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AFI 11-2C-130V2, 5 September 2003 is supplemented as follows:

6.2. (Added) **Purpose.** The 43d Operations Group Aircrew Standardization/Evaluation (43 OG/OGV) program supports Air Force objectives and implements Air Mobility Command responsibilities outlined in AFI 11-401, *Flight Management*, AFI 11-202V2, *Aircrew Standardization/Evaluation Program*, AFI 11-2AEV2, *Aeromedical Evacuation Aircrew Evaluation Criteria*, and AFI 11-2C-130V2, *C-130 Evaluation Criteria*.

6.3. (Added) **Applicability.** These procedures apply to all 43d Airlift Wing (43AW) personnel, assigned/attached, who participate in flying activities.

6.4. (Added) **Evaluation Profiles.**

6.4.1. (Added) Pilot Evaluations. Evaluator pilots will not be scheduled as primary crewmembers without flight examiner approval. Instructor Pilots will be scheduled for instrument/qualification evaluations. **EXCEPTION:** Phase II touch-and-go certified aircraft commanders may occupy the left seat during copilot instrument/qualification evaluations. This restriction does not apply to no-notice evaluations.

6.4.1.1. (Added) Instrument/Qualification Evaluations (INST/QUAL).

6.4.1.1.1. (Added) The examinee is expected to plan the checkride profile IAW AFI 11-2C-130V2 requirements. Instructors will setup and instruct an emergency procedure for three-engine work. If the examinee cannot complete all required items due to unforeseen circumstances, refer to guidance in AFI 11-202V2 AMC 1, 5.2.8 and AFI 11-2C-130V2, 1.10.

6.4.1.1.2. (Added) For Airland only pilots, assault profile requirements may be evaluated in conjunction with INST/QUAL evaluations IAW AFI 11-2C-130V2. In addition, under examiner remarks, add the following statement; "A tactical approach, assault takeoff, and assault landing were evaluated to meet mission requirements."

6.4.1.2. (Added) Touch and Go Landing Evaluations.

6.4.1.2.1. (Added) Initial touch and go landing evaluations consist of two phases. Phase I: The pilot receiving the evaluation will accomplish a touch and go landing. Phase II: The pilot receiving the evaluation will supervise the other pilot accomplishing a touch and go landing. Recurring touch and go landing evaluations only require a touch and go landing to be evaluated. Document the evaluation on the AF Form 8, **Certificate of Aircrew Qualification**, with the entry “touch and go landings were evaluated.”

6.4.1.2.2. (Added) Initial and recurring touch and go landing evaluations may be combined with Inst/Qual evaluations. If not combined it will be considered a SPOT evaluation.

6.4.1.2.3. (Added) The evaluator pilot will occupy the right seat during an initial evaluation.

6.4.1.3. (Added) Mission evaluations.

6.4.1.3.1. (Added) Mission evaluations will be scheduled for a visual profile and an AWADS/SKE profile. SKE qualified pilots will fly in a SKE wingman position and any visual position. Lead qualified pilots must fly in the lead position for the visual route, but may fly in any AWADS element lead position. Copilots should fly at least one route in the wing position.

6.4.1.3.2. (Added) IAW AFI 11-2C-130V2, 2.3.1, examiners may not verbally evaluate any route, air-drop, or recovery not accomplished during the flight.

6.4.2. (Added) Navigator Evaluations.

6.4.2.1. (Added) Navigator Qualification Evaluations.

6.4.2.1.1. (Added) Administer evaluations on a Category I route or a Category II route using Category I procedures. The basic navigation sortie will be of adequate scope and duration to allow the navigator to perform all procedures and mission tasks normally encountered on Category I missions. Navigator qualification evaluations will be 2 hours or more IAW AFI 11-2C-130V2.

6.4.2.1.2. (Added) C-130E qualified navigators with at least 3 years operational C-130 experience may accomplish recurring qualification (QUAL) evaluations in the SNS IAW AFI 11-2C-130V2. However, the next recurring QUAL evaluation must take place in the aircraft. Use the simulator as a last resort for administering checkrides.

6.4.2.1.3. (Added) The profile should consist of:

6.4.2.1.3.1. (Added) Preflight fuel requirements and ETP computations via AF Form 4116, **C-130 Flight Plan and Record**.

6.4.2.1.3.2. (Added) Chart preparation IAW AFI 11-2C-130V3, *C-130 Operations Procedures*.

6.4.2.1.3.3. (Added) IFR departure/arrival procedures.

6.4.2.1.3.4. (Added) Coast-out, coast-in, and enroute fixes, to include RADAR and/or navaid positions when available (as a minimum, one of each).

6.4.2.1.3.5. (Added) A full line log entry accomplished at least once.

6.4.2.1.3.6. (Added) SCNS and GPS positions recorded and evaluated for all fixes.

6.4.2.1.3.7. (Added) DR and fix, accomplished at least once every hour, the DR will be plotted prior to the fix.

6.4.2.1.3.8. (Added) Deviation check (via the INS true heading), and TAS check will be evaluated.

6.4.2.1.3.9. (Added) Enroute fuel computations.

6.4.2.1.3.10. (Added) Airborne Radar Approach (ARA), as required for qualification.

6.4.2.2. (Added) Navigator Mission Evaluations (MSN).

6.4.2.2.1. (Added) MSN evaluations will be scheduled for a visual lead profile, 30 minutes or more on an unfamiliar route (not flown by the examinee in the previous six months) and an AWADS/SKE lead profile to CARP drops. Evaluate non-lead SKE navigators in the SKE wing position. Evaluate non-lead AWADS navigators in the element lead position. If the element lead position is not available, completion of the AWADS evaluation is at the discretion of the flight examiner. IAW AFI 11-2C-130V2, 3.3.1, both a visual low-level route and AWADS route, each to an airdrop, must be flown to complete the evaluation.

6.4.2.2.2. (Added) Navigator mission evaluation profiles should consist of mission planning (flight plan, CARP, charts, etc), formation procedures (visual and SKE), en-route threat avoidance (normally during the visual route), visual airdrop, SKE/AWADS airdrop, formation recovery, and ARA.

6.4.2.2.3. (Added) The ARA is a basic navigation proficiency item that may be evaluated on the QUAL or MSN evaluation. Align the ARA with the MSN evaluation for mission-qualified navigators; for navigators who do not receive a MSN evaluation, evaluate the ARA as part of the QUAL evaluation.

6.4.2.3. (Added) Navigator QUAL/MSN Evaluations.

6.4.2.3.1. (Added) Combined QUAL/MSN evaluations will be conducted IAW AFI 11-2C-130V2. An individual's first QUAL check after the INIT QUAL will be conducted in the aircraft and not verbally evaluated.

6.4.3. (Added) Flight Engineer Evaluations.

6.4.3.1. (Added) Qualification evaluations will include a verbal evaluation of AF Form 4108, **C-130 Fuel Log**.

6.4.3.2. (Added) Mission evaluations will incorporate a complete Combat Entry/Exit Checklist and all Airdrop/Airland Checklists.

6.4.3.3. (Added) If the initial mission evaluation will not align with the QUAL evaluation, keep the QUAL evaluation date in SARMS. During the next QUAL recurring evaluation, administer a QUAL/MSN in order to align the QUAL and MSN evaluations. A combined mission/qualification evaluation may be conducted provided a mission profile is completed.

6.4.3.4. (Added) The typical flight profile will consist of an aircraft preflight, TOLD card, ground operations, takeoff (max effort for MSN evaluations), enroute/mission procedures, landing (including assault for MSN evaluations), and aircraft postflight.

6.4.4. (Added) Loadmaster Evaluations.

6.4.4.1. (Added) Conduct loadmaster recurring qualification/mission evaluations IAW AFI 11-2C-130V2, with the following exceptions/additions:

6.4.4.2. (Added) The Flight Examiner may credit the airdrop for evaluation purposes only if the crew completes the Slowdown Checklist, if a no-drop is called at anytime prior, the mission evaluation will not be considered complete.

6.4.4.3. (Added) If possible, schedule a SAAM/channel mission carrying cargo and passengers for an individual's first recurring qualification evaluation.

6.4.4.4. (Added) Only one loadmaster may receive a recurring qualification/mission evaluation on the aircraft, regardless of the number of platforms/containers or number of airdrops accomplished. This does not prevent the flight examiner from administering a no-notice or SPOT evaluation to the other loadmaster; however, unless the criteria in paragraph 6.3.4.6. are met, the spot/no-notice may not be used to update the eligibility period.

6.4.4.5. (Added) For recurring QUAL/MSN (composite) evaluations, the evaluatee will demonstrate loading a single heavy equipment platform to meet QUAL requirements. This 43 OG guidance is more restrictive than AFI 11-2C-130V2 (which allows for either platform or CDS loading). Unlike loading CDS, a heavy equipment platform will enable the evaluator to observe before/after loading procedures for the dual rails. Allowing the loading of CDS to fulfill QUAL requirements during a composite checkride could eliminate the evaluation of dual rail loading entirely for convenience.

6.4.4.6. (Added) The examinee must accomplish the following in the aircraft during recurring composite or mission evaluations;

6.4.4.6.1. (Added) The A/A32H-4A Cargo Handling System Preflight Checklist.

6.4.4.6.2. A joint airdrop inspection using appropriate DD Form 1748, **Joint Airdrop Inspection for Heavy Equipment** (N/A for qualification evaluation).

6.4.4.6.3. (Added) DD Form 365-4, **Weight and Balance Clearance Form F - Transport**.

6.4.4.6.4. (Added) Plan to airdrop a single CDS container or single heavy equipment platform, as a minimum.

6.4.4.6.5. (Added) A coordinated task briefing.

6.4.4.6.6. (Added) An Airplane Preparation for Equipment or CDS Airdrop Checklist.

6.4.5. (Added) AES Evaluations. Conduct AES evaluations IAW this regulation and AFI 11-2AEV2. Flight nurses (FN) and Aeromedical Evacuation Technicians (AET) will receive their initial qualification in the MCD/CMT position (as appropriate). Subsequent evaluations may be in any crew position. All areas of the AF Form 3862, **Flight Evaluation**, must be graded to complete the evaluation. Nursing Care Standards, Aircraft Safety, and Crew Resource Management areas must be evaluated during flight. Flight examiners may conduct qualification evaluations on any mission where the examinee can perform all assigned duties. These missions should be at least 2 hours in length.

6.4.6. (Added) The flight examiner or squadron chief of Stan/Eval shall debrief squadron commanders and operations officers on all evaluations where the examinee is deemed unqualified.

Attachment 6 (Added)

AF FORM 3862, 43 OG/OGV OVERPRINT, PILOT (COVER)

C-130 PILOT EVALUATION		DATE COMPLETED	
NAME (Last, First, MI)	GRADE	ISSN	ELIGIBILITY PERIOD
ORGANIZATION / LOCATION AS, Pope AFB, NC	ACFT/CREW POS. C-130EJ		
QUALIFICATION			
GROUND PHASE		FLIGHT PHASE	
EXAMCHECK	DATE	GRADE	MISSION/CHECK
			DATE
QUALIFICATION LEVEL		ADDITIONAL TRAINING	
QUALIFIED	UNQUALIFIED	RESTRICTION	DUE DATE
		(Phase in Control)	
EXPIRATION DATE	YES <input type="checkbox"/>	NO <input type="checkbox"/>	DATE ADDITIONAL TRAINING COMPLETED
COMMENTS			
CERTIFICATION		SIGNATURE	
PRINT NAME AND GRADE	ORGANIZATION		
FLIGHT EXAMINER			
REVIEWING OFFICER			
FINAL APPROVING OFFICER			

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COMMENTS:

TREND ANALYSIS GUIDANCE (Note: T column if for Trend Information)
 Grade each area using the following guidelines:
 Q= awarded and no other comment is warranted.
 Q- Negative comment on Form 6. Debriefed or additional training.
 U= Unsatisfactory performance, negative comment, additional training required.
 T= for trend information positive or negative
 AREA-SUB AREA GRADE +T Q -T Q- U
 SEMISPRO TREND/GRADE 5 4 3 2 1

Attachment 11 (Added)

AF FORM 3862, 43 OG/OGV OVERPRINT, FLIGHT ENGINEER (INSIDE)

AREA / SUB AREA	SEMSPRO TRENDGRADE				REMARKS
GENERAL	Q	U	T		
1. Directives / Publications / Pro Equip					
2. Mission Pkg / Planning					
3. Briefings (If Observed)					
4. Use of Checklist					
5. Safety Consciousness (Critical)					
6. Judgment / Compliance (Critical)					
7. Crew Coord / Management / CRM					
8. Communications / IFF / SIP / Procedures					
9. Life Support Systems / Egress					
10. Knowledge / Completion of Forms					
11. Armanship / Situational Awareness					
QUALIFICATION					
12. Aircraft Fuel/ign Inspection					
13A. Before Engine Inspection					
13B. Power ON Inspection					
13C. Power ON Inspection					
13D. Engine Inspection					
13E. Interol Inspection					
13F. Top of Airframe Inspection					
13. Performance					
FLIGHT PHASE					
14. Arrival / Departure Procedures					
15. Control					
16. Follow Starting					
17. Starting Issues					
18. Before Taxi					
19. Taxi					
20. Before Take-Off					
21. Take-Off					
22. After Take-Off					
24. Enroute					
25. Descent					
26. Before Landing					
27. Landing					
28. After Landing					
29. Engine Shutdown					
30. Before Leaving Aircraft					
31. BCL/SPACE (Critical)					
32. Emergency Procedures					

AREA / SUB AREA	SEMSPRO TRENDGRADE				REMARKS
593 OPS / KNOWLEDGE / LIMITS	Q	U	T		
33. Engine					
34. Propeller					
35. GTG					
36. Fuel Delivery / Fueling					
37. Oxygen					
38. Pneumatics / Bleed Air					
39. Pressurization / Descent/Ascent					
40. Air Conditioning / Floor Heating					
41. Anti-Icing / De-icing					
42. Flight Controls					
43. Flaps					
44. Windows / Hatches / Doors / Ramp					
45. Landing Gear					
46. Stakes					
47. Nose Wheel Steering					
48. Hydraulics					
49. Tire					
50. Hydraulic / Hydraulic					
51. Electrical					
52. Battery					
53. Radio					
54. Navigation Equipment					
55. OVR / E/DIR					
56. Telemetric Systems (if Applicable)					
57. Ground Support Equipment					
MISSION					
58. Mission Procedures*					
59. NAV Usage / Emissions (if Observed)					
INSTRUCTOR					
60. Instructor Ability					
61. Instructor Demonstration					
62. Student Briefing / Critique					
63. Knowledge of Training Forms					

TREND ANALYSIS GUIDANCE: (Note: T column if for trend information)
 Grade each area using the following guidelines:
 Q = awarded and no other comment is warranted
 U = unsatisfactory performance, negative comment, additional training required
 T = for trend information positive or negative
 AREA/SUB AREA GRADE: *T Q - T Q - U
 SEMSPRO TRENDGRADE: 5 4 3 2 1

* Verbally Evaluate if Not Observed

Attachment 12 (Added)

AF FORM 3862, 43 OG/OGV OVERPRINT, LOADMASTER (COVER)

LOADMASTER EVALUATION		DATE COMPLETED
NAME (Last, First, MI)	GRADE	SSAN
ORGANIZATION/LOCATION	ADDITIONAL ELIGIBILITY PERIOD	
AS, Pope AFB, NC	C-130E/	
QUALIFICATION		
GROUND PHASE		FLIGHT PHASE
EXAM/CHECK	DATE	GRADE
CLOSED BOOK		MISSION/CHECK
QUAL OPEN		QUAL/MSN
MSN OPEN		
BOLD/FACE		
EPE		
QUALIFICATION LEVEL		RESTRICTION
UNQUALIFIED		Y <input type="checkbox"/> N <input type="checkbox"/>
EXPIRATION DATE		DATE DATE
		DATE ADDITIONAL TRAINING COMPLETED
COMMENTS		
<p>MISSION DESCRIPTION: This (112) flight evaluation was administered on a (3) mission. The payload consisted of (4). Areas _____ were verbally evaluated.</p> <p>1 recurring qual 2 unilateral air/rop 3 # of pallets 4 # of passengers</p> <p>initial msn JAVATT # of passengers</p> <p>no-notice min/qual SAAM # of vehicles/rolling stock</p> <p>instructor channel floor loaded equipment</p> <p>spot proficiency trainer sequential/single heavy equipment platform</p> <p># of CDS bundles</p> <p># of jumpers</p> <p>The examinee demonstrated higher instructor abilities by instructing the examinee/student on.... (include 2 areas instructed)</p> <p>DISCREPANCIES</p> <p>RECOMMENDED ADDITIONAL TRAINING</p> <p>ADDITIONAL COMMENTS</p> <p>TREND ANALYSIS GUIDANCE (Note: T column: # for Trend Information) Grade each area using the following guidelines: Q+ awarded and no other comment is warranted. Q- Negative comment on Form 8. Detracted or additional training. U=unsatisfactory performance, negative comment, additional training required. T= for trend information positive or negative</p> <p>AREA/SUB AREA GRADE +T Q -T Q- U</p> <p>SEMSPRO TREND/GRADE 5 4 3 2 1</p>		
NAME AND GRADE		ORGANIZATION/ OFFICE SYMBOL
FLIGHT EXAMINER		SIGNATURE
REVIEWING OFFICER		
FINAL APPROVING OFFICER		

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Commander