training necessary to accomplish missions assigned to the command. Operational control should be exercised through the commanders of subordinate organizations. Normally this authority is exercised through subordinate joint force commanders and Service and/or functional component commanders. Operational control normally provides full authority to organize commands and forces and to employ those forces as the commander in operational control considers necessary to accomplish assigned missions. Operational control does not, in and of itself, include authoritative direction for logistics or matters of administration, discipline, internal organization, or unit training.

Payload—1. The sum of the weight of passengers and cargo that an aircraft can carry. See also load. 2. The warhead, its container, and activating devices in a military missile. 2. The load (expressed in tons of cargo or equipment, gallons of liquid, or number of passengers) which the vehicle is designed to transport under specified conditions of operation, in addition to its unladen weight.

Point of Impact (PI)—The point on the drop zone where the first airdropped parachutist or cargo item lands or is expected to land.

Quick Turn—A set of procedures designed to expedite the movement of selected missions by reducing

ground times at en route or turnaround stations.

Self-Contained Approach (SCA)—An approach conducted using self-contained, onboard navigation systems.

Serial—Any number of aircraft under one commander, usually conveying one air-transportable unit or subunit to the same objective.

Should—Indicates a recommended procedure that is required if practical.

Special Tactics Squadron (STS)—Air Force special operations combat control and pararescue forces.

Station Time (Air Force)—A specified time at which aircrew, passengers, and material are to be in the aircraft and prepared for flight. Passengers will be seated and loads tied down. Aircrews will have completed briefing and aircraft preflight inspection prior to station time. Normally, station time will be 30 minutes prior to takeoff time.

Station Time (Airborne)—A specified time when parachutists will be seated in the aircraft with seat belts fastened. This time normally will be 5 minutes prior to Air Force station time.

Time Over Target (TOT)—The actual time an aircraft is at a geographic point or area carrying out an assigned mission.

Will—Indicates a mandatory requirement.

Attachment 2

IC 2000-1 TO AFI 11-2MC-130, VOLUME 2, MC-130 AIRCREW EVALUATION CRITERIA

8 JUNE 2000

SUMMARY OF REVISIONS

This change incorporates interim change (IC) 2000-1, which reflects the AFSC change from communication systems operator (CSO) to airborne communication specialist (ACS); clarifies instrument evaluation requirements for pilots that are multiple MDS qualified in paragraph 4.1.2.1.; deletes EPE requisite for MC-130E/H pilot Mission evaluation in paragraph 4.1.2.3.; deletes requirement for qualification evaluation on Initial/Requalification Mission evaluations for pilots basic C-130E/MC-130E qualified in paragraph 4.1.2.3.1.1.; deletes the Airland evaluation requirement and makes it a subarea of the mission evaluation in paragraph 4.1.2.3.3.; clarifies the Initial/Requalification MSN evaluation requirements in paragraph 4.1.2.3.3.1.; deletes paragraph 4.1.2.3.3.1.1.; clarifies the Recurring MSN evaluation requirements in paragraph 4.1.2.3.3.2. and in paragraph 4.2.2.2.1.2.2.; deletes Instrument Refresher Course (IRC) as an evaluation prerequisite for navigators in paragraphs 4.2.2.1. and 4.2.2.2.; changes EWO mission evaluation subarea titles in paragraph 4.2.2.2.3.1.; deletes STAR procedures in Table 13.; and standardizes Direct Support Operator (DSO) evaluation Table 28.-Table 30.. See the last attachment of the publication, IC 2000-1, for the complete IC. A (I) indicates revision from the previous edition.

4.1.2.1. Instrument: Instrument evaluations will include subareas listed as "General" (Table 2.) and "Instrument" (Table 4.). All initial and requalification evaluations will include an instrument evaluation. The instrument examination is a requisite (prerequisite for initial evaluations). Complete the Instrument Refresher Course (IRC) prior to taking the instrument examination. **NOTE:** Instrument evaluation not required on requalification evaluation for multiple MDS qualified pilots with a current instrument evaluation in their primary MDS.

4.1.2.3. Mission: Mission evaluations will include subareas under "General" (Table 2.) and the applicable table(s) as annotated below. Mission Open and Closed Book examinations (or Formal School End of Course examinations) are requisites (prerequisites for initial evaluations).

4.1.2.3.1.1. Initial/Requalification: Initial/Requalification mission evaluations will include a qualification and mission flight evaluation. If a pilot is overdue a mission evaluation, but remains basic C-130E/MC-130E qualified, the qualification evaluation is not required. Initial/Requalification mission evaluation profile will include night vision goggle (NVG) low-level and mountainous terrain following (TF) (night preferred), self-contained approach (SCA), an assault landing and takeoff, and a time on target (TOT) to an airdrop. If conditions after departure result in a no-drop, the flight examiner may use discretion in determining if the evaluation is complete. Copilots may accomplish the assault landing and takeoff evaluation verbally.

4.1.2.3.3. MC-130P Mission Evaluations: Mission evaluations will include subareas under "General" (Table 2.) and Table 5. and Table 6..

4.1.2.3.3.1. Initial/Requalification: Pilots must complete an initial/requalification mission evaluation prior to being designated mission qualified. Conduct initial/requalification mission evaluations to include: a formation NVG modified contour low level flown in mountainous terrain to an option one with spare or option two NVG helicopter aerial refueling, a simulated inadvertent weather penetration or a T.O.

1-1C-1-20, MC/HC-130, HH-3, MH-53, HH-60, MH-6-, and MH-47D Flight Crew Air Refueling Procedures, lost contact procedure, an airdrop, assault takeoff and landing, and a formation recovery (if qualified). The maximum runway length for the airland portion is 3,500 feet unless Takeoff and Landing Data (TOLD) requires additional runway length. Copilots may complete this evaluation verbally. For requalification airland operations, the procedures may be evaluated on a simulated minimum sized runway provided the time unqualified does not exceed 24 months and a 500-foot zone is used.

4.1.2.3.3.1.1. DELETED.

4.1.2.3.3.2. Recurring Mission Evaluations. The profile flown will be the same as paragraph **4.1.2.3.3.1.** except; the NVG low level should be in mountainous terrain and the low level will terminate with a tactical event. If the profile has the tactical events before the low level, evaluators may complete the checkride provided all required items are evaluated. State in the comment section of the AF Form 8 the type of terrain flown and if it was single ship or formation. Formation low-level and/or formation aerial refueling will be evaluated at least every other year. Accomplish the airland portion IAW paragraph **4.1.2.3.3.1.** A simulated minimum length runway may be used if no assault zone is available. NVG landing assault procedures may be credited if flown to a 500-foot touchdown zone.

4.2.2.1. Qualification (Navigator). Qualification evaluations will include subareas listed as “Basic Proficiency” (**Table 9.**). Navigators require an initial qualification evaluation in any variant of the C-130, prior to mission or special mission qualification evaluations. Thereafter, they require a recurring qualification evaluation. Evaluations may be conducted on category II routes using category I procedures, but category I routes are preferable. State in the comments section of the AF Form 8 whether the evaluation was flown on a category I or category II route. Navigators maintaining mission qualification require a recurring qualification/mission evaluation as outlined below. The following are requisites (prerequisites for initial evaluations): Qualification Open and Closed Book examinations (or Formal School End of Course examinations) and EPE.

4.2.2.2. Mission: The following are requisites (prerequisites for initial evaluations): Mission Open and Closed Book examinations (or Formal School End of Course examinations) and EPE.

4.2.2.2.1.2.2. When evaluating the aerial refueling rendezvous on recurring mission evaluations, use a helicopter as the target aircraft whenever possible. If no helicopter is available, evaluate the rendezvous using like mission design series (MDS) aircraft as the target, but the target aircraft should fly approximate helicopter airspeeds.

4.2.2.2.3.1. Mission evaluation will include subareas listed as “Qualification” (**Table 23.**) and “Mission” (**Table 24.**). All EWO’s require an initial/requalification and recurring mission evaluations.

4.3.2.2.3. Mission (ACS)

Table 13. “Flight Phase” MC/C-130 Engineer Evaluation Criteria for Sub-Area Ratings of “Q.”

FLIGHT PHASE	CRITERIA
25. Before Starting/Starting Engines	Perform engine start IAW T.O. Dash 1 procedures.
26. Before Taxi/Taxi	Safe taxi operations clearing obstacles by required distances. Follow standard marshaling signals
27. Engine Run Up	Complete appropriate checklist(s) IAW T.O.s and AFIs

FLIGHT PHASE	CRITERIA
28. Before Takeoff	Complete appropriate checklist(s) IAW T.O.s and AFIs
29. Takeoff	Monitor takeoff and take appropriate coordinated action in response to any abnormal condition. Complete appropriate checklist(s) IAW T.O.s and AFIs.
30. Climb	Monitor aircraft systems and performance though out the climb and be familiar with types of climb out profiles. Recognize and take appropriate coordinated action in response to any abnormal condition.
31. Cruise	Monitor and operate aircraft systems though out the cruise segment. Recognize and take appropriate coordinated action in response to any abnormal condition.
32. Descent/Landing	Complete appropriate checklist(s) IAW T.O.s and AFIs and be familiar with types of descent and landings.
33. After Landing/Engine Shutdown	Complete appropriate checklist(s) IAW T.O.s and AFIs and monitor engine shutdown IAW T.O. Dash 1.
34. Before Leaving Aircraft	Complete appropriate checklist(s) IAW T.O.s and AFIs.
35. Airdrop Procedures	Complete appropriate checklist(s) IAW T.O.s and AFIs.
36. Assault Takeoff /Landing	Complete appropriate checklist(s) IAW T.O.s and AFIs.
37. Air Refueling Procedures	Complete appropriate checklist(s) IAW T.O.s and AFIs.
38. Inflight Refueling Procedures	Complete appropriate checklist(s) IAW T.O.s and AFIs.
39. Live/Dry Fire	N/A for MC-130 MDS
40. Departure/Approach Monitoring	Monitor departure and approach and be familiar standard requirements for each.
41. Low Level Procedures	Complete appropriate checklist(s) IAW T.O.s and AFIs.
42. Water Sampling	Complete appropriate checklist(s) IAW T.O.s and AFIs.
43. NVG Knowledge/Procedures	Be familiar with NVG procedures and requirements.
44. not used	
45. not used	

Table 23. “Qualification” MC-130 EWO Mission Evaluation Criteria for Sub-Area Ratings of “Q.”
(Title change only, table itself unaffected)

Table 24. “Mission” MC-130 EWO Mission Evaluation Criteria for Sub-Area Ratings of “Q.” (Title change only, table itself unaffected)

Table 25. “General” MC-130 ACS Evaluation Criteria for Sub-Area Ratings of “Q.”
(Title change only, table itself unaffected)

Table 26. “Preparation for Flight” MC-130 ACS Evaluation Criteria for Sub-Area Ratings of “Q.”

(Title change only, table itself unaffected)

Table 27. "Flight Phase" MC-130 ACS Evaluation Criteria for Sub Area Ratings of "Q."

(Title change only, table itself unaffected)

Table 28. "General" MC-130 DSO Evaluation Criteria for Sub-Area Ratings of "Q."

GENERAL	CRITERIA
1. Currency of Publications	All required publications are current and posted.
2. Knowledge of Directives	Thoroughly familiar with all publications issued for the crew position. Answer any question with reference to applicable publications. Know warnings, operating procedures, and operational prohibitions. Familiar with contents of FCIF library. Familiar with various mission profiles.
3. Mission Preparation/ Planning	Prepare for flight by reviewing all required files and bringing all required documentation. Use data from all available intelligence sources to assist the crew in threat avoidance during route study. Obtain target technical data; load information into the Communication Surveillance System (CSS) software as applicable. Obtain required data, materials, and crypto for Data Link Equipment (DLE). Coordinate modifications to the location of SILENT SHIELD equipment as mission/load dictates. Obtain all required life support equipment IAW AFI 11-2MC-130 Vol 3.
4. Professional Equipment	Ensure all professional equipment is preflighted and on-board the aircraft in order to achieve mission accomplishment.
5. Mission Briefing	Attend all required mission briefs. If a DSO brief is requested or required at a minimum it should include proper classification, pertinent intelligence data, and SILENT SHIELD capabilities and limitations for the mission.
6. Use of Checklist	Call for and execute all required checklists in accordance with T.O.s and operating instructions.
7. Safety Consciousness	Only "Q" or "U" may be awarded. Maintain situational awareness and execute mission so as to avoid unnecessary risk. Instructors and evaluators should maintain situational awareness of the actions and performance of the trainee/evaluatee.
8. Judgment	Only "Q" or "U" may be awarded. Make decisions regarding performance of tasks so as to provide best chance of mission accomplishment without undue risk to aircraft, crew, or customers.

GENERAL	CRITERIA
9. Emergency Procedures	Demonstrate a complete knowledge of the number, location, and use of all emergency equipment and exits. Demonstrate knowledge for recognizing an emergency situation, the appropriate emergency action to be taken, and the proper execution of emergency procedures.
10. Control of Mission Materials	Maintain control of classified equipment, mission flimsies, software, and crypto. Know procedures for obtaining, storing, securing, and destroying classified materials.
11. Life Support Equipment	Preflight all life support equipment required for overwater combat/contingency mission. Demonstrate wear of life support equipment required for combat/contingency mission. Familiar with survival vest contents and the operation of all components. Understand use of all life support and AERPS equipment.
12. Crew Coordination	Maintain situational awareness of, and react appropriately to crew inputs. Communicate with crew so they understand your intentions and requirements to effect safe and efficient mission accomplishment.
13. Knowledge of Procedures	Demonstrate a working knowledge of local, unit, or other pertinent procedures IAW applicable directives and T.O.s.

Table 29. “Flight Phase” MC-130 DSO Evaluation Criteria for Sub-Area Ratings of “Q.”

FLIGHT PHASE	CRITERIA
14. Equipment Preflight	Ensure SILENT SHIELD equipment is preflighted IAW applicable directives, checklists, and T.O.s.
15. Interphone Procedures	Preflight and follow interphone procedures in AFI11-2MC-130 Vol 3. Conduct interphone transmissions in a concise, clear manner that dictates to the crew all relative information to ensure mission accomplishment.
16. System Operation	Demonstrate frequency spectrum scans, discrete frequency searches and manual operations employing all assets of the CSS. Know CSS equipment hardware and software operations. Demonstrate use of DLE in conjunction with CSS. Know troubleshooting techniques to correct in-flight problems affecting hardware or software of CSS and DLE.

FLIGHT PHASE	CRITERIA
17. Threat Knowledge, Analysis, and Reporting	Know characteristics, procedures, and capabilities associated with threats to the aircraft. Know CSS capabilities/limitations to threats. Demonstrate ability to prioritize equipment against threats based on location and level of threat to aircraft. Correctly relays threat-derived information affecting the safety of the aircraft or its mission to the appropriate crewmember.
18. Situational Awareness	Maintain situational awareness of crew actions throughout normal and emergency procedures. Aware of aircraft position and possible threats.

Table 30. “Post Flight” MC-130 DSO Evaluation Criteria for Sub-Area Ratings of “Q.”

POST FLIGHT	CRITERIA
19. Debriefing	Ensure thorough debrief is completed with respective agencies and crew. Relay all pertinent intelligence as deemed necessary for safe execution of follow-on missions.
20. Forms Completion	Demonstrate working knowledge of the type and location of information contained in the aircraft and squadron forms. Insert clear and concise write-ups in a manner that accurately depicts the malfunctions/problems encountered during the mission. Write-ups should include mode of operation, equipment indications, effect on equipment performance, and trouble-shooting attempts.

Abbreviations & Acronyms

ACS----Airborne Communication Specialist