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SECRETARY OF THE AIR FORCE**

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VOLUME 1**

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Flying Operations

EC-130H AIRCREW TRAINING



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This manual implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations* and AFPD 11-4, *Aviation Service*. It establishes United States Air Force (USAF) aircrew training policy for all EC-130H COMPASS CALL aircraft and aircrew. This manual applies to all Regular Air Force COMPASS CALL units on active duty. This publication does not apply to the Air National Guard or Air Force Reserve. It is used in conjunction with AFI 11-202, Vol 3, *General Flight Rules*, and Major Command (MAJCOM) supplements thereto. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with *Air Force Manual 33-363, Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command. This publication may be supplemented at any level, but all Supplements must be routed to the OPR of this publication for coordination prior to certification and approval. The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the requestor's commander for non-tiered

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SUMMARY OF CHANGES

This document has been substantially revised and a complete review is necessary. Major changes include: Added Tier Waiver Authorities throughout the document; changed ACC/A3I references to ACC/A3CR; deleted all reference to Senior Mission Crew Commander; changed ACC/A3 semiannual Realistic Training Review Board Chair requirement to annual; [para 1.2.3.5](#) updated to match RAP Tasking Memo; changed Squadron Supervisor requirements to Squadron Commander; [para 1.2.4.12](#) updated to match RAP Tasking Memo; [para 1.6.7](#) removed explanation of “Inexperienced” and “Experienced”; [Table 1.1](#) added footnote 4; [Table 1.1](#) added footnote 5; [para 1.8.3](#) changed 42 ECS to squadron training office; added [para 1.12](#) governing Aircrew Training While DNIF; [para 2.5.3](#) added training during LFE; [Table 2.1](#) added SS06, LL06 and LL07 to Initial Survival Training, added new DoD Security Training section with ST-10 requirement and footnotes 4-6; [Table 3.1](#) updated CBRN, Smalls Arms Training and SABC references and CMR requirements, added MCC MQT Phase 3 Group Training Plan, and added 4 and 5 footnotes; [para 4.2.6.2](#) changed confidence to any door open procedure; [para 4.3.3](#) added simulator training clarification; [Table 4.1](#) update table title; [Table 4.1](#) added CBRN reference and updated note; [Table 4.1](#) updated Small Arms Training reference, CMR requirement and updated note; [Table 4.1](#) updated Use of Force training frequency; [Table 4.1](#) changed ISOPREP Review frequency; [Table 4.1](#) removed Tactics Training requirement; [Table 4.1](#) changed SABC frequency and updated reference; [Table 4.1](#) changed LOAC frequency and updated reference; [Table 4.1](#) updated CRM reference; [Table 4.1](#) removed Flight Physical reference; [Table 4.1](#) removed Communications Training requirement; [Table 4.1](#) added LL01 initial requirement; [Table 4.1](#) removed and updated LL03, LL04 and LL06 references; [Table 4.1](#) updated SS02, SS03, SS05, SS06 and SS07 references; [Table 4.1](#) updated/removed SS07 frequency and note; [Table 4.1](#) changed Fire Extinguisher frequency; [Table 4.1](#) notes renumbered; [Table 4.1](#) notes 6 and 12 removed; [Table 4.1](#) notes 2, 4, 5, 10, and 11 updated; [Table 4.1](#) added notes 12-14; [Table 4.1](#) added new DoD Security Training section with ST-10 and ST-30 requirements; [Table 4.2](#) updated CBRN reference; [Table 4.2](#) changed ISOPREP Review frequency and reference; [Table 4.2](#) added CRM Refresher requirement, frequency and reference; [Table 4.2](#) updated Flight Physical reference and updated note; [Table 4.2](#) changed Physiological Refresher frequency; [Table 4.2](#) updated reference to LL01, LL03, LL04, and LL06 and updated frequency and notes; [Table 4.2](#) updated SS02, SS03, SS05, SS06 and SS07 references; [Table 4.2](#) updated SS07 frequency; [Table 4.2](#) renumbered notes; [Table 4.2](#) updated note 4; [Table 4.2](#) removed note 7; [Table 4.3](#) updated note 3 and added to basic sortie requirement for AC, Pilot, Nav and FE; [Table 4.4](#) updated note 5; [Table 4.4](#) removed left-seat currency for MPD graduates; [para 4.7.3.1](#) clarified currency requirement; [para 4.11](#) updated to reflect RAP Tasking Memo; [para 4.11.1.1](#) updated table number; deleted [para 4.11.2.1](#), [4.11.2.2](#), and [4.11.2.3](#); deleted AC Candidate requirements; [para](#)

5.4.2.1.1 changed title of continuation training guide; **para 5.4.2.2** added continuation training guide and documentation requirement for AC upgrade; **para 5.4.3.1.1** clarified requirement; **Table 5.1** added Note 2 and add Note 3 to C-130 Hours; **Table 5.2** changed to MCS Upgrade Flying Time Prerequisites; **para 5.5.1.1.2** training guide title; **para 5.5.1.1.3** updated MCS syllabus from Group Training Plan to ACC Upgrade Syllabus; **Table 5.3** updated Navigator Total Hour requirement to 800; **Table 5.3** added Notes 6 and 7; **para 5.9.2.1** added cross-flow pilot requirements. **Attachment 1**, updated publication dates for references; **para A2.2.1** changed 55th Electronic Combat Officer to 755 OSS/OST; **para A2.2.16.6** added LL07 definition; added **para A2.2.28.1** and **A2.2.28.2**; added **para A2.2.29** thru **A2.2.32**; added **para 4.17**; updated memo formats for **Attachments 5-8**.

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Chapter 1

GENERAL GUIDANCE

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

1.2. Roles and Responsibilities.

1.2.1. Air Combat Command (ACC) Director of Operations (ACC/A3) is designated as the responsible agency for this volume IAW AFD 11-2. ACC/A3 will:

1.2.1.1. Chair annual ACC Realistic Training Review Boards (RTRB) to review ground and flying training requirements/programs for Combat Air Forces (CAF) units. RTRB participants will include ACC/A3 representatives and ACC/A3CR representatives as appropriate.

1.2.1.2. Process all change requests.

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

1.2.1.4. When submitted per [paragraph 1.2.3.4](#), review subordinate unit supplemental instructions and supplemental training programs.

1.2.1.5. Approve EC-130H COMPASS CALL courseware.

1.2.2. Direct Reporting Units (DRU) will:

1.2.2.1. Provide standard instructional texts to support operational weapons/tactics training. **(T-2)**. Forward two copies of each to ACC/A3TV and 25 AF/A3V, and five copies to each CAF wing/group.

1.2.2.2. Review, update, and distribute changes to instructional texts annually. **(T-2)**.

1.2.2.3. Review subordinate unit training programs annually. **(T-2)**.

1.2.3. Wings/groups will:

1.2.3.1. Develop programs to ensure training objectives are met. **(T-2)**. Assist subordinate units in management of training programs, ensure programs meet unit needs, and provide necessary staff support.

1.2.3.2. Attach each wing/group/OSS Aircrew Position Indicator (API)-6/B flyer to a flying squadron. **(T-2)**.

1.2.3.3. Designate the training level to which each API-6/B flyer trains. **(T-2)**. Upon request, provide ACC/A3CR with a list of Basic Mission Capable (BMC) and Combat Mission Ready (CMR) designated manning positions no later than (NLT) the beginning of each training cycle. Review programs and manning position designations annually.

1.2.3.4. If applicable, forward supplements to this manual and other supporting documents to ACC/A3CR for review. **(T-2)**. Review supplements annually.

1.2.3.5. Review squadron Training Health Reports and identify training shortfalls/limiting factors (LIMFACs) that adversely impact combat capability, and route through appropriate channels.

1.2.3.6. Publish guidance detailing procedures for student management at the EC-130H Formal Training Unit (FTU), and maintenance of records for both students and qualified crewmembers. **(T-2)**.

1.2.4. Squadron Commanders will:

1.2.4.1. Ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned/attached crewmembers. **(T-3)**.

1.2.4.1.1. Authorize specific, individual crewmembers to carry BMC qualification and are notified by the squadron training office if a CMR designated crewmember fails to maintain CMR status. **(T-3)**.

1.2.4.2. Review training/evaluation records to determine the training required for newly assigned crewmembers and formal training graduates to achieve BMC/CMR status. **(T-3)**.

1.2.4.3. Ensure ready aircrew program (RAP) missions further develop basic combat skills/tactical employment, simulating conditions anticipated in the unit mission. **(T-3)**. Only effective RAP missions are logged as RAP sorties. See [Attachment 2](#) for RAP mission definitions.

1.2.4.4. Review qualifications and training requirements of Flight Surgeons (FS) and determine appropriate flight restrictions. **(T-3)**.

1.2.4.5. Determine missions/events in which individual BMC crewmembers maintain qualification versus familiarization. **(T-3)**.

1.2.4.6. Determine utilization of BMC crewmembers. **(T-3)**.

1.2.4.7. Determine how many and which BMC and CMR crewmembers carry special capabilities/qualifications. **(T-3)**.

1.2.4.8. Where necessary, identify the supervisory level required for accomplishment of training. **(T-3)**.

1.2.4.9. Assist the wing/group in developing the unit training programs. **(T-3)**.

1.2.4.10. Monitor individual assigned/attached aircrew currencies and requirements. **(T-3)**.

1.2.4.11. Ensure crewmembers are qualified/current for sorties, events, and tasks they are scheduled against. **(T-2)**.

1.2.4.12. Identify shortfalls for all RAP and non-RAP events. **(T-3)**. Report shortfalls to the group commander utilizing the most current reporting guidance as dictated by the most current RAP Tasking Memorandum. **(T-3)**.

1.2.5. Individual crewmembers will:

1.2.5.1. Hand carry all available training records to the gaining unit for qualification and training assessment. **(T-2)**.

1.2.5.2. Complete training requirements and currencies within the guidelines of this manual. **(T-2)**.

1.2.5.3. Participate only in activities for which they are qualified and current. **(T-2)**.

1.3. Processing Changes.

1.3.1. Refer recommended changes or questions about this publication to the OPR using AF Form 847; route AF Forms 847 from the field through the appropriate functional chain of command.

1.3.2. ACC/A3 will:

1.3.2.1. Process recommendations for change.

1.3.2.2. Forward recommended changes to AF/A3TC for AF/A3 approval.

1.3.2.3. Address time-sensitive changes by immediate action message.

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

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

1.4.1.1. Phase 1 is IQT or Requalification.

1.4.1.1.1. All flight crew other than AMTs normally receive initial training in basic flying duties at the basic C-130 IQT or RQT (Phase 1). This training provides Basic Aircraft Qualification (BAQ). However, BAQ aircrew trained in other C-130H platforms must complete Difference training (i.e., the academic portion of the applicable 42 ECS syllabus and a minimum of two sorties on an EC-130H) before being designated qualified to fly unsupervised in the EC-130H. **(T-2).**

1.4.1.1.2. All Mission Crew and AMTs receive combined Phase 1 and Phase 2 training at the 42 ECS.

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

1.4.1.2.1. Phase 2 provides the training necessary to qualify a crewmember in a specific crew position for flying duties needed to perform the COMPASS CALL mission.

1.4.1.2.2. Phase 3 includes additional ground training and MQT required to be designated as CMR. Upon completion of Phase 3, the crewmember is trained in all the basic missions of their specified unit. Crewmembers are then assigned to either a BMC or CMR position.

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

1.4.3. Specialized Training. Specialized training consists of training in special skills necessary to carry out the unit's assigned mission. Specialized training includes crew position upgrades, specialized mission equipment training, quick reaction capabilities (QRC) training, alternate mission equipment (AME) training, etc. and CT to maintain proficiency in special capabilities. Specialized training is accomplished upon assignment to CMR/BMC status. Unless otherwise

specified, crewmembers in CMR/BMC positions may hold special certifications/qualifications provided additional training requirements are accomplished.

1.4.3.1. QRCs are capabilities requiring one-time training and certification. Units will document specialized training in personnel training records. **(T-3)**. AMEs are capabilities which have formal training and certification requirements and may have RAP requirements as well.

1.4.3.2. The RAP Tasking Memorandum designates RAP events for specialized mission equipment, number of crews required to meet capability levels, and may include any special instructions for QRCs (events, currencies, crews, etc.).

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

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

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

1.4.4.1.2. All Numbered Air Force (NAF) or higher API 8 evaluator positions, and USAF Weapon School Instructors, maintain NCMR. All other API 6/8 positions maintain BMC. ECG/EGV will maintain a list of current API 6/8 flyers along with their assigned N-CMR/BMC training level. **(T-3)**.

1.4.4.2. BMC crewmembers maintain familiarization with all unit core missions. For those missions in which they maintain familiarization only, BMC crewmembers must be able to attain proficiency and qualification in 30 days or less. **(T-3)**. BMC crewmembers accomplish all mission-related ground training designated by their attached SQ/CC. Failure to complete BMC required training results in regression to non-BMC (N-BMC) status. While N-BMC, crewmembers may not perform RAP training sorties without supervision (IAW [paragraph 1.5.4](#)) until a SQ/CC-approved recertification program is completed. BMC positions are filled by crewmembers who complete the minimum training required for the individual to be familiar with all and qualified in some of the primary missions tasked to their assigned unit and weapon system.

1.4.4.2.1. BMC crewmembers may be upgraded to CMR and deploy/participate in any mission for which they are qualified. Minimum upgrade training is outlined in the supplement to this volume. The SQ/CC will determine additional training. **(T-3).**

1.4.4.3. N-CMR/N-BMC. Crewmembers regressing to N-CMR/N-BMC status will accomplish the requirements identified in [paragraph 4.7](#) **(T-3).**

1.4.4.4. Unqualified (UQ). Unqualified crewmembers require additional training and a flight evaluation for progression to higher qualification levels. All crewmembers unqualified in the aircraft must perform their duties under the direct supervision of an instructor/evaluator. **(T-2).** UQ crewmembers include personnel: enrolled in IQT, downgraded for lost currency, downgraded for demonstrated lack of ability, or downgraded for failure to meet standards during flight evaluation.

1.4.4.5. Basic Aircraft Qualified (BAQ) (pilots, navigators and flight engineers only). BAQ personnel undergo Phase 2 and Phase 3 training prior to designation as BMC or CMR.

1.5. Training Concepts and Policies.

1.5.1. Units design training programs to achieve the highest degree of combat readiness consistent with flight safety and resource availability. The need for realistic training is balanced against the expected threat, aircrew capabilities, and safety. This manual provides training policies for use with procedures specified in applicable flying/operations publications.

1.5.1.1. Contested Electromagnetic Spectrum (EMS) Operations. All mission training sorties include at least one contested EMS training event as defined in the latest RAP Tasking Memorandum.

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

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

1.5.4. In-flight Supervision. The following personnel must be under direct supervision of an instructor when performing aircrew duties: **(T-3).**

1.5.4.1. All unqualified and non-current crewmembers.

1.5.4.1.1. Non-current crewmembers are supervised when performing those events in which they are non-current.

1.5.4.1.2. Pilots who are unqualified or non-current in the aircraft per [Table 4.4](#) require direct supervision during critical phases of flight.

1.5.4.2. All crewmembers undergoing IQT/MQT. **EXCEPTION:** Pilots undergoing Phase 2 or Phase 3 training must be supervised by an instructor; however, direct supervision is not required. **(T-2).**

1.5.4.3. “Senior officers” are defined in AFI 11-202, Vol 1, and [paragraph 2.7](#)

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

1.5.4.5. Pilots, navigators, and flight engineers receiving air refueling training when within ¼ NM of tanker.

1.5.4.6. Personnel undergoing Upgrade or Specialized training as defined in [Chapter 5](#) or approved training plan. **EXCEPTION:** Pilots in upgrade or specialized training only require direct supervision if the training is for skills required during critical phases of flight.

1.6. RAP Policy and Management.

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

1.6.2. The total number of RAP sorties is the primary factor for maintaining an individual's qualification level. The breakout of sortie/mission types is provided as a guideline. Variations in sortie/mission types may be used as a basis for determining qualification level. Qualification is determined by the SQ/CC in consideration of ACC guidance and crewmember capabilities.

1.6.3. An effective RAP sortie requires accomplishment of a mission sortie. The RAP tasking memorandum takes precedence over [Attachment 2](#) to determine crediting of a RAP sortie.

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

1.6.5. Progression from BMC to CMR requires:

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

1.6.5.2. Qualification in all core missions required at CMR.

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

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

1.6.5.5. SQ/CC certification.

1.6.6. CMR/BMC crewmembers will fly the required monthly sortie rate. **(T-3)**. If unable, refer to regression in [paragraph 4.10](#)

1.6.7. Aircrew Experience Level. Experience levels identify the number of events needed by aircrews to maintain BAQ, BMC, or CMR. The flying hour requirements for a crewmember to be considered experienced are listed in [Table 1.1](#)

1.6.8. Crewmembers are classified as “inexperienced” when initially certified BMC/CMR by the squadron commander. Squadron commanders may reclassify crewmembers as “experienced” when they meet minimum hours in [Table 1.1](#) and demonstrate sufficient proficiency to handle the reduced CT requirements. Squadron training will document reclassification to “experienced” in the crewmember’s training record. **(T-3)**.

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

1.6.10. Units converting to another Mission Design System (MDS) or undergoing aircraft block modification may fly crewmembers in CMR positions at the BMC rate until one month prior to reaching initial operating capability (IOC) if the UTE rate does not support CMR sortie rates.

1.6.11. The aircrew training cycle is based on the annual RAP cycle. Units will complete training requirements during the appropriate training cycle unless otherwise excepted. **(T-3).**

Table 1.1. EC-130H Experienced Crewmember Requirements.

Crew Position	Total Hours ¹	C-130 Hours ¹	EC-130H Hours
Aircraft Commander	1200	300	200 ²
Pilot ³	1000 ⁵	300	100
	700	500	100
Navigator	800 ⁴	300 ⁴	100
Flight Engineer	1500	200	100
	400	300	100
Mission Crew Commander	500	-	300
Mission Crew	300	-	150
AMT	750	-	300
	450	-	450
Notes: 1. Includes COMPASS CALL Mission Crew Simulator (CCMCS) / Operational Flight Trainer (OFT) / Weapons System Trainer (WST) for all crewmembers except AMTs. 2. EC-130H hours after certification as pilot-in-command. 3. Applicable for this volume unless otherwise noted in the current RAP tasking message. 4. WST hours may count for up to 50%. 5. Does not include RPA time.			

1.7. Training Sortie Program Development.

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

1.7.2. Units must consider non-RAP requirements in addition to RAP requirements. **(T-3).**

1.7.3. Units must consider collateral or Cost-of-Business sortie requirements when developing unit flying hour programs. **(T-2).** These sorties are not directly related to combat employment training but are necessary in day-to-day unit operations. These include, but are not limited to, ferry flights, incentive/orientation flights, deployments, and air shows. For each annual RAP training cycle, HQ ACC should allocate a block of sorties to each unit for these purposes.

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

1.8. Training Records and Reports.

1.8.1. Units will maintain aircrew records for individual training and evaluations IAW the following instructions, as supplemented:

1.8.1.1. AFI 11-202, Vol 1.

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

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

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

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

1.8.1.6. AFI 36-2201, Vol. 1-6, *Air Force Training Program*.

1.8.2. Units will track the following information for all aircrew:

1.8.2.1. Ground training.

1.8.2.2. Accomplished individual sorties, RAP sorties, sortie types, and events cumulatively for the AEF training cycle.

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

1.8.2.4. Currencies.

1.8.3. Units will maintain permanent Flying Training Folders IAW the above listed regulations and place them in the respective operational flying squadron training office. **(T-2)**. Units will preclude unauthorized access by maintaining folders under positive control at all times. **(T-2)**. Individuals will use the AF Form 614, *Charge Out Record*, any time the training folder is removed from the squadron training office. **(T-2)**. Individuals will place an AFORMS printout in the permanent flying training record upon PCA/PCS to another flying unit, and hand carry the record to the gaining unit. **(T-2)**.

1.8.3.1. The DMAFB Form 92, *Grade Book Cover*, is placed on the outside of the training folder with all required data completed. The folder is divided into four sections. Six-part folders are used. The folder is arranged as follows:

1.8.3.1.1. Section 1. Training Record Review

1.8.3.1.2. Section 2. Mission Qualification Training (MQT)/Continuation Training (CT)

1.8.3.1.2.1. Combat Mission Ready (CMR) Certification

1.8.3.1.2.2. Other Certification Letters, (e.g. Difference Training, Touch and Go).

1.8.3.1.2.3. Memos for Record

- 1.8.3.1.3. Section 3. Activity Record
 - 1.8.3.1.3.1. ACC Form 166, *Student Activity Record*
 - 1.8.3.1.3.2. ACC Form 206, *Individual Mission Grade Sheet*
- 1.8.3.1.4. Section 4. Aircrew Specialty Training
 - 1.8.3.1.4.1. Enlisted:
 - 1.8.3.1.4.1.1. Career Field Education and Training Plan (CFETP)
 - 1.8.3.1.4.1.2. AF Form 2096, *Classification/OJT Training Action*
 - 1.8.3.1.4.1.3. Career Development Course correspondence
 - 1.8.3.1.4.2. Officers:
 - 1.8.3.1.4.2.1. Miscellaneous Correspondence
- 1.8.3.1.5. Section 5. Language Records (if applicable)
 - 1.8.3.1.5.1. Defense Language Proficiency Training (DLPT) scores
 - 1.8.3.1.5.2. Cryptologic Skills Proficiency Test (CSPT) documentation
 - 1.8.3.1.5.3. Significant Language Training Event (SLTE) documentation/certificates
- 1.8.3.1.6. Section 6. Language Remedial Training Records (if applicable)
 - 1.8.3.1.6.1. Individual Language Training Plan (ILTP)
 - 1.8.3.1.6.2. Phase I/II Entry Letters
 - 1.8.3.1.6.3. Letter Removing Individual from Remedial Training
 - 1.8.3.1.6.4. Skill Level/AFSC Waivers

1.9. Aircrew Utilization Policy.

1.9.1. Commanders should ensure wing/group tactical crewmembers (API-1/2/6/A/Bs) fill authorized positions IAW the UMD and aircrew status is properly designated. The overall objective is that crewmembers perform combat-related duties. Supervisors may assign crewmembers to valid, short-term tasks (escort officer, mishap board member, etc.) but must continually weigh factors involved, such as level of aircrew tasking, flying proficiency, and experience. **(T-3)**. Inexperienced crewmembers in the first year of initial operational assignment will be limited to duties directly related to combat/combat training activities. **(T-3)**.

1.9.2. Commanders will ensure wing/group staff crewmembers (API-6/Bs) perform duties justified in HQ ACC manpower standards documents and authorized in UMDs. **(T-3)**.

1.9.3. Crewmembers will not perform long-term duties that detract from the primary duties of training for, or performing, the unit flying mission. **(T-3)**.

1.10. Sortie Allocation Guidance.

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

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

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

1.10.3. API-8/D (above wing level) flying authorizations are IAW AFI 11-401 and HQ ACC guidance. These individuals will fly the BMC rate, but are not required to complete BMC specific missions/events or meet monthly lookback requirements. **(T-2)**. Individuals will accomplish non-RAP requirements within the BMC number of sorties. **(T-2)**. Wings are allocated flying hours for attached API-8/Ds.

1.11. Waiver Authority.

1.11.1. With MAJCOM/A3 approval, waiver authority for all requirements of the RAP Tasking Memorandum (RTM) is the OG/CC. The RTM takes precedence when there are discrepancies with this manual. Additional guidance may be provided in the memo. Unless specifically noted otherwise in the appropriate section, MAJCOM/A3 may delegate waiver authority to the OG/CC for individual requirements in **Chapter 4** and **Chapter 5**, on a case-by-case basis, to accommodate variations in aircrew member experience and performance. For all other provisions of this volume, and IAW AFI 11-202 Vol 1, the default waiver authority for compliance items not identified with a tier number or an office specifically identified/delegated to approve waivers is the MAJCOM/A3. Waiver authority for supplemental guidance is as specified in the supplement and approved through higher level coordination authority.

1.11.2. Units subordinate to a NAF will forward requests directly to ACC/A3C and provide their NAF/A3 with an informational copy. **(T-2)**. Follow the format as listed in **Attachment 6**.

1.11.3. Unless otherwise indicated, waivers to this manual are valid until the end of the annual RAP training cycle.

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

1.11.5. Formal Course Waivers.

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

1.11.5.1.1. In-Unit IQT/RQ/Upgrade is defined in this manual as that C-130 IQT/RQ/Upgrade training normally performed at the Basic C-130 FTU, Little Rock AFB AR. In-Unit IQT/RQ/Upgrade is conducted using an approved IQT, RQ, or instructor upgrade syllabus. In-Unit IQT/RQ/Upgrade waivers are requested as detailed in **paragraphs 1.11.5.1.2, 1.11.5.2** and **1.11.5.3**. When In-Unit IQT/RQ/Upgrade training is authorized, ACC assumes responsibility for the burden of providing this training.

1.11.5.1.2. ACC/A3 is the approval authority to conduct In-Unit IQT/RQ/Upgrade and is the waiver authority to change formal requirements of In-Unit IQT/RQ/Upgrade.

1.11.5.2. Waiver for Phase 1/Phase 2 training. ACC/A3 is the waiver authority for all ACC/A3-approved training syllabi taught at the 42 ECS. ACC/A3 can delegate this waiver

authority in each syllabi to the wing commander, further delegable in whole or in part no lower than the formal training unit group commander.

1.11.5.3. Units will submit waiver requests for Phase 1 and Phase 2 training IAW [Attachment 6](#). (T-3).

1.12. Aircrew Training While DNIF.

1.12.1. Crewmembers whose status is "duty not involving flying" (DNIF) may complete ground training events, including simulator training, if the member's physical condition allows. Consult the flight surgeon initiating the *DD 2992, Medical Recommendation for Flying or Special Operational Duty*, if the DNIF status includes ground training limitations.

Chapter 2

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

2.1. General. This chapter outlines Phase 1 and Phase 2 training of crewmembers into the EC130H aircraft and includes IQT/RQT and portions of MQT. Mission crew and AMTs will complete Phase 1 training at the 42 ECS IAW this chapter. (T-3). All crewmembers will complete Phase 2 training at the 42 ECS IAW this chapter. (T-3). All crewmembers will complete Phase 3 training at their assigned operational squadron as described in **Chapter 3**. (T-3).

2.1.1. Formal EC-130H Phase 1 and Phase 2 training is administered by the 42 ECS in accordance with ACC/A3-approved course syllabi.

2.1.1.1. All IQT/MQT students are assigned to the 42 ECS while enrolled in ACC-approved syllabi until the completion of Phase 2 training. ECG/CC must approve any IQT/MQT student assigned to an operational squadron prior to completing phase 2 training. (T-3). Students may be assigned to operational units while awaiting class start dates.

2.1.2. The 42 ECS normally performs all student academics, course management and registrar duties. Formal syllabus training in the aircraft and CCMCS/WST is normally conducted under the supervision of the 42 ECS when conducted during any other squadron's sorties.

2.1.2.1. The Student Training Flight Commander manages students during Phase 1 and 2 training. Academic training is scheduled by the 42 ECS Registrar in coordination with course managers and civilian contractors. Part-task training, CCMCS training and flying training for Phase 2 is coordinated and monitored via course managers/civilian contractors through the training offices of the 42 ECS.

2.1.3. Pilots and flight engineers complete Basic C-130 Phase 1 training (IQT/RQ) prior to beginning Phase 2 training. Pilots, navigators, and flight engineers must have a current C-130 INSTM/QUAL AF Form 8, *Certificate of Aircrew Qualification* (Flight Engineer and Navigator QUAL only), and be less than 6 months non-current in any flight event designated in **Table 4.4** (T-2).

2.1.4. Requalify crewmembers IAW **paragraph 4.7**

2.1.5. Mobility Pilot Development (MPD) Graduates with a current BAQ Pilot Qualification evaluation will be trained and evaluated in the right seat IAW the ACC EC130H Pilot Syllabus. (T-2).

2.1.6. Approval authority for proficiency advancement and additional training event requests is delegated to the 42 ECS/CC IAW **Chapter 2** of the ACC EC-130H, COMPASS CALL, aircrew formal training syllabi.

2.2. In-Unit IQT/RQT (Phase 1) (Pilot/Flight Engineer only).

2.2.1. When Phase 1 C-130 FTU training is not available, Phase 1 may be administered by the 42 ECS IAW the provisions of this paragraph. IAW AFI 11-202, Vol 1, training is initiated within 45 days of reporting for duty and completed as specified in the applicable syllabus.

2.2.2. Units must use waiver approval IAW **paragraph 1.11** (T-2). ACC/A3 is the approval authority to conduct In-Unit IQT/RQT and the waiver authority for changes to requirements.

2.2.3. Successful completion of In-Unit IQT/RQ requires the crewmember to complete an aircraft qualification and instrument evaluation (as applicable) IAW AFI 11-202, Vol 2, and AFMAN 11-2EC-130H, Vol 2.

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

2.3. Prerequisites. Course prerequisites are IAW the appropriate formal course syllabus and the Education & Training Course Announcements (ETCA). Submit waivers IAW [paragraph 1.11](#)

2.4. Ground Training.

2.4.1. Units will credit ground training events meeting time requirements listed in [Table 4.1](#), accomplished during Phase 1 and 2 training, toward CT requirements. **(T-3)**. Individuals must complete items from [Table 2.1](#) and grounding items from [Table 4.1](#) prior to the first flight. **(T-3)**.

2.4.2. Units must ensure examinations satisfy the requirements of AFI 11-202, Vol 2, AFMAN 11-2EC-130H, Vol 2 and HQ ACC guidance. **(T-1)**.

2.5. Flying Training.

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

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

2.5.3. Training may be conducted on operational missions and Large Force Exercises on a case-by-case basis, provided that specific theater OPODs and directives are followed.

2.5.4. BAQ flight crew will log non-RAP events listed in [Table 4.3](#) **(T-3)**.

2.5.5. Aircraft Commanders.

2.5.5.1. Pilots undergoing Phase 2 training will not be designated as pilot-in-command. **(T-3)**. For pilots awaiting Phase 2 training, certification as Aircraft Commander and designation as pilot-in-command is at the discretion of the SQ/CC.

2.5.5.2. Cross-flow Pilots. Cross-flow pilots are previous aircraft commanders from other aircraft, with no prior C-130 pilot qualification. Manage training IAW [paragraph 5.4.3](#) of this volume. [Table 5.1](#) does not apply to cross-flow pilots trained as pilots in the left seat at the Basic C-130 FTU.

2.5.5.3. Pilots transitioning from rotary-wing aircraft will be trained as MPD Graduates unless they have a minimum of 500 hours of fixed-wing time (including undergraduate pilot training (UPT) flying time). **(T-3)**.

2.6. Time Period for Phase 1 and Phase 2 Training.

2.6.1. Training is completed within the time specified by the syllabus. Failure to meet the specified time limit requires notification to ACC/A3 through ACC/A3C with the crewmember's name and rank, reason for delay, planned actions, and estimated completion date.

2.6.2. Aircrew requiring training, including requalification or recurrency training, prior to entering a formal syllabus must start flying within 45 days of reporting for duty IAW AFI 11-202, Vol 1. Aircrew will complete this training within 60 days of starting training. **(T-3).**

2.7. Phase 1 and 2 Training for Senior Officers (Colonel Selects and Above). AFI 11202, Vol 1, identifies senior officer qualification requirements. Officers selected to command a flying wing or group (and their vices/deputies) will complete initial qualification and/or initial mission qualification prior to assuming command. (T-2). Waivers to this policy require ACC/CC approval.

2.7.1. Electronic Combat Group Commanders (ECG/CC) should, at minimum, be BMC in the EC-130H and may be a fully certified flight examiner. These individuals are not required to maintain instructor certification or CMR status.

2.7.1.1. Pilot or navigator group commanders may attain BAQ status through attending either initial or requalification courses (as required) or the Senior Officer “C” Course. Pilots will normally attend training at the Basic C-130 FTU. **(T-2).**

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

2.7.1.3. MCCs will attend formal Phase 1 and Phase 2 training at the 42 ECS. **(T-2).** MCCs will attend a Senior Officer Course (SOC) developed and administered by the 42 ECS. **(T-2).**

2.7.2. All other senior officers will attend a SOC. **(T-2).** Pilot’s SOC is conducted at the Basic C-130 FTU. Senior officers who were previously qualified C-130 pilots do not need to attend the Basic C-130 FTU SOC unless unqualified for more than 5 years.

2.7.3. Senior officers must meet course entry prerequisites and complete all syllabus requirements unless waived IAW this chapter and [paragraph 1.11](#) **(T-2).**

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

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

2.8.1. Flight Surgeons will complete a qualification examination (pertaining to their primary assigned aircraft) administered by Standardization-Evaluation (Stan/Eval) and all training required by [Table 4.2](#) **(T-3).**

Table 2.1. Ground Training Required for Phase 1 and Phase 2 Training.

Subject ¹	Reference Directive	Grounding	Affect CMR/BMC	Notes
Note: Waiver authority for the ground training specified is IAW the reference directive. This list is intended as a single source reference. Where discrepancies exist, reference directive takes precedence. Credit ground training accomplished during Phase 1, 2, and 3 toward CT requirements for the training cycle in which it was accomplished.				
AIRCREW TRAINING				
Initial Crew Resource Management (CRM)	AFI 11-290	Yes	No	
Initial Physiological Training	AFI 11-403	Yes	No	
Marshalling Exam	AFI 11-218	Yes	No	2
AIRCREW LIFE SUPPORT INITIAL TRAINING				
LL01, LSFT	AFI 11-301, Vol 1	Yes	No	3
LL03, EET	AFI 11-301, Vol 1	Yes	Yes	
LL07, AFE Fit Check	AFI 11-301, Vol 1	Yes	No	3
INITIAL SURVIVAL TRAINING				
SS01, LAS	AFI 16-1301	Yes	No	3
SS20, Combat Survival, S-V80-A	AFI 16-1301	Yes	No	4
SS35, Emergency Parachute, S-V80-B (or SS31, S-V85-A)	AFI 16-1301	Yes	No	4
SS32, Water Survival, S-V90-A	AFI 16-1301	Yes	No	4
SS31, Over-Water Emergency Parachute, S-V85-A or S-V90-B	AFI 16-1301	Yes	No	4
SS06, EPT	AFI 11-301, Vol 1	Yes	No	5
LL06, ALSE	AFI 11-301, Vol 1	No	No	5
DOD SECURITY TRAINING				
ST-10, Annual Security Training	DoDM 5105.21, Vol 3	No	Yes	6
Notes: <ol style="list-style-type: none"> 1. See Attachment 2 for Event definitions. All initial training events meet the requirements for their corresponding recurring event listed in Table 4.1. 2. Pilots, flight engineers, navigators, and AMTs are required to test within 30 days of Permanent Change of Station (PCS). (T-3). Not required if tested at a formal school within the previous 6 months. 3. Required prior to first flight. 4. Required prior to first flight for Non Rated Officers and Enlisted only. Optional for rated officers for Phase 1 and Phase 2 training, but required for CMR. 5. Required prior to first flight for rated officers only who enter Phase 1 and Phase 2 training at FTU prior to attending S-V80-A/B, S-V85-A and S-V90-A/B. 6. Personnel without ST-10 currency will not be allowed access to SCI materials to include disk packs for mission sorties and WST/CCMCS missions. Their access badge to any 55 ECG SCIF and the WST/CCMCS will be suspended until training is accomplished. 				

Chapter 3

MISSION QUALIFICATION TRAINING (PHASE 3)

3.1. General. EC-130H aircrew are required to complete Phase 3 training to upgrade CMR/BMC and include portions of MQT. (T-3). Aircrews will complete Phase 3 training within 90 days of graduation from Phase 2 training. (T-3).

3.2. Ground Training.

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

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

3.3. Senior Officer Qualification.

3.3.1. Only those senior officers (colonel selects and above) assigned to positions designated as requiring operational flying will undergo Phase 3 training. (T-2).

3.3.2. Wing/Vice Wing Commanders and Group/Deputy Group Commanders who qualify in an EC130H as their primary aircraft will complete all Phase 3 training necessary to be designated as BMC. (T-2).

3.3.3. Senior officers occupying a primary position and performing flight evaluations for unqualified pilots/navigators/MCCs will be fully qualified instructors. (T-2). These crewmembers will complete all Phase 3 training necessary to be designated as BMC and may fly unsupervised. (T-2).

3.3.4. Senior officers occupying a primary position requiring instructor supervision will complete Phase 3 training as determined by the ECG/CC. (T-2).

Table 3.1. Ground Training Required for Phase 3 Training.

Subject ¹	Reference Directive	Grounding	Affect CMR/BMC	Notes
Note: Waiver authority for specified ground training is IAW the reference directive. This list is intended as a single source reference. For any discrepancies, the reference directive takes precedence. Ground training accomplished during Phase 1, 2, and 3 training may be credited toward CT requirements for the training cycle in which it was accomplished.				
MOBILITY TRAINING				
CBRN Defense Awareness and Survival Skills - Initial (Ground Ensemble)	AFI 10-2501 AFI 36-2201, Vol 1 AEF Online, Pre-Deployment Training	No	Yes	
Small Arms Training - Initial	AFI 36-2654 AFI 31-117	No	No	
Self-Aid/Buddy Care - Initial	AEF Online, Pre-Deployment Training	No	Yes	
AIRCREW TRAINING				
Aircrew Chemical Defense Task Qualification Training (ACDTQT) - Initial	AFMAN 11-2EC-130H, Vol 1	No	Yes	
Verification Training - Initial	AFMAN 11-2EC-130H, Vol 1	No	Yes	4
VTRAT - Initial	AFMAN 11-2EC-130H, Vol 1	No	CMR	2
MCC MQT Phase 3 Group Training Plan	AFMAN 11-2EC-130H, Vol 1	No	Yes	5
AIRCREW LIFE SUPPORT TRAINING				
LL05, Egress Training with ACDE	AFI 11-301, Vol 1	No	Yes	3
Notes: 1. See Attachment 2 for event definitions. All initial training events meet the requirements for their corresponding recurring event listed in Table 4.1 . 2. Applies to all aircrew members. 3. Required before first flight with ACDE. 4. N/A for flight engineers and AMTs. 5. Applies to MCCs only. Personnel will refer to 755 OSS/OST SharePoint site for the training plan: https://dm.eim.acc.hedc.af.mil/55ecg/755oss/OST/default.aspx .				

Chapter 4

CONTINUATION TRAINING

4.1. General. This chapter specifies training requirements for BAQ, BMC, and CMR crewmembers. Crewmembers must be qualified IAW AFI 11-202, Vol 2, and AFMAN 11-2EC-130H, Vol 2, and complete Phase 1 and 2 training to maintain BAQ status and Phase 3 training to maintain BMC/CMR status. (T-1).

4.2. Ground Training.

4.2.1. The [Table 4.1](#) designates ground training requirements for all crewmembers. For grounding items, crewmembers will not perform flight duties until training for the item has been accomplished. (T-3). For mission-ready items, crewmembers will be regressed to NCMR/N-BMC until training for the item has been accomplished. (T-3).

4.2.2. Ground training accomplished during Phase 1, 2, and 3 training is credited toward CT requirements, provided the currency requirements listed in [Table 4.1](#) are met.

4.2.3. Most ground training events do not follow the AEF training cycle. Currency expires on the last day of the calendar month indicated for expiration in [Table 4.1](#)

4.2.4. Waivers for Aircrew Flight Equipment Continuation Training (AFECT) events are routed through the ECG Aircrew Flight Equipment Officer and reviewed and forwarded IAW guidance in AFI 11-301, Vol 1, *Aircrew Flight Equipment (AFE) Program*, with ACC/A3CR as an informational addressee.

4.2.5. Waivers for Code of Conduct Training (CoCCT) events are routed through the wing Survival, Evasion, Resistance, and Escape (SERE) Program Manager and reviewed and forwarded IAW AFI 16-1301, Vol 1, *Survival, Evasion, Resistance, and Escape (SERE) Program*, with ACC/A3CR as an informational addressee.

4.2.6. Situational Emergency Procedures Training (SEPT). SEPTs are designed to review abnormal/emergency procedures and aircraft systems operations during realistic scenarios. SEPTs should be accomplished in crew-sized groups so all members may fully participate. An abnormal or emergency situation should be presented and the crew should discuss actions necessary to cope with the malfunction and carry it to a logical conclusion. Discussion of affected system indications, effects on other systems, aircraft performance, mission degradation, and crew coordination should be included. Emergency procedures and special interest items should be emphasized.

4.2.6.1. SEPT discussions are normally conducted on the ground, but continuation of the training may be conducted in flight on a limited basis IAW the restrictions of [paragraph A4.13](#). These airborne SEPTs are tailored to the particular SEPT discussed during preflight planning.

4.2.6.2. Document SEPT accomplishment on the Go/No-go portion of Flight Crew Information File review. Crewmembers will not fly unsupervised unless a SEPT was accomplished during the current or previous month. (T-3).

4.2.6.3. Any “door open” procedures/maneuvers accomplished in conjunction with a SEPT are conducted in accordance with local guidance.

4.2.7. Ground training event definitions are contained in [Attachment 2](#).

4.3. Flying Training.

4.3.1. Flight Crew non-RAP requirements are listed in [Table 4.3](#). Annual RAP requirements are published in the RAP Tasking Memorandum. Currencies are listed in [Table 4.4](#).

4.3.2. Crewmembers will require additional training IAW [paragraph 4.10](#) when they fail to accomplish requirements of [Table 4.3](#) during the annual training cycle, but failure does not affect BMC/CMR status. (T-3).

4.3.3. Do not credit landings or air refueling events in the simulator toward events in [Table 4.3](#) or [Table 4.4](#) unless the events are accomplished in an approved EC-130H or C-130H WST. Code simulator events logged in an approved EC-130H or C-130H WST with a "S" prefix, or within ARMS use the Restrictions tab under Profile Task Information.

4.3.4. BAQ Requirements. BAQ crewmembers will complete a qualification evaluation (IAW AFI 11-202, Vol 2, and AFMAN 11-2EC-130H, Vol 2), all ground training items in [Table 4.1](#) which do not affect BMC/CMR status, non-RAP requirements in [Table 4.3](#), and non-RAP currencies in [Table 4.4](#). (T-2). **EXCEPTION:** Air-to-Air Refueling (AAR) qualified BAQ crewmembers are required to complete AAR requirements in the RAP Tasking Memorandum and AAR currencies in [Table 4.4](#).

4.3.5. BMC Requirements. BMC crewmembers will:

4.3.5.1. Complete all requirements for BAQ status. (T-3).

4.3.5.2. Complete a mission evaluation IAW AFI 11-202, Vol 2, as supplemented, and AFMAN 11-2EC-130H, Vol 2. (T-3).

4.3.5.3. Maintain all currencies in [Table 4.4](#) (T-3).

4.3.5.4. Accomplish RAP requirements in the annual RAP tasking memorandum. (T-3).

4.3.5.5. Accomplish all ground training items in [Table 4.1](#) which affect BMC status. (T-3).

4.3.5.6. Maintain the RAP sortie rate (lookback) detailed in [Table 4.5](#) (T-3).

4.3.5.7. Maintain non-RAP BMC annual requirements in [Table 4.3](#) (T-3).

4.3.6. CMR Requirements. CMR crewmembers will:

4.3.6.1. Complete all requirements for BMC status. (T-3).

4.3.6.2. Accomplish all ground training in [Table 4.1](#) (T-3).

4.3.6.3. Maintain non-RAP CMR annual requirements in [Table 4.3](#) (T-3).

4.3.7. Instructor/Evaluator Training Requirements. Instructors/Evaluators will be current and qualified/certified in all events which they instruct/evaluate. (T-2). Instructors/Evaluators will maintain BMC status at a minimum to instruct/evaluate RAP events. (T-3).

4.3.7.1. Instructors/Evaluators may log 50% of their RAP requirements while instructing/evaluating with the exception of takeoffs, landings or pilot air refueling if the Instructor/Evaluator is not manipulating a set of controls. Instructors/Evaluators may log

greater than 50% of their RAP requirements if they are physically performing the maneuver as a demonstration while instructing/evaluating.

Table 4.1. Continuation Ground Training.

Subject ¹	Frequency	Reference Directive	Grounding	Affect CMR/BMC	Notes
Note: Waiver authority for the ground training specified is IAW the reference directive. This list is intended as a single source reference. Where discrepancies exist, the reference directive takes precedence. Ground training accomplished during Phase 1, 2, and 3 training may be credited toward CT requirements. Unless noted, training applies to all aircrew members.					
MOBILITY TRAINING					
CBRN Defense Awareness (CBT) and CBRN Defense Survival Skills (Hands on Training)	18 Mos.	AFI 10-2501, AFI 36-2201, AEF Online, Pre-Deployment Training	No	Yes	12
Small Arms Training	As Required	AFI 36-2654, AFI 31-117	No	No	11
Use of Force Training	12 Mos.	AFI 31-117	No	Yes	11
Intelligence Training	12 Mos.	AFMAN 11-2EC-130H, Vol 1	No	CMR	
ISOPREP Review	As Required	JP 3-50	No	CMR	13
Self-Aid/Buddy Care	36 Mos.	AEF Online, Pre-Deployment Training	No	CMR	10
Law of Armed Conflict	36 Mos.	AEF Online, Pre-Deployment Training	No	CMR	
AIRCREW TRAINING					
ACDTQT	20 Mos.	AFMAN 11-2EC-130H, Vol 1	No	CMR	
Flight Engineer Systems Refresher	12 Mos.	AFMAN 11-2EC-130H, Vol 1	Yes	No	4
Simulator Refresher	12 Mos.	AFMAN 11-2EC-130H, Vol 1	Yes	No	2
AME System Refresher	12 Mos.	AFMAN 11-2EC-130H, Vol 1	No	Yes	9
VTRAT Refresher	12 Mos.	AFMAN 11-2EC-130H, Vol 1	No	CMR	
TERPS	12 Mos.	AFMAN 11-2EC-130H, Vol 1	No	Yes	4
Instrument/System Refresher Course (I/SRC)	17 Mos.	AFMAN 11-210 AFMAN 11-2EC-130H, Vol 1	No	No	8
CRM Refresher	24 Mos.	AFI 11-290, ACC Sup	Yes	No	
Flight Physical	12 Mos.	AFI 44-170	Yes	No	5
Physiological Refresher	5 Years	AFI 11-403	Yes	No	
Verification Training - Refresher	18 Mos.	AFMAN 11-2EC-130H, Vol 1	No	Yes	3
AIRCREW FLIGHT EQUIPMENT CONTINUATION TRAINING (AFECT)					
LL01, LSFT	Initial	AFI 11-301, Vol 1	Yes	No	
LL03, EET	12 Mos.	AFMAN 11-2EC-130H, Vol 1	Yes	No	6
LL04, ACDT	12 Mos.	AFMAN 11-2EC-130H, Vol 1	No	CMR	

Subject ¹	Frequency	Reference Directive	Grounding	Affect CMR/BMC	Notes
LL06, ALSE	12 Mos.	AFMAN 11-2EC-130H, Vol 1	No	CMR	
LL07, AFE Fit Check	36 Mos.	AFI 11-301, Vol 1	Yes	No	
CODE OF CONDUCT CONTINUATION TRAINING (CoCCT)					
SS02, CST	36 Mos.	AFI 16-1301, ACC Sup	No	CMR	6, 7
SS03, CAC	36 Mos.	AFI 16-1301, ACC Sup	No	CMR	6, 7
SS05, WST	36 Mos.	AFI 16-1301, ACC Sup	No	CMR	7
SS06, EPT	36 Mos.	AFI 16-1301, ACC Sup	Yes	No	
SS07, CSI	As Required	AFI 16-1301, ACC Sup, IAW COCOM Direction, AFMAN 11-2EC-130H, Vol 1	No	CMR	
AIR FORCE AWARENESS PROGRAM TRAINING					
Fire Extinguisher	After PCS	AFMAN 11-2EC-130H, Vol 1	No	No	
DOD SECURITY TRAINING					
ST-10, Annual Security Training	12 Mos.	DoDM 5105.21, Vol 3	No	CMR	14
ST-30, Quarterly Security Training	3 Mos.	AFMAN 11-2EC-130H, Vol 1	No	CMR	
Notes: <ol style="list-style-type: none"> 1. See Attachment 2 for event definitions. 2. Applies to pilots, navigators, and flight engineers. May be extended to 17-month frequency at discretion of SQ/CC or SQ/DO. 3. N/A for flight engineers and AMT. 4. Applies to flight engineers. May be extended to 17-month frequency at discretion of SQ/CC or SQ/DO. 5. Physicals become due 12 months (366 days) from the last PHA completion date, and expire 90 days later (456 days total). 6. If a crewmember becomes delinquent while in temporary duty (TDY) 45 or more days, where training capability does not exist, training is accomplished prior to first flight after return to home station. 7. Accomplished once per assignment not to exceed 36 months. 8. Applies to pilots, navigators and mission crew commanders. For example, if taken in Aug 2018, will need to complete by Sep 2019; if taken Jan 2018, will need to complete by Mar 2019. 9. Applies to all crewmembers certified in AME. 10. Required 3 months prior to deployment. 11. ACC aircrew are assigned to Arming Group B. 12. Aircrews are required to take CBRN Defense Awareness Hands on Training prior to deployment. (T-2). 13. Review is required per Combatant Command reporting instructions. 14. Personnel without ST-10 currency will not be allowed access to SCI material to include disk packs for mission sorties and WST/CCMCS missions. Their access badge to any 55 ECG SCIF and the WST/CCMCS will be suspended until training is accomplished. 					

Table 4.2. Flight Surgeon and Flight Test Engineer Training.

Subject ¹	Frequency	Reference Directive	Grounding	Affect Mobility Status	Notes
Note: Waiver authority for the ground training specified is IAW the reference directive. This list is intended as a single source reference. Where discrepancies exist, the reference directive takes precedence. Ground training accomplished during Phase 2 training may be credited toward CT requirements for the training cycle in which it was accomplished.					
MOBILITY TRAINING					
CBRN Defense Awareness and Survival Skills (Ground Ensemble) Refresher	18 Mos.	AFI 10-2501, AFI 36-2201, AEF Online, Pre-Deployment Training	No	Yes	2, 5
ISOPREP Review	As Required	JP 3-50	No	Yes	2, 5
AIRCREW TRAINING					
Initial CRM	One-time requirement	AFI 11-290	No	Yes	4
CRM Refresher	24 Mos.	AFI 11-290, ACC Sup	Yes	No	5
Flight Physical	12 Mos.	AFI 44-170	Yes	No	6
Physiological Refresher	5 Years	AFI 11-403	Yes	No	
AIRCREW FLIGHT EQUIPMENT CONTINUATION TRAINING (AFECT)					
LL01, LSFT	Initial	AFI 11-301, Vol 1	Yes	No	
LL03, EET	12 Mos.	AFMAN 11-2EC-130H, Vol 1	Yes	No	
LL04, ACDT	12 Mos.	AFMAN 11-2EC-130H, Vol 1	No	Yes	2, 5
LL06, ALSE	12 Mos.	AFMAN 11-2EC-130H, Vol 1	No	Yes	
CODE OF CONDUCT CONTINUATION TRAINING (CoCCT)					
SS02, CST	36 Months	AFI 16-1301, ACC Sup	No	Yes	2, 3, 5
SS03, CAC	36 Months	AFI 16-1301, ACC Sup	No	Yes	2, 3, 5
SS05, WST	36 Months	AFI 16-1301, ACC Sup	No	Yes	2, 3, 5
SS06, EPT	36 Months	AFI 16-1301, ACC Sup	Yes	No	
SS07, CSI	As Required	AFI 16-1301, ACC Sup, IAW COCOM Direction, AFMAN 11-2EC-130H, Vol 1	No	Yes	
Notes: <ol style="list-style-type: none"> 1. See Attachment 2 for event definitions. 2. Flight Surgeons without a mobility requirement do not need to accomplish. 3. Accomplished once per assignment not to exceed 36 months. 4. Applicable only to flight test engineers. 5. Not applicable to flight test engineers. 6. Physicals become due 12 months (366 days) from the last PHA completion date, and expire 90 days later (456 days total). (T-2) 					

Table 4.3. Flight Crew Non-RAP 12-Month Requirements.

Crew Position	Requirement ¹	BAQ/BMC - INEXP/EXP	CMR - INEXP/EXP
Aircraft Commander	Basic Sortie ³	18/6	24/12
	Local Proficiency Sortie ²	3/2	4/2
	Landings ³		
	Day	18/6	24/12
	Night	4/2	6/3
	Touch-and-Go	2/2	3/2
	Instrument Approach ³		
	Precision Approach	12/4	18/8
	Nonprecision Approach	12/4	18/8
	Expendables Event ⁴	2/2	3/3
	Reverse Taxi	2/0	2/0
Pilot ⁵	Basic Sortie ³	18/12	24/18
	Local Proficiency Sortie ²	3/2	4/3
	Landings ³		
	Day	36/24	48/36
	Night	8/4	12/9
	Instrument Approach ³		
	Precision Approach	12/8	18/12
	Nonprecision Approach	12/8	18/12
	Expendables Event ⁴	2/2	3/3
	Reverse Taxi	3/2	3/2
Navigator	Basic Sortie ³	18/6	24/12
	Navigation Route ²	3/2	5/3
	Expendables Event ⁴	2/2	3/3
Flight Engineer	Basic Sortie ³	18/6	24/12
	Expendables Event ⁴	2/2	3/3
AMT	Basic Sortie	18/6	24/12
	Expendables Event ⁴	2/2	3/3
	Reverse Taxi	2/0	2/0
Mission Crew	Expendables Event	2/2	3/3
Notes: 1. Instructors and Flight Evaluators may log requirements while instructing/evaluating in accordance with paragraph 4.3.7.1. 2. Dual log as a Basic Sortie. 3. May log 100% in an approved EC-130H or C-130H WST. 4. Does not apply to BAQ aircrew. 5. Includes MPD graduates and cross-flow pilots.			

Table 4.4. Event Currencies (Days).

Event	Pilot ¹	Navigator	Flight Engineer	AMT	Mission Crew ²	Notes
Takeoff	45	--	--	--	--	3, 5

Landing	45	--	--	--	--	3, 5
Night Landing	120	--	--	--	--	5
Left Seat Landing	60					5, 6
Instrument Approach	45	--	--	--	--	3, 5
Navigation Route	--	180	--	--	--	5
Air-to-Air Refueling	75 ⁴	90	120	--	--	5
Night Air-to-Air Refueling	120 ⁴	--	--	--	--	4, 5
Basic Sortie	--	60	60	60	60	3, 5
Mission Sortie	--	60	--	60	60	
Local Proficiency Sortie	180	--	--	--	--	3, 5
AMT Mission Pre-Flight	--	--	--	90	--	

Notes:

1. To carry passengers, pilots must be current for takeoff, approach and landing, or be under direct Instructor Pilot (IP) supervision, to be at the controls. **(T-3)**.
2. Flight Test Engineers use mission crew currencies.
3. Loss of currency makes the crewmember non-current in the aircraft.
4. MPD Graduates use 180-day currency.
5. May log 100% in an approved EC-130H or C-130H WST or Satellite Navigation Station. Crewmembers can maintain and regain currency in the simulator.
6. Applies only to MPD graduates.

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

	Cycle	BMC (INEXP/EXP)	CMR (INEXP/EXP)
PILOT ENGINEER	3-Month Lookback	2/1	2/2
	1-Month Lookback	1/1	1/1
NAVIGATOR	3-Month Lookback	3/2	3/2
	1-Month Lookback	2/1	2/1
AMT	3-Month Lookback	3/2	3/3
	1-Month Lookback	2/1	2/2
MISSION CREW	3-Month Lookback	3/2	5/4
	1-Month Lookback	2/1	3/2

4.3.8. Special Qualifications/Training:

4.3.8.1. Units will conduct specialized training IAW **Chapter 5**, guiding syllabi, and the annual RAP tasking memorandum. **(T-3)**. Sortie requirements are dictated by the annual RAP tasking memorandum.

4.3.8.2. Failure to accomplish special qualification requirements specified in the annual RAP tasking memorandum results in loss of currency only for the special qualification. Units will follow **paragraph 4.7** for recurrency/recertification requirements for special capabilities/certifications. **(T-3)**.

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

4.3.9.1. Crewmembers assigned/attached to TF- or CB-coded units will be designated as experienced and accomplish the requirements as shown in **Table 4.3** for BMC/BAQ as applicable. **(T-3)**. In addition, crewmembers will comply with currencies in **Table 4.4** for events in which they are qualified. **(T-3)**. For instructors, failure to accomplish these requirements does not affect instructor qualification, but requires additional training as required by the SQ/CC prior to resuming instructor duties in the delinquent event(s).

EXCEPTION: Crewmembers not AAR-qualified are not required to complete AAR currencies shown in [Table 4.4](#)

4.3.9.2. Units will conduct mission and instructor evaluations IAW AFI 11-202, Vol 2, and AFMAN 11-2EC-130H, Vol 2. **(T-2).**

4.3.10. Supervisory Aircrew Personnel Requirements. Units will ensure Senior Officer training is IAW AFI 11-202, Vol 1. **(T-2).** This paragraph applies to colonel selects and above occupying positions designated as requiring operational flying. This paragraph does not apply to colonel selects and above assigned to a standardization and evaluation function.

4.3.10.1. Supervisory personnel who accomplish a senior officer's course will fly under the direct supervision of an instructor if required by their AF Form 8. **(T-2).**

4.3.10.2. Senior officers assigned or attached for flying to EC-130H units will maintain BAQ status, but may be designated BMC. **(T-2).** These officers will be designated as experienced and maintain 50 percent of BAQ/BMC RAP/non-RAP requirements and all currencies. **(T-2).**

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

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

4.4. Special Categories.

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

4.4.2. ACC and NAF API-8/D crewmembers performing aircrew duties:

4.4.2.1. Higher Headquarters (HHQ) personnel will pre-coordinate with the supporting unit and be in appropriately coded API billets in order to fly, unless supporting a formal inspection. ACC division chiefs or the NAF/A3 are reviewing authorities for assigned personnel. ACC/NAF will:

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

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

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

4.4.2.2. HHQ flying personnel maintaining EC-130H BMC status are exempt from continuation ground training affecting BMC. These individuals will be designated as experienced and fly all annual RAP/non-RAP requirements at 50% of the BMC rate. **(T-2).** All event currencies apply.

4.4.3. ACC-assigned Flight Test Engineers (FTE). FTEs are engineers or scientists occupying duty positions requiring them to conduct or participate in flight test missions on a regular basis. These personnel are on aeronautical orders, hold an AFSC of X61S or X62E, and have an

aviation service code of 9D. FTEs are authorized to log time as primary crewmembers when performing duties IAW AFI 65-503, *US Air Force Cost and Planning Factors*. FTEs may fly to maintain proficiency and improve knowledge in employment of the weapon system, when not performing test duties. FTEs will be attached to one of the operational COMPASS CALL squadrons for flying if primary aircraft is the EC-130H. **(T-3)**.

4.4.3.1. FTE Initial Ground Training. FTEs are exempt from academic ground training, periodic exams, all mobility training, and special training programs within authorized mission areas. In lieu of the flight evaluation, FTEs will complete the flight surgeon closed book exam. **(T-2)**. FTEs will complete grounding items in **Table 4.2** and LL01 prior to first flight. **(T-3)**. FTEs assigned/attached to units, who have not flown unit-assigned aircraft in the past, will be given an Aircraft/Mission System overview by an Instructor MCC prior to flight. **(T-3)**. Training completed during previous flying assignments may count towards AFE and SERE requirements when training is similar in nature. FTEs are encouraged, but not required, to attend COMPASS CALL mission crew academic courses.

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

4.4.4. FTE Recurring Training. Consider FTEs with more than 6 months of flying as experienced. Maintain the training requirements in **Table 4.2** and basic sortie currency in **Table 4.4**. Upon loss of currency, the next flight is with a mission crew instructor.

4.5. Difference Qualification.

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

4.5.2. All C-130 variants except C-130Js are considered the same MDS. Completion of difference training, as defined in **paragraph 1.4.1.1.1**, certifies pilots, navigators, and flight engineers in the EC-130H as “basic” (FP, FN, FF). Training and certification are documented in individual training records. Difference training is normally accomplished concurrently with the Phase 2 syllabus.

4.5.2.1. Certification to fly non-mission, training aircraft is documented in individual training records and tracked on the unit letter of certification. Minimum requirements for certification include the following:

4.5.2.1.1. Pilots, navigators, and flight engineers receive a ground training session with a qualified instructor crewmember in the same specialty. Scanners will perform a preflight and a ground review of checklists with an instructor AMT. **(T-3)**.

4.5.2.1.2. Navigators who are not certified to fly on aircraft without the Computer Aided Navigation System (CANS) will require one flight with an instructor navigator. **(T-3)**.

4.6. Baseline Certification. This section applies to future baseline versions of COMPASS CALL. The 755 OSS in conjunction with 42 ECS will develop Baseline Certification Training Plans to outline required training for all crewmembers. (T-3).

4.6.1. Crewmembers may be certified in multiple baselines of EC-130H aircraft with squadron commander approval, after completion of required certification training. Baseline certification accomplished in IQT/MQT is documented in individual training records.

4.6.2. Once baseline-certified in another baseline of the EC130H, all RAP, non-RAP, and currency requirements may be logged in any baseline.

4.7. Currency/Recurrency.

4.7.1. The [Table 4.4](#) defines flying currency requirements for all EC-130H crewmembers.

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

4.7.3. Recurrency. When the crewmember is non-current in an event for up to 6 months, currency may be regained by demonstrating proficiency under the direct supervision of a current instructor of same crew position. The non-current event is completed as defined in [Attachment 2](#).

4.7.3.1. Flight deck crewmembers may regain currency under direct supervision by an instructor in their crew position. A mission crewmember may regain Basic Sortie currency under the supervision of any crew position instructor, if current in all other areas. Mission Crew Instructors may supervise up to two crewmembers of the same crew position requiring Mission Sortie recurrency.

4.7.4. Loss of qualification. Units will ensure loss of currency for more than 6 months affects qualification as described below. (T-2). For those events which result in a loss of qualification, requalification is accomplished as directed in AFI 11-202, Vol 1.

4.7.4.1. Loss of currency for more than 6 months in any event making the crewmember non-current in the aircraft results in loss of basic qualification. A QUAL evaluation is accomplished to regain basic qualification. These items are identified in [Table 4.4](#) with **Note 3**.

4.7.4.2. Loss of mission sortie or AMT preflight currency for more than 6 months results in loss of mission qualification. A MSN evaluation is accomplished.

4.7.4.3. Loss of pilot AAR currency for more than 6 months makes the pilot unqualified for AAR. Qualification is regained on an in-flight evaluation (SPOT or MSN).

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

4.7.5. Ground Training. Units must ensure overdue ground training requirements are satisfied before a crewmember is considered qualified and current to perform tasks applicable to that type of training. (T-2). Ground training annotated as affecting CMR status requires regression to NCMR until completion of training required by this manual or SQ/CC, as applicable. Ground training not affecting CMR status does not require regression from CMR, although it may result in grounding until training is completed (e.g. aircrew flight equipment currency

training). Duration of grounding and status of sortie lookback determines the effect on CMR status.

4.8. Event Credit.

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

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

4.9. Regression.

4.9.1. CMR/BMC Regression for Failure to Meet Lookback. Lookback requirements are listed in [Table 4.5](#). These rates are fixed and independent of the RAP tasking memorandum which sets an annual 12-month cycle rate for sortie accomplishment.

4.9.1.1. RAP lookback requirements are treated as an ongoing process independent of annual RAP training cycle. Crewmembers who meet 1-month and 3-month lookback requirements without completing annual RAP training cycle requirements will be handled IAW [paragraph 4.10](#) (T-3).

4.9.1.2. Non-RAP events may not be used for lookback.

4.9.1.3. Failure to meet 1-month sortie lookback requires a review of the crewmember's 3-month sortie history. If the 3-month sortie lookback has been met, the SQ/CC may allow the individual to remain CMR/BMC. Failure to meet this 3-month lookback requires the SQ/CC to either regress the individual to N-CMR/N-BMC (as applicable), place the individual on probation for 1 month, remove the crewmember from a CMR manning position, or initiate action to remove the crewmember from active flying status. If probation is chosen, the only way to remove the individual from probation and preserve current status is to reestablish a 1-month lookback at the end of the probation period (see [Figure 4.1](#)). Units will ensure probation and regression are documented in the individual's training record by Memorandum for Record following the sample formats in [Attachment 7](#). (T-3).

4.9.1.4. CMR/BMC crewmembers regressed to N-CMR/N-BMC for lookback must complete a SQ/CC-approved recertification program that ensures the individual returns to CMR/BMC standards. (T-3). As a minimum, this consists of one RAP sortie. Upon completion of the recertification program, CMR/BMC crewmembers must also meet the subsequent 1-month lookback requirement prior to reclaiming CMR/BMC status. (T-3). The sorties and events accomplished during the recertification program are credited towards their total sortie and event requirements for the training cycle, as well as their monthly sortie requirement.

4.9.1.5. Lookback computations begin after designation as CMR/BMC. Crewmembers must maintain 1-month lookback requirements until a 3-month lookback is established. (T-3).

4.9.2. Crewmembers who fail a qualification, instrument, or mission evaluation will be handled IAW AFI 11-202, Vol 2, and AFMAN 11-2EC-130H, Vol 2. These individuals regress to NCMR/N-BMC, as applicable, and remain in N-CMR/N-BMC status until

successfully completing required corrective action, reevaluation, and recertification by the SQ/CC.

4.9.3. See **Figure 4.1** for Regression Flow Chart.

4.10. End-of-Cycle Requirements.

4.10.1. Crewmembers failing to complete sortie and/or event requirements by the end of the training cycle may require additional training. **Paragraph 4.11** dictates proration criteria. Units must report mass training shortfalls IAW **paragraph 1.2.3.5 (T-2)**.

4.10.2. Crewmembers failing to meet total annual non-RAP sortie/event requirements are considered noncurrent for the sorties/events not completed and may not perform those sorties/events except under instructor supervision to regain currency. Recurrency requirements are listed in **paragraph 4.7**

4.10.3. Crewmembers failing to meet annual RAP training cycle requirements will be regressed to N-CMR/N-BMC unless lookback is maintained or the SQ/CC determines the deficiency is not significant. **(T-3)**. To regain CMR/BMC regressed crewmembers will complete all deficient events. **(T-3)**. Events may be counted against requirements for the new training cycle.

4.10.4. Crewmembers failing to accomplish sorties/events required for special mission capabilities or qualifications are considered non-current for those capabilities or qualifications and must perform those sorties/events under instructor supervision to regain currency. **(T-3)**.

4.11. Proration of End-of-Cycle Requirements. At the end of the annual RAP training cycle, the SQ/CC may prorate all training requirements when DNIF, on emergency leave, in a non-flying TDY/exercise, or when combat/contingency operations preclude training for portions of the training period. Aircrew should log a mission or event during contingency operations if it meets the requirement for effective training per this regulation and the RAP Tasking Memo. Normal annual leave is not considered for proration. Aircraft unavailability and extended bad weather precluding units from flying for more than 15 consecutive days can be considered for proration.

4.11.1. Proration is only used to adjust for genuine circumstances of non-availability, not to mask training or planning deficiencies. The following guidelines apply to proration of training:

4.11.1.1. Determine number of months to prorate based on cumulative calendar days of non-availability for flying using **Table 4.6**

4.11.1.2. If Phase 1 or Phase 2 training is re-accomplished, a crewmember's training cycle starts over at the prorated share of training remaining following completion of Phase 3.

4.11.1.3. Round prorated fractions less than 0.5 to next lower whole number, not lower than one.

4.11.1.4. Crewmembers achieving CMR/BMC after the 15th of the month are considered to be in CT the first day of the following month for proration purposes.

4.11.1.5. A crewmember's last month on station prior to departing PCS may be prorated. Individuals departing PCS may be considered CMR for reporting purposes for up to 60 days after last flight, until loss of CMR currency, port call, or sign-in at new duty station.

Table 4.6. Proration Allowance.

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

Table 4.7. Event Proration Calculation Table (based on 12-Month RAP Training Cycle).

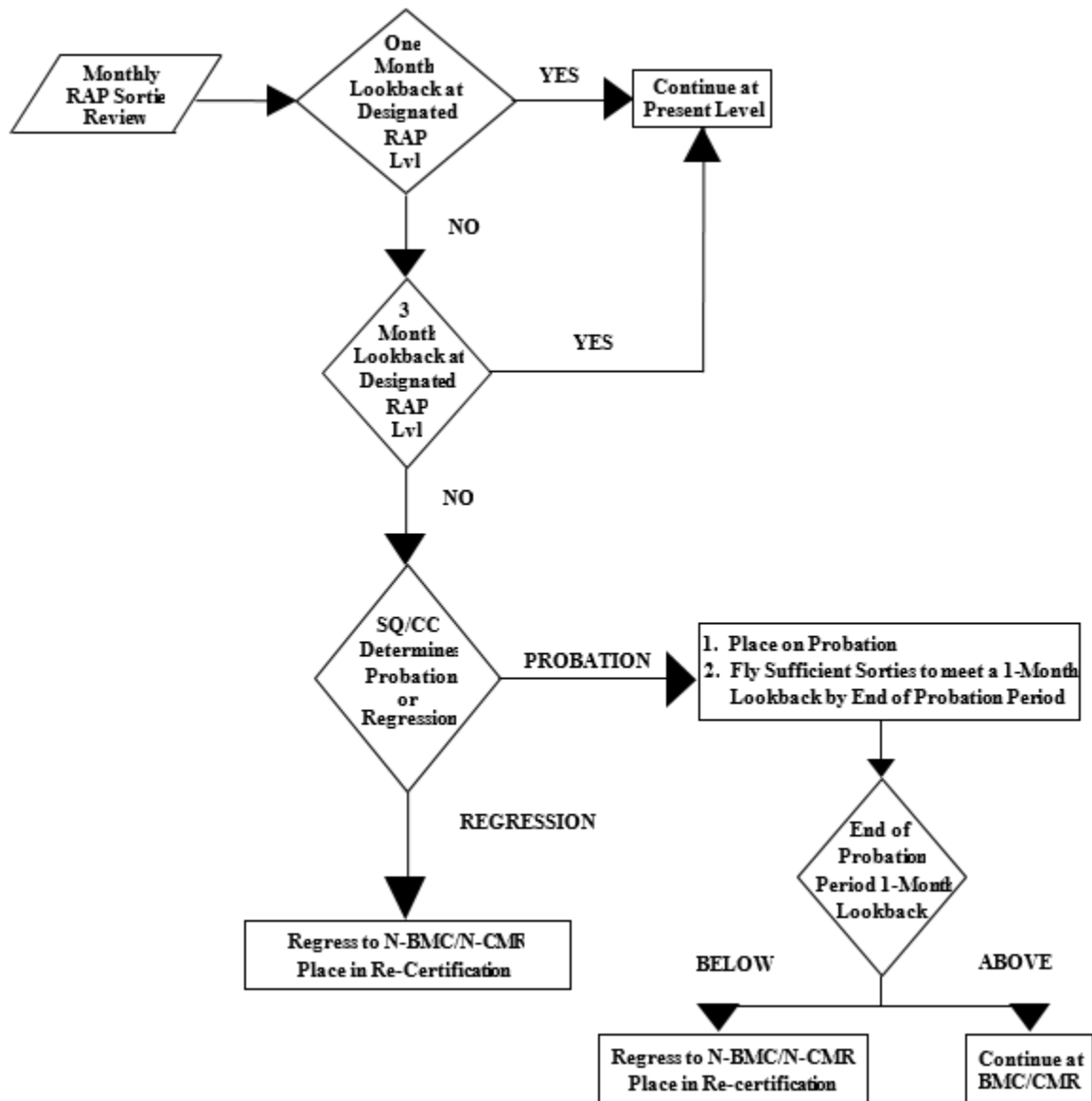
		<u>Months Remaining After Proration</u>										
		11	10	9	8	7	6	5	4	3	2	1
T O T A L A N N U A L E V E N T S	50	46	42	38	33	29	25	21	17	13	8	4
	40	37	33	30	27	23	20	17	13	10	7	3
	30	28	25	23	20	18	15	13	10	8	5	3
	27	25	23	20	18	16	14	11	9	7	5	2
	23	21	19	17	15	13	12	10	8	6	4	2
	22	20	18	17	15	13	11	9	7	6	4	2
	20	18	17	15	13	12	10	8	7	5	3	2
	18	17	15	14	12	11	9	8	6	5	3	2
	15	14	13	11	10	9	8	6	5	4	3	1
	13	12	11	10	9	8	7	5	4	3	2	1
	10	9	8	8	7	6	5	4	3	3	2	1
	8	7	7	6	5	5	4	3	3	2	1	1
	7	6	6	5	5	4	4	3	2	2	1	1
	6	6	5	5	4	4	3	3	2	2	1	1
	5	5	4	4	3	3	3	2	2	1	1	0
	4	4	3	3	3	2	2	2	1	1	1	0
	3	3	3	2	2	2	2	1	1	1	1	0
	2	2	2	2	1	1	1	1	1	1	0	0
	1	1	1	1	1	1	1	0	0	0	0	0

4.11.1.6. CMR crewmembers attending USAF Weapons School (USAFWS) courses in TDY and return status and/or participating in actual flying contingency operations may be

reported as CMR. Upon return, those crewmembers will accomplish a prorated share of sortie/event requirements. (T-3).

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

Figure 4.1. Regression Flow Chart.



Chapter 5

UPGRADE AND SPECIALIZED TRAINING

5.1. General. This chapter contains information for specialized training and upgrade. This training applies to crewmembers upgrading to instructor or flight examiner, positional upgrades, and AME training.

5.2. Upgrade Training Time Limits. Crew members upgrading to instructor must complete training within 120 days of the class start date. (T-3). Exceeding 120 days requires notification to ACC/A3 through ACC/A3C with name, rank, reason for delay, planned actions, and estimated completion date.

5.3. C-130 FTU Training Quota Management. 42 ECS/DTC will manage ECG training quotas at the Basic C-130 FTU at Little Rock AFB. (T-2). Squadron quarterly Training Review Boards will submit requirements to 42 ECS/DTC for assignment. (T-3).

5.3.1. Shortages of available training quotas may require In-Unit Upgrade for courses taught at the Basic C-130 FTU at Little Rock AFB. Waiver requests for In-Unit administration of these courses should be sent to ACC/A3C IAW [paragraph 1.11.5](#) using the format detailed in [Attachment 6](#). Fill all available Basic C-130 FTU quotas prior to requesting waivers.

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

5.3.3. Use only approved contract courseware to complete in-unit training.

5.4. Aircraft Commander (AC).

5.4.1. General. Commanders will consider experience, knowledge, and judgment prior to certifying a pilot as an Aircraft Commander and designating a pilot as pilot-in-command on the flight authorization. (T-3). Pilots will normally be certified as an AC after completion of Aircraft Commander MQT. (T-3). However, for those awaiting training, certification is at the discretion of the SQ/CC after completion of aircraft difference training. In addition, cross-flow pilots must complete upgrade training designated in [paragraph 5.4.3](#) prior to AC certification. (T-3). All AC Certification is documented in the individual's training record.

5.4.1.1. AC Candidacy. An AC candidate is an individual designated by the squadron commander for entry into training before a formal AC upgrade course. Commanders will consider pilot experience, knowledge, and judgment prior to identifying an individual as an AC Candidate. (T-3). AC candidate certification is documented in the individual's training record.

5.4.2. Mobility Pilot Development (MPD).

5.4.2.1. MPD Graduate CT. Units should seek to optimize the mix and volume of MPD Graduate training during their upgrade process to aircraft commander. The entire time from completion of Phase 2 training to aircraft commander certification should focus on the skills required to be a EC-130H aircraft commander. This includes both left- and right-seat skills and duties. Unit commanders and operations officers should fly MPD Graduates in either seat (within restrictions outlined in the supplement to this manual) to develop

balanced skills, and maintain accurate quantitative and qualitative data to monitor individual progress.

5.4.2.1.1. MPD Graduates receive a unit-specific Aircraft Commander CT Guide upon initial Phase 3 qualification. Supervisors will monitor progression through the guide, training continuity, and quality of training. **(T-3)**. MPD Graduates must demonstrate complete and in-depth knowledge to earn a subject matter signature in the Aircraft Commander CT Guide. **(T-3)**.

5.4.2.1.2. Mix and Volume of Flying Training. Units should season MPD Graduates in both seats while achieving an overall flight-hour goal to allow the pilot to upgrade to AC in 24 to 26 months. Items of interest include type of mission and left-seat versus rightseat time. Pilot proficiency and mission sorties should aim for equal seat distribution. Attempt to give MPD Graduates as much practice in the contact position as possible. See AFMAN 11-2EC-130H, Vol 2, for flight evaluation guidance.

5.4.2.1.3. Tracking Progress. Units should seek sufficient data to monitor MPD Graduate progress. The responsibility for this feedback begins with the line instructor pilots and aircraft commanders who fly training and operational missions with them during the 24/26-month upgrade. Training offices should immediately enter MPD Graduates into a training program to monitor their progress. Document this progress in individual training records. A periodic instructor pilot progress sortie, culminating in ACC Form 206, should be scheduled to provide formal feedback to the MPD Graduate. Squadron schedulers should attempt to schedule MPD Graduates on a variety of mission types for the progress sortie.

5.4.2.2. MPD Graduates complete the Pilot CT Guide prior to consideration for Aircraft Commander upgrade. MPD Graduates will upgrade to AC via either the CCALLACMPD TOP-OFF or the AETC C-130 AC Upgrade course. **(T-2)**. If the upgrade is completed via the AETC C-130 AC Upgrade course, pilots will complete the mission and air-to-air refueling flying portions of the CCALLACMPD TOP-OFF. **(T-3)**. Upon completion, pilots are given an in-flight mission evaluation. These pilots may be AC certified by the SQ/CC upon successful completion of the mission evaluation. A SQ/CC certified mission AF Form 8 documents AC certification.

5.4.3. Cross-flow Pilot Upgrade Plan. After completion of Phase 2 training, enter cross-flow pilots in the following training program, designed to season and experience them as EC-130H pilots. Normally, these individuals will not be restricted to the right seat as left-seat experience is vital to progression. **(T-3)**. When flying in the left seat, cross-flow pilots will be under the direct supervision of an instructor during critical phases of flight. **(T-3)**.

5.4.3.1. With SQ/DO recommendation and SQ/CC certification, cross-flow pilots may be certified as Aircraft Commanders upon completion of this training program and attaining 100 hours EC-130H primary/secondary time as mission pilot. Document training and certification in the individual's training record.

5.4.3.1.1. Academic training is defined in the applicable syllabus. At a minimum, the cross-flow flight training consists of the following events prior to certification as Aircraft Commander:

5.4.3.1.1.1. Three mission events flown in the right seat performing copilot duties.

5.4.3.1.1.2. One AAR event flown in the right seat performing copilot duties.

5.4.3.1.1.3. Three pilot proficiency events flown in the right seat and two flown in the left seat under instructor supervision.

5.4.3.2. Cross-flow pilots may log RAP and non-RAP events and currencies in either seat prior to Aircraft Commander certification.

Table 5.1. AC Upgrade Flying Time Prerequisites.

Total Hours ^{1, 2, 3}	C-130 Hours ³
>1300	400
1000-1300	800
Notes (This table does not apply to cross-flow pilots trained in the left seat at the Basic C-130 FTU): 1. Includes OFT/WST flying time 2. Does not include RPA time; can be waived by ECG/CC. 3. "Other" flying time counts toward no more than 10% of these requirements.	

5.5. Mission Crew Positional Upgrades.

5.5.1. Mission Crew Supervisor (MCS).

5.5.1.1. MCS Candidacy. SQ/CCs will consider ANO/AO experience, knowledge, and judgment prior to identifying an individual as an MCS candidate. **(T-3)**. Prior to designation as an MCS candidate, ANOs/AOs must:

5.5.1.1.1. Meet the flying hour prerequisites in [Table 5.2](#) for MCS Upgrade. **(T-3)**.

5.5.1.1.2. Complete the ANO/AO CT Guide. **(T-3)**.

5.5.1.1.3. Upgrade to MCS via the ACC MCS Upgrade Syllabus administered by the 42 ECS. **(T-2)**.

Table 5.2. MCS Upgrade Flying Time Prerequisites.

Total Hours ¹	EC-130H Hours
300	150
Notes: 1. Includes CCMCS time.	

5.6. Instructor Upgrade. SQ/CCs will personally review each instructor candidate's qualifications to ensure the individual possesses skills necessary to upgrade to instructor. **(T-3)**. Instructor candidates must be considered Experienced as listed in [Table 1.1](#) and meet the hour requirements listed in [Table 5.3](#) **(T-2)**.

5.6.1. Aircraft Commanders, Navigators and Flight Engineers.

5.6.1.1. ACs, navigators and flight engineers must complete the in-unit Instructor Preparatory Exam prior to starting instructor upgrade training. **(T-3)**. Courseware is available from the 42 ECS. Individuals not completing the exam require ACC/A3C waiver

to attend training. 42 ECS administers the Instructor Preparatory Exam. The individual's flying squadron administers flight training.

5.6.1.2. ACs and flight engineers normally attend the C-130 FTU as the primary method for initial instructor upgrade training.

5.6.1.3. Due to available training quotas shortages, In-Unit Upgrade may be required for initial instructors. Waiver requests for In-Unit Upgrade to instructor should be sent to ACC/A3C IAW [paragraph 1.11.5](#) using the format detailed in [Attachment 6](#). Units must ensure that individuals completing In-Unit Upgrade incur an Active Duty Service Commitment IAW AFI 36-2107.

5.6.1.4. Instructors may instruct basic C-130 events upon completion of an initial instructor evaluation and difference training in the EC-130H. They may be certified to instruct RAP and other additional events IAW [paragraph 5.6.6](#)

Table 5.3. Instructor Upgrade Hour Requirements.

Crew Position	Total Hours	C-130 Hours
Aircraft Commander ⁷	1800 ^{1, 2, 6}	300 ^{2, 3}
	1500 ^{1, 6}	500 ³
Navigator	800 ¹	300
Flight Engineer	2000 ¹	200
	700 ¹	400
AMT	750	300
	450	450
MCC	650	500
MCS/ANO/AO	300 ^{4, 5}	150 ^{4, 5}
Notes: 1. Total hours includes OFT/WST time. 2. Requirements apply to cross-flow pilots. 3. ACs must possess a minimum of 200 C-130 hours after certification as pilot-in-command. (T-3). 4. EC-130H/CCMCS hours. 5. ANO/AO instructors that upgrade to MCS are required to complete 10 events as MCS prior to certification as an instructor at the MCS position. (T-3). 6. Does not include RPA time; can be waived by ECG/CC. 7. "Other" flying time counts toward no more than 10% of these requirements.		

5.6.2. Mission Crew and Airborne Maintenance Technicians.

5.6.2.1. Mission crew and AMTs complete initial instructor upgrade training at the 42 ECS using the ACC/A3-approved syllabus. Local training restrictions may require courseware modification and deviations from the syllabus.

5.6.2.2. ANOs and AOs with verifiable instructor experience and two years at an operational site may use that experience as a basis for requesting waivers to the flying time prerequisites

5.6.2.3. Mission crew and AMT instructors may instruct upon completion of an initial instructor evaluation.

5.6.3. Instructor Requalification. Prior to requalification, instructors will satisfactorily complete ground training IAW [paragraph 5.6.6 \(T-2\)](#).

5.6.3.1. Previously qualified AC, navigator, or flight engineer instructors in any C-130 MDS, including the EC-130H, who have been unqualified for more than 2 years, must requalify in-unit, using the flying portion of the ACC/A3-approved syllabus. **(T-3)**.

5.6.3.2. Previously qualified COMPASS CALL mission crewmembers and AMT instructors, who have been unqualified for more than 2 years, must requalify in-unit using the flying portion of ACC/A3-approved syllabus. **(T-3)**.

5.6.3.3. Requalification of previously qualified C-130/EC-130H instructors, unqualified less than 2 years, is at SQ/CC's discretion.

5.6.3.4. Requalified instructors may instruct upon completion of an initial instructor evaluation.

5.6.4. Instructor Transfers. Crewmembers who were instructor certified in any US Air Force aircraft and have previously attended a formal instructor qualification course for instructor qualification are eligible for upgrade to EC-130H instructor using provisions of this paragraph.

5.6.4.1. ACs, navigators, and flight engineers who previously attended a formal instructor course for instructor qualification, were instructor qualified in any US Air Force aircraft, are experienced per [Table 1.1](#), and meet the hour requirements listed in [Table 5.3](#) may upgrade in-unit without an In-Unit Upgrade waiver. Unit commanders will determine training required for upgrade and may require formal course attendance. Inunit upgrade requires ECG/CC approval. **(T-3)**. Upon completion of training, ACs, navigators, and flight engineers require an initial instructor evaluation.

5.6.4.1.1. ACs, navigators, and flight engineers who are qualified C-130 instructors may instruct basic C-130 CT events once they have completed EC-130H difference training. They may be certified to instruct RAP and additional events IAW [paragraph 5.6.6](#) after they have met the flying requirements necessary to be designated as Experienced as listed in [Table 1.1](#)

5.6.4.2. Mission crew and AMT's who were previously qualified as instructors in other aircraft must be experienced per [Table 1.1](#) for upgrade to EC-130H instructor. **(T-3)**. MCCs will meet the hour requirements listed in [Table 5.3](#) prior to instructor upgrade. **(T-3)**. In-unit upgrade requires ECG/CC approval. Upon completion of training, mission crew and AMTs require an initial instructor evaluation.

5.6.4.3. Requalified instructors may instruct upon completion of an initial instructor evaluation.

5.6.5. Crew Resource Management (CRM). All instructors will complete instructor CRM training prior to assuming duties as an instructor. **(T-2)**. Instructor CRM is a one-time requirement and is included in all instructor upgrade syllabi as a 2-hour block of instruction. Initial instructor candidates receive this training as part of the formal instructor upgrade course. Aircrew members who have previously completed a MAJCOM-approved Instructor Qualification Course will complete instructor CRM training prior to entering instructor

upgrade training. **(T-2)**. If contractor training is not available before or during the period of instructor upgrade, waivers can be requested IAW AFI 11290, *Cockpit/Crew Resource Management Training Program*, until the next available training date but no later than 1 year after upgrade. Aircrews taking the instructor CRM training will receive credit for CT training requirements. **(T-2)**.

5.6.6. Mission Instructor Certification (All Crew Positions). Prior to certification for instructing mission events in the EC-130H, individuals will complete training on AFMAN 11-2EC-130H Vol 1, crew position syllabi, and meet CT standards (administered by the 42 ECS). **(T-3)**. Units must ensure initial upgrades and in-unit upgrades comply with this paragraph. **(T-3)**.

5.6.6.1. Flight Crew (except AMTs). Pilots, navigators and flight engineers will complete a 55 ECG Group Training Plan or ACC approved syllabus, managed and administered by 42 ECS, prior to instructing mission events (including AAR) in the EC-130H. **(T-3)**. Place individuals on the letter of restrictions until completing certification. Document certification in the individual's permanent training folder **(T-3)**.

5.6.6.2. Mission Crew. All mission crew instructors taught and qualified using the ACC instructor syllabus are allowed to instruct in the CCMCS. Crewmembers must have a security clearance commensurate with the CCMCS station they occupy (Instructor Operating Station (IOS) or "on the training floor"). **(T-2)**.

5.6.6.2.1. Crewmembers already qualified as instructors before upgrading to MCS will not instruct in the upgrade position (MCS) until they have been certified as an MCS instructor. **(T-3)**. Prior to certification they fly 10 mission sorties as an MCS and one certification sortie with an instructor MCS, validating instructional abilities in the MCS position. Document this certification in individual training records **(T-3)**.

5.6.6.2.2. MCS-qualified crewmembers who complete instructor upgrade training may instruct in the ANO/AO and MCS positions.

5.7. Flight Examiner Upgrade. Flight examiner upgrade is IAW AFI 11-202, Volume 2, as supplemented.

5.8. Specialized Mission Equipment Certification. The 755 OSS will coordinate with the 42 ECS to develop training plans to include certification and currency requirements. **(T-3)**.

5.9. Additional Event Training/Certification.

5.9.1. Air-to-Air Refueling. Training is normally accomplished in conjunction with Phase 2. If not accomplished in Phase 2, designation as CMR is after AAR Qualification. When training is conducted outside ACC formal Phase 2 syllabi, squadrons will use the flying portion of the syllabi for AAR qualification. **(T-2)**. AAR requires evaluation IAW AFI 11-202, Vol 2, and AFMAN 11-2EC-130H, Vol 2.

5.9.2. Touch-and-Go Landings. Touch-and-go landings are a qualification item for all Aircraft Commanders. They are evaluated on initial qualification evaluations and all recurring evaluations. However, aircraft commanders must be certified by their squadron commander to monitor an uncertified pilot's touch-and-go landings. **(T-3)**. Certification is documented in individual training records **(T-3)**.

5.9.2.1. Prior to certification, individuals must have 100 hours of primary or secondary flying time following Aircraft Commander certification in any C-130 MDS. **(T-3)**. Cross-flow pilots must complete the cross-flow pilot upgrade plan IAW [paragraph 5.4.3](#) and attain certification as an Aircraft Commander from their Squadron/CC prior to accumulating their 100 hours needed for the touch-and-go certification. **(T-3)**. In most cases, this will be 200 hours primary/secondary time since completion of Phase 2 training. In addition, Aircraft Commanders must complete the following training program: **(T-3)**.

5.9.2.1.1. Successfully complete the 42 ECS administered touch-and-go test prior to the touch-and-go certification flight.

5.9.2.1.2. One hour of ground training/preflight. Instructor pilots will discuss various EPs and unique situations encountered during touch-and-go landings. **(T-3)**.

5.9.2.1.3. One certification flight with an instructor pilot. During this certification flight, the AC will perform a minimum of three touch-and-go landings. **(T-3)**. These landings are a combination of pilot-flying and pilot-monitoring duties while executing 100% and 50% flap configuration touch-and-go landings. In addition, the instructor will fly a poorly executed approach to drive a go-around call. **(T-3)**. Emphasis is placed on aircraft control and traffic pattern checklist discipline.

5.9.2.2. Aircraft Commanders, cross-flow pilots, and MPD Graduates may perform touch-and-go landings from either seat when the other seat is occupied by an Aircraft Commander certified to supervise touch-and-go landings.

5.9.3. Commanders may identify other events for which they determine an additional certification and training is necessary. Channel requests for training plans and certification standards to 755 OSS.

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Deputy Chief of Staff, Operations

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

AFPD 11-2, *Aircrew Operations*, 19 Jan 12

AFPD 11-4, *Aviation Service*, 1 Sep 04

AFMAN 11-2EC-130H, Vol 2, *EC-130H—Aircrew Evaluation Criteria*, 7 Jun 18

AFMAN 11-2EC-130H, Vol 3, *EC-130H—Operations Procedures*, 27 Jul 18

AFI 11-202, Vol 1, *Aircrew Training*, 22 Nov 10

AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program*, 13 Sep 10

AFI 11-202, Vol 2, ACC_SUP, *Aircrew Standardization/Evaluation Program*, 30 Jun 11

AFI 11-202, Vol 3, *General Flight Rules*, 10 Aug 16

AFI 11-202, Vol 3, ACC_SUP, *General Flight Rules*, 28 Nov 12

AFI 11-218, *Aircraft Operations and Movement on the Ground*, 28 Oct 11

AFI 11-218, ACC_SUP, *Aircraft Operations and Movement on the Ground*, 11 Jan 16

AFI 11-290, *Cockpit/Crew Resource Management Training Program*, 15 Oct 12

AFI 11-290, ACC_SUP, *Cockpit/Crew Resource Management Training Program*, 18 Aug 14

AFI 11-301, Vol 1, *Aircrew Flight Equipment (AFE) Program*, 25 Feb 09

AFI 11-301, ACC_SUP, Vol 1, *Aircrew Flight Equipment (AFE) Program*, 23 Apr 10

AFI 11-401, *Aviation Management*, 10 Dec 10

AFI 11-401, ACC_SUP, *Aviation Management*, 25 Mar 13

AFI 11-403, *Aerospace Physiological Training Program*, 30 Nov 12

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AFI 11-421, *Aviation Resource Management*, 10 Apr 14

AFI 14-125, *Unit Intelligence Mission and Responsibilities*, 12 Jan 15

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AFI 31-117, *Arming and Use of Force by Air Force Personnel*, 02 Feb 16

AFI 33-360, *Publications and Forms Management*, 1 Dec 15

AFI 36-2107, *Active Duty Service Commitments (ADSC)*, 30 Apr 12

AFI 36-2201, *Air Force Training Program*, 7 Aug 13

AFI 36-2654, *Combat Arms Program*, 13 Jan 16

AFI 44-170, *PHA Preventative Health Assessment*, 30 Jan 14

AFI 48-123, *Medical Examination and Standards*, 05 Nov 13
AFI 65-503, *US Air Force Cost and Planning Factors*, 4 Feb 94
ACCI 11-464, *Training Records and Performance Evaluation in Formal Flying Training Programs*, 13 Mar 13
AFMAN 11-210, *Instrument Refresher Course (IRC) Program*, 3 Feb 05
AFMAN 11-217, Vol 1, *Instrument Flight Procedures*, 22 Oct 10
AFMAN 33-363, *Management of Records*, 01 Mar 08
AFKAO-5, *Instructional Guide for Operations Codes (C)*
AFTTP 3-1. *General Planning (S)*
AFTTP 3-1. *Threat Guide (S)*
AFTTP 3-1. *EC-130H (S)*
ETCA, *Education & Training Course Announcement*
DoDM 5105.21, *Sensitive Compartmented Information Administrative Security Manual*

Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*, 8 Dec 06
AF Form 614, *Charge Out Record*, 1 Apr 98
AF Form 623, *On-the-Job Training Record*, 1 Oct 96
AF Form 847, *Recommendation for Change of Publication*, 22 Sep 09
AF Form 2096, *Classification/On-the-Job-Training Action*, 26 Mar 14
ACC Form 166, *Student Activity Record*, 1 Nov 99
ACC Form 206, *Individual Mission Grade Sheet*, 1 Feb 00
DMAFB Form 92, *Grade book Cover*
DD 2992, *Medical Recommendation for Flying or Special Operational Duty*

Abbreviations and Acronyms

AAR—Air-to-Air Refueling
ACC—Air Combat Command
ACDE—Aircrew Chemical Defense Ensemble
ADSC—Active Duty Service Commitment
AFECT—Aircrew Flight Equipment Continuation Training
AFSC—Air Force Specialty Code
AFTTP—Air Force Tactics, Techniques, and Procedures
AGL—Above Ground Level

AME—Alternate Mission Equipment
AMT—Airborne Maintenance Technician
ANO—Analysis Operator
API—Aircrew Position Indicator
AO—Acquisition Operator
ARMS—Aviation Resource Management System
ATD—Aircrew Training Device
ATS—Aircrew Training System
BAQ—Basic Aircraft Qualification
BMC—Basic Mission Capable
CAF—Combat Air Forces
CANS—Computer Aided Navigation System
CAT/CWD—Contract Aircrew Training/Courseware Development
CBRN—Chemical, Biological, Radiological, Nuclear
CBT—Computer-Based Training
CCMCS—COMPASS CALL Mission Crew Simulator
CMR—Combat Mission Ready
CPT—Cockpit Procedures Trainer
CRM—Crew Resource Management
CT—Continuation Training
DNIF—Duty Not Including Flying
DOC—Designed Operating Capability
DRU—Direct Reporting Unit
ECG—Electronic Combat Group
ETCA—Education & Training Course Announcements
EXP—Experienced
FS—Flight Surgeon
FTU—Formal Training Unit
HHQ—Higher Headquarters
HQ—Headquarters
INTREP—Intelligence Report
IOC—Initial Operating Capability

IP—Instructor Pilot
IQT—Initial Qualification Training
IRC—Instrument Refresher Course
ISOPREP—Isolated Personnel Report
LIMFAC—Limiting Factor
LPS—Local Proficiency Sortie
MAJCOM—Major Command
MCC—Mission Crew Commander
MCS—Mission Crew Supervisor
MDS—Mission Designation Series
MISREP—Mission Report
MPC—Mission Planning Cell
MPD—Mobility Pilot Development
MQT—Mission Qualification Training
NAF—Numbered Air Force
OFT—Operational Flight Trainer
ORM—Operational Risk Management
OSS—Operations Support Squadron
PAA—Primary Aircraft Authorization
PCS—Permanent Change of Station
QRC—Quick Reaction Capability
RAP—Ready Aircrew Program
ROE—Rules of Engagement
RQ—Requalification Training
RTRB—Realistic Training Review Board
SEPT—Simulated Emergency Procedures Training
SOC—Senior Officers Course
SPEAR—Special Emitter Array
TDY—Temporary Duty
TOD—Time-of-Day
TRSS—Training Support Squadron
UMD—Unit Manning Document

UPT—Undergraduate Pilot Training

USAFWS—United States Air Force Weapons School

VTRAT—Visual Threat Recognition and Avoidance Trainer

WOD—Word-of-the-Day

WST—Weapons System Trainer or Water Survival Training

Terms

Academic Training—A course of instruction that includes, but is not limited to, classroom instruction related to aircraft systems and operation, flight characteristics and techniques, performance, normal procedures, abnormal and emergency procedures, and various CT requirements.

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

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

Aircrew Training System—An integrated qualification, upgrade, and CT program for crewmembers. Civilian contractors provide courseware for use in the field, as well as instruction and aircrew training device (ATD) training at the Basic C130 FTU and various simulator locations. All flight training is conducted by Air Force instructors.

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

API 6—Aircrew Position Indicator Code that applies to rated staff or supervisory positions at wing level and below that have responsibilities and duties that require the incumbents to actively fly. Includes flying squadron commander and operations officer positions.

API 8—Aircrew Position Indicator Code that applies to rated staff or supervisory positions above wing level that have responsibilities and duties that require the incumbents to actively fly.

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

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

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

Baseline Certification—Process used for COMPASS CALL crewmembers certified in multiple baselines of the EC-130H. Training will be documented in the individual's training record. The certification letter (Letter of Xs) will indicate which baselines the crewmember is certified (i.e., Baseline 1) to operate.

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

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

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

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

COMPASS CALL Analysis and Targeting Team (CCATT)—A team of intelligence analysts who are part of the Mission Planning Cell and are integral to the target analysis and selection process. These individuals also build cryptologic targeting aids and interface with the cryptologic intelligence community to meet MPC requirements. The CCATT is a COMPASS CALL Support Team with expanded scope, connectivity, and enhanced EW targeting responsibilities.

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

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

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

Course Training Document—Normally, an HQ ACC/A3-approved course syllabus.

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

Critical Phases of Flight—Take-off, AAR (within ¼ NM of tanker), approach to landing, landing, flight below 3,000 feet AGL, or any flight maneuver stipulated in AFMAN 11-2EC-130H-series manuals specifically requiring direct instructor supervision for qualified or unqualified crewmembers.

Cross-Flow Pilot—Pilot converted from another MDS. Cross-flow pilots have no prior C130 pilot qualification.

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

Direct Supervision—A crewmember is considered under direct supervision when flying with an instructor in the same crew position. An IP must occupy one of the pilot seats when a pilot requires direct supervision, while for other crew positions the instructor must be readily available to assume primary crew duties if necessary.

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

Experienced/Inexperienced Aircrew—A designation used to determine the level of training a crewmember receives within the Ready Aircrew Program. (See Table 1.1.)

Flight Crew—Crewmembers whose primary responsibility is the safe ground and flight operation of an EC-130H aircraft. These members consist of the aircraft commander, pilot, navigator, flight engineer, and airborne maintenance technician.

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

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

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

In-Unit IQT/RQ/Upgrade—Formal training administered by the 42 ECS that is normally performed at the Basic C-130 FTU. Also referred to as the secondary method at LRAFB.

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

Mission Crew—Crewmembers whose primary in-flight duties are to execute airborne electronic attack (i.e., electronic warfare, SEAD, etc.) as performed from the mission crew compartment of a COMPASS CALL aircraft. Members consist of the MCC, MCS, AO, and ANOs.

Mission Pilot Development (MPD) Graduate—Crewmember qualified to perform pilot duties from either seat. “MPD” is the initial level of C-130 pilot development for graduates of Undergraduate Pilot Training (UPT). During initial training, MPD Graduates are trained and evaluated mainly on left-seat pilot-flying duties and right-seat pilot-not flying duties. MPD Graduates arrive in unit with qualification to fly in either seat. These pilots have been trained and formally evaluated on all flight maneuvers common to a traditional aircraft commander, to include simulated engine-out and no-flap work under the supervision of an IP. MPD Graduates may fly in either seat with a 100-hour aircraft commander in the other seat.

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

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

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

Phase 1 Training—All formal IQT/RQ training in the basic C-130 for pilots and flight engineers normally performed at the basic C-130 FTU. For Mission Crew, navigators and AMTs, Phase 1 training is combined with Phase 2 training and is performed at the 42 ECS.

Phase 2 Training—Training to qualify an crewmember in basic COMPASS CALL mission. Phase 2 training is provided to the pilot and flight engineer after receiving Phase 1 training at the basic C-130 FTU or In-Unit training. For Mission Crew, navigators and AMT, this training includes IQT/RQ (Phase 1) and portions of MQT. Phase 2 training is performed at the 42 ECS.

Phase 3 Training—Training performed following completion of Phase 2 to qualify an crewmember to CMR/BMC status. This training includes portions of MQT and is performed at the operational squadron.

Pilot—A pilot is trained and qualified to perform left-seat maneuvers, to include engine-out and no-flap practice under direct IP supervision. The term “pilot” applies to the mobility pilot development (MPD) Graduate, cross-flow pilot, or any other left-seat qualified pilot who may or may not be certified as aircraft commander.

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

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

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

Ready Aircrew Program (RAP)—ACC directed EC-130H COMPASS CALL CT program that provides the baseline training requirements for use in developing a realistic training program tailored to EC-130H COMPASS CALL specific requirements.

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

Specialized Mission Equipment—Equipment on-board some but not all Compass Call aircraft; not including QRC or AME.

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

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

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

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

Visual Threat Recognition and Avoidance Trainer (VTRAT)—An automated virtual intelligence instructional training aid designed to introduce or refresh visual scanners on their duties during an anti-aircraft threat engagement.

Attachment 2

GLOSSARY OF MISSION/SORTIE AND EVENT DEFINITIONS

A2.1. Sortie and Event Definitions

A2.1.1. Air-to-Air Refueling (AAR).

A2.1.1.1. Aircraft commanders and cross-flow pilots must accomplish closure to a tanker from 1/4 NM and 5 minutes of cumulative boom time. Only one AAR event (day or night) may be accomplished on a given sortie for each crewmember.

A2.1.1.2. MPD Graduates must maintain precontact for 2 minutes.

A2.1.1.3. Navigators must accomplish all applicable AAR checklists and accomplish a timing solution to a point on a scheduled air refueling sortie (navigator duties do not require the tanker to be present in order to credit an AAR event).

A2.1.1.4. Flight Engineers must occupy the flight engineer seat and operate the AAR panel for at least one contact.

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

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

A2.1.2. **AME System Refresher.** Unless otherwise specified in this volume, an AME refresher event requires AME system review with an AME-certified instructor. Requires review of all AME systems in which individual is certified. Dual log with RAP events if accomplished.

A2.1.3. **AMT Mission Preflight.** Credit an AMT Mission Preflight for accomplishing a complete preflight IAW applicable technical orders, to include bringing up the mission system.

A2.1.4. **Basic Sortie.** Log basic sorties on designated training or operational missions while performing primary/secondary/instructor/evaluator duties. A basic sortie includes appropriate pre-mission planning, preflight according to flight publications (as applicable), preparation of performance/takeoff and landing data, weather and crew briefings, flight plan filing, and post-mission procedures. Basic sortie may not be logged in the CCMCS.

A2.1.4.1. Pilots and Flight Engineers. If more than one crewmember is on board for these crew positions, each may obtain basic sortie credit if they actively participate in required pre-mission and post-mission procedures as described above. Pilots must also accomplish a takeoff and landing.

A2.1.4.2. Navigators. If more than one navigator is on a flight, each may obtain basic sortie credit on the same flight provided each one occupies the navigator position, maintains a log, performs navigator duties, and monitors an approach and landing.

A2.1.5. **Expendables Event.** Aircrew will preflight, arm and operate the ALE-47 and the AAR-54. The ground mockup may be used when a suitably equipped aircraft is not available. Only one event may be logged per mission.

A2.1.6. **Instrument Approach.** Conduct approaches IAW AFMAN 11-217, Vol 1.

A2.1.7. **Landing.** Fly a landing of any configuration, full-stop or touch-and-go, from either seat.

A2.1.7.1. Night Landing. Accomplish the landing between the end of the evening civil twilight and the beginning of morning civil twilight, IAW AFI 11-401. Dual log with Landing.

A2.1.8. **Language Event.** Language events are divided into Cryptologic Language Events and Global Language Events.

A2.1.8.1. Cryptologic Language Event. Credit a Cryptologic Language Event for a minimum of 2 hours of SME-led discussion, academic instruction or programmed self-study. These events may include reading, translating, transcribing, or activity recognition exercises.

A2.1.8.2. Global Language Event. Credit a Global Language event for a minimum of 2 hours of academic instruction or programmed self-study IAW the ILTP.

A2.1.9. **Live Comm Jam.** A Live Jam is defined as actively transmitting the weapon system through the transmit antennae (versus into a dummy load) against COMPASS CALL targets. A Live Jam must be incorporated into a mission planning or an integrated exercise in order for the crew to observe the effects this has when employing the weapon system.

A2.1.10. **Local Proficiency Sortie.** Local proficiency sorties (LPS) allow pilots to practice instrument, transition, and emergency procedures while under the supervision of an IP (IPs need not be supervised themselves to log an LPS). Complete all maneuvers to an acceptable level of proficiency as determined by the IP to log the LPS. Should weather, maintenance or mission requirements preclude completing the planned profile, the instructor will determine whether the entire LPS will be reaccomplished or just those events not completed. Instructors need not accomplish all the events on a single sortie. Credit the LPS after completing the last event. Will be dual logged with Basic Sortie. Do not credit an LPS on the same flight as an evaluation. The following are the minimum required maneuvers to credit an LPS (comply with restrictions in [Attachment 4](#)):

A2.1.10.1. Aircraft Commanders and MPD Graduates. Review of boldface emergency procedures, one precision approach, one non-precision approach, one no-flap approach and landing, one holding pattern or procedure turn, one circling approach (traffic permitting), one simulated engine-out go-around, one simulated engine-out landing, and one VFR traffic pattern (weather permitting).

A2.1.11. **Mission Comms.** Credit a Mission Comms event for use of one or any combination of Secure Voice, HAVE QUICK, and SATCOM. Every attempt should be made to accomplish all of the following events on every Mission Sortie. A Mission Comms event may be accomplished with any flown sortie or applicable ground trainer.

A2.1.11.1. Secure Voice. Secure voice consists of an aircrew member loading the appropriate COMSEC into the KY-58 or KYV-5, and successfully using the radio in secure mode to both transmit and receive.

A2.1.11.2. HAVE QUICK. Consists of a crewmember correctly loading the word-of-the-day (WOD), accomplishing either a self-start time-of-day (TOD) or receiving a TOD from

an outside source, and successfully using the radio in HAVE QUICK mode to both transmit and receive.

A2.1.11.3. **SATCOM.** Consists of two-way communication using aircraft SATCOM equipment with live frequencies. Static or in-flight use of equipment is acceptable. If satellite time is not available, loading of the SATCOM equipment IAW 55 ECG HERK HINTS procedures is sufficient.

A2.1.12. **Mission Sortie.** Credit a mission sortie for training or exercise missions planned and executed to realistically simulate a typical combat mission. All training sorties will include a training scenario. Mission sorties may be logged on actual combat missions. All mission sorties will include a pre-brief and debrief. Mission sorties require a minimum of two turns on orbit in the primary duty position or while instructing/evaluating. A mission sortie shall include a threat reaction (all crew positions) and a malfunction analysis (Mission Crew only). If threat reaction and/or malfunction analysis cannot be completed in-flight, a ground brief of the event is sufficient. COMPASS CALL missions designated to test weapon system capability/equipment may be logged as a mission sortie at the discretion of the SQ/DO.

A2.1.12.1. Training scenarios should be designed to realistically train for the unit's combat mission, and will incorporate crew coordination between flight crew and mission crew, communication procedures, orbit procedures, weapon system employment, and threat reactions.

A2.1.12.2. Mission Crew. Mission sorties may be accomplished either in-flight or in a COMPASS CALL Mission Crew Simulator (CCMCS) and must include (as a minimum) an MCC, MCS, at least one AO, at least two ANOs, and an AMT (AMT required if sortie is accomplished in flight). A minimum of 1 hour of primary/instructor/evaluator time must be logged. Will be dual logged with Basic Sortie if completed aboard the aircraft. Mission sorties require system initialization with minimum equipment necessary for the crew to complete the pre-engagement checklist and a minimum of one jam/search cycle. Minimum crew requirement may be waived by ECG/CC.

A2.1.12.3. Malfunction Analysis. Credit a malfunction analysis event for an actual or simulated event requiring proper reaction, crew coordination, and system operation taking into account the tactical situation, and crew/system/aircraft limitations.

A2.1.12.4. Threat Reaction. Credit a threat reaction when accomplishing an actual or simulated event requiring proper reaction, crew coordination, and system operation, taking into account the tactical situation, and crew/system/aircraft limitations. Threat reactions will include actual or simulated defensive maneuvers employed against air and/or ground threats.

A2.1.13. **Navigation Route.** A navigation route requires a minimum of 1 hour of *AFMAN 11-2EC-130H, Vol 3*, full navigator log procedures. Each navigator can credit only one Navigation Route per flight, but more than one qualified navigator may obtain sortie credit on the same flight provided each one meets the requirements of a navigation sortie. May dual log with Basic Sortie if all requirements of [paragraph A2.1.4](#) and [paragraph A2.1.4.2](#) are met.

A2.1.14. **RAP Sortie.** RAP sorties are used for tracking sortie lookback requirements. Log a RAP sortie only when a RAP event is accomplished. Only one RAP mission sortie may be

logged per sortie, but a basic sortie may also be logged provided the basic sortie requirements are met.

A2.1.15. **Reverse Taxi.** Perform reverse taxi with at least 90 degrees of turn.

A2.1.16. **Signals Event.** Credit a signals event for a minimum of 2 hours of academic instruction, or programmed self-study. These events will include aural recognition of signals or target system study.

A2.1.17. **Special Emitter Array (SPEAR).** Event accomplishment requires full mission planning, briefing and employment, with or without actual radiation from the system.

A2.1.18. **Takeoff.** Fly a takeoff, initial or touch-and-go, from either seat.

A2.1.19. **Touch-and-Go Landing.** Fly a touch-and-go landing from either seat. Dual log with Takeoff and Landing.

A2.2. Ground Training Event Definitions:

A2.2.1. **Aircraft Defensive Systems.** Training will be conducted IAW the 55 ECG training certification plan, managed by the 755 OSS/OST.

A2.2.2. **Aircrew Chemical Defense Task Qualification Training (ACDTQT).** ACDTQT is an exercise emphasizing hands-on training, dressed out in partial Aircrew Chemical Defense Ensemble (ACDE) ensemble. The purpose of the exercise is to enable crewmembers to become aware of their limitations while wearing the equipment. Observers should closely monitor crewmember actions during the exercise as heat exhaustion, fatigue, hyperventilation, limited dexterity, and hampered communication can be experienced during the exercise. The equipment will immediately be removed when the observer or crewmember feels it is unsafe to continue.

A2.2.2.1. Crewmembers will wear the following equipment:

A2.2.2.1.1. Flying helmet

A2.2.2.1.2. MBU-19/P hood and mask assembly with suspension straps.

A2.2.2.1.3. CQU-7/P blower assembly with filter canisters and batteries.

A2.2.2.1.4. MXU-835 intercom assembly.

A2.2.2.1.5. Glove set (cotton, butyl, Nomex®).

A2.2.2.2. Initial ACDTQT requires both ground and flying training. Ground training should mirror instruction provided during ACDE refreshers, allowing additional time to thoroughly cover the material. Flying training must be conducted in an aircraft. Crewmembers who completed initial ACDTQT during a previous tour in any MDS are not required to reaccomplish initial ACDTQT. Crewmembers must complete initial ACDTQT during Phase 3 training.

A2.2.2.2.1. The restrictions in [paragraph A2.2.3.4](#) apply with the additional requirement that the observer will always be an instructor. Mission crew and AMTs also require an instructor of the same crew position.

A2.2.2.3. AC DTQT Refresher Training. Crewmembers must accomplish this training at their designated crew position. Failure to accomplish AC DTQT results in regression to N-CMR/N-BMC status.

A2.2.2.3.1. Mission crew: AC DTQT is preferably conducted in the CCMCS, but may be conducted in the aircraft.

A2.2.2.4. When conducting AC DTQT in the aircraft, the following restrictions apply:

A2.2.2.4.1. Only one pilot or flight engineer will be dressed out at any time.

A2.2.2.4.2. An observer will always be assigned to monitor safety and signs of fatigue/stress. Observers will never wear the ACDE ensemble.

A2.2.2.4.3. The Aircraft Commander will be observed by an instructor pilot or experienced Aircraft Commander occupying the other seat.

A2.2.2.4.4. All other pilots will be observed by an instructor pilot or experienced Aircraft Commander in the other seat.

A2.2.2.4.5. All pilots will review emergency procedures; accomplish at least one take-off, approach, and landing; and complete all associated checklists.

A2.2.2.4.6. Flight engineers will be observed by another flight engineer and wear the gear for at least one take-off, approach, and landing, and complete all associated checklists.

A2.2.2.4.7. Navigators will be observed by another navigator and wear the gear for a minimum of 30 minutes while performing navigator duties.

A2.2.2.4.8. All other crewmembers will demonstrate proficiency or ability to perform wartime duties, and training will include 30 minutes of an in-flight scenario.

A2.2.2.5. When conducting AC DTQT in the simulator, there are no restrictions on which or how many crewmembers may wear the gear. Observation can be provided by other crewmembers or contract instructors as applicable.

A2.2.3. Aircrew Flight Equipment Continuation Training (AFECT). Crewmembers are required to complete life support continuation training IAW AFI 11-301, Vol 1 and this volume.

A2.2.3.1. Aircrew Flight Equipment Familiarization (LL01). All crewmembers will accomplish LSFT prior to their first flight at home station IAW AFI 11-301, Vol 1. This is a one-time event, per base assignment, conducted prior to the first flight at home station to familiarize crewmembers with local ALS equipment availability, issue, use, pre-flight, and post-flight procedures. This training will be provided for subsequent re-assignments to the same base.

A2.2.3.2. Emergency Egress Training (EET) (Non-Ejection Seat) (LL03). All crewmembers will accomplish EET IAW AFI 11-301, Vol 1 and this volume. Evaluates aircrew ability to demonstrate proficiency in air and ground emergency egress procedures. Stresses the importance of aircrew coordination, responsibilities, and use of appropriate emergency egress equipment. Crewmembers arriving on a PCS who can produce source documentation of currency on this item from any C-130 MDS are not required to

reaccomplish training, but must be provided difference training on the EC-130H configuration. Difference training will be provided by squadron Life Support.

A2.2.3.3. Aircrew Chemical Defense Training (ACDT) (LL04). All crewmembers will accomplish ACDT refresher IAW AFI 11-301, Vol 1 and this volume. Academic and equipment training will provide crewmembers the opportunity to demonstrate their ability to don and doff ACDE and utilize buddy dressing procedures. This training also includes information on hazards and limitations of wearing the equipment properly and improperly, preflight procedures, aircraft integration, and parachute descent emergency procedures. Each aircrew will demonstrate procedures during their initial class; subsequent classes require a minimum of 10% of aircrew participants to dress out and demonstrate aircrew contamination control area (ACCA) processing procedures.

A2.2.3.4. Egress Training (Non-Ejection Seat) with ACDE (LL05). All crewmembers will accomplish egress training with ACDE IAW AFI 11-301, Vol 1 and this volume. Training will be conducted like normal egress training with the added burden of wearing the aircrew ensemble.

A2.2.3.5. Aircrew Flight Equipment Training (AFET) (LL06). All crewmembers will accomplish life support equipment training IAW AFI 11-301, Vol 1 and this volume. Academic and equipment training will provide crewmembers the opportunity to demonstrate their ability to locate, preflight, and use all aircrew and passenger AFE carried aboard the EC130H or issued to aircrews. Crewmembers arriving on a PCS who can produce source documentation of currency on this item from any C-130 MDS are not required to reaccomplish training, but must be provided difference training on the EC-130H configuration. Difference training will be provided by squadron Life Support personnel.

A2.2.3.6. Aircrew Flight Equipment (AFE) Fit Check (LL07). All crewmembers will accomplish initial AFE Fit Check IAW AFI 11-301, Vol 1, and this volume, as supplemented. AFE gear worn during flight in non-ejection seat aircraft (e.g. helmet and oxygen mask) will be fit checked upon initial assignment, with no periodic refit required. Fit checks will be accomplished concurrently with other training events such as Emergency Egress Training (LL02); however, real world equipment is not authorized for use during training.

A2.2.4. Chemical Biological Radiological Nuclear (CBRN) Defense Awareness and Survival Skills - Initial (Ground Ensemble). All crewmembers will accomplish initial CBRN Defense training during Phase 3 training or within 90 days of in-processing into their first permanent duty location after the award of their AFSC, IAW AFI 10-2501, *Air Force Emergency Management (EM) Program Planning and Operations*. Individuals who have not attended a refresher course in 36 months or more are required to undergo initial training.

A2.2.5. Chemical Biological Radiological Nuclear (CBRN) Defense Awareness and Survival Skills Training (Ground Ensemble). All crewmembers will accomplish a CBRN initial and refresher course IAW AFI 10-2501 and AFI 36-2201 and AEF Online, Pre-Deployment Training.

A2.2.6. Code of Conduct Continuation Training (CoCCT). Aircrew are required to complete CoCCT IAW AFI 16-1301.

A2.2.6.1. Local Area Survival (LAS) (SS01). LAS provides local standard operating procedures preparing aircrew for possible aircraft emergencies near the base of assignment to include local environmental aspects and local recovery procedures. LAS is a one-time requirement prior to first flight at every assignment. Personnel who PCS and then return for subsequent assignments must accomplish this training during each reassignment.

A2.2.6.2. Combat Survival Training (CST) (SS02). Aircrew will conduct field escape and evasion exercises and ignite flares. They will discuss global survival, field medical techniques, and the five phases of evasion.

A2.2.6.3. Conduct After Capture (CAC) (SS03). Students discuss resistance training, the Code of Conduct, the UCMJ and the Articles of the Geneva Convention as they apply to wartime, peacetime government, and hostage detention.

A2.2.6.4. Water Survival Training (WST) (SS05). Academic and equipment training will provide crewmembers the opportunity to demonstrate their ability to use EC-130H-specific flotation devices and equipment available during an overwater emergency. Crewmembers arriving on a PCS who can produce source documentation of currency on this item from any C-130 MDS are not required to reaccomplish training, but must be provided difference training on the EC-130H configuration. Difference training will be provided by squadron Life Support.

A2.2.6.5. Emergency Parachute Training (EPT) (SS06). Each crewmember will perform procedures using hanging harness training methods and weapons system specific aircrew equipment. Training will include weapons specific aircrew flying equipment, i.e., flight gloves, flight helmet, etc. This training will utilize a demonstration and performance method of instruction. Crewmembers on non-ejection aircraft will perform EPT once every 36 months. EPT with ACDE is now a one-time requirement during an crewmember's flying career. Once completed, it does not have to be accomplished again.

A2.2.6.6. Contingency SERE Indoctrination (CSI) (SS07). CSI is a combatant command-directed activity and is designed to prepare HRC personnel deploying to a specific theater of operations or contingency. CSI will be tailored to the EC-130H's mission. Combatant commands will certify selected SERE specialists to instruct HRC theater preparations. CSI is also referred to as HRC theater preparation.

A2.2.7. Communications Training. 755 OSS will develop local training programs to provide pilots, navigators, mission crew commanders, and mission crew supervisors with annual refresher training IAW AFKAO-5, *Instructional Guide for Operations Codes*.

A2.2.8. Crew Resource Management. All crewmembers will accomplish an initial CRM course, followed by biennial refresher training IAW AFI 11-290, *Cockpit/Crew Resource Management Training Program*. Crewmembers who have completed initial CRM training in any aircraft MDS or while attending formal flying training will NOT reaccomplish initial training. Refresher courses are normally provided concurrent with simulator refresher training for pilots, navigators, and flight engineers, and locally for mission crew and AMTs.

A2.2.9. Cryptologic Mission Certification Training (CMCT). Initial cryptologic training completed at the line flying unit designed to certify ACLAs in their language/mission management position for the unit mission. It also includes the CT required to maintain currency of cryptologic mission skills. Refer to AFI 14-125 for more information.

A2.2.10. Cryptologic Skills Proficiency Test (CSPT). A proficiency test designed to measure cryptologic skills necessary to accomplish unit mission objectives. For language specific positions, it includes an academic test covering vocabulary/terminology, target knowledge/order of battle, and geography, and an aural skills evaluation covering transcription/aural recognition. For mission management positions, it includes an academic test covering area specific order of battle/tactics, geo/political, analysis and reporting, threat warning, and SIGINT mission management (cryptanalysis, signals analysis, language analysis, and intelligence analysis) and an aural skills evaluation in the crew member's primary Resource Language Allocation code. Each mission will identify mission management positions and will have an aircrew qualification for each corresponding position and CSPT. Refer to AFI 14-125 for more information.

A2.2.10.1. In the event of sub-proficiency, re-test not sooner than three duty days and NLT 30 calendar days after the first failure. Administer a third CSPT in the event of second failure. In this situation, the unit commander determines what is considered a sufficient study period. After any failure, all training and preparation accomplished prior to the failed test should be documented and all training and preparation prior to the re-test will be documented in the member's training folder.

A2.2.10.2. After each failure, create an individualized additional training plan and document in individual's training folder. This training plan should detail what additional training will be accomplished, the total number of study hours required before re-test (minimum of 12 hours LA24/ME41 cryptologic study), and any extenuating circumstances.

A2.2.10.3. The unit commander will lead a special board to review any individual's inability to successfully complete the CSPT after three attempts to determine an appropriate course of action.

A2.2.11. Defense Language Proficiency Test (DLPT). DoD standardized testing system for measuring an individual's proficiency in a foreign language. It consists of a battery of tests that measures the general ability of a native or near-native speaker of English to comprehend a spoken and written foreign language and to speak the language. Refer to the 1A8X1 CFETP, *DoDI 5160.71* and *AFI 36-2605*, Attachment 10, for more information.

A2.2.12. Fire Extinguisher Training . Required every PCS, upon arrival at gaining unit. This training will familiarize crewmembers in the use of the type of fire extinguishers onboard their assigned aircraft. This training should be hands-on whenever possible.

A2.2.13. Flight Engineer Systems Refresher. Flight Engineers will complete an annual ground training course covering selected aircraft systems provided for in aircrew training system (ATS) contractor courseware. Training is designed to improve the flight engineer's technical knowledge of aircraft systems, operational procedures, and unit mission. The C-130 FIQ graduation date establishes the first occurrence of this event being completed. Instructors and evaluators are exempt from this requirement.

A2.2.14. Flight Physical. All crewmembers will accomplish an annual flight physical IAW AFI 48-123, *Medical Examination and Standards*; and AFI 44-170, *Preventive Health Assessment*. Flight physicals should normally be done in conjunction with the Preventive Health Assessments (PHA).

A2.2.15. **Initial Survival School.** Accomplish IAW ETCA.

A2.2.16. **Initial Water Survival.** Accomplish IAW ETCA.

A2.2.17. **Intelligence Training.** All crewmembers will complete annual intelligence training. This training should be closely aligned with unit weapon/tactics programs and will include, as a minimum (items may be tracked collectively or separately in ARMS):

A2.2.17.1. Knowledge of Threats. Instruction should cover Integrated Air Defense Systems, surface-to-air threats (SAM/ADA), and air-to-air threats as detailed in *AFTTP 3-1 Threat Guide*. Focus instruction on those items appropriate and applicable to execution of the unit mission.

A2.2.17.2. Visual Recognition of Rotary- and Fixed-Wing Aircraft, ground assets, and Naval Vessels. Crewmembers should identify type of aircraft they are likely to encounter – to include variants and paint schemes – from various aspects and determine whether the aircraft is a threat or non-threat. In addition crewmembers will utilize major features to recognize ground targets and major categories of naval vessels.

A2.2.17.3. Evasion and Recovery. Evasion and recovery training prepares crewmembers for the possibility of evasion, captivity, and escape in hostile territory. This training may be completed in conjunction with high threat combat survival training.

A2.2.17.4. Collection and Reporting Systems. Training will enable crewmembers to initiate aircrew-originated reports and will familiarize them with the information requirements of the intelligence-generated mission report (MISREP) and intelligence report (INTREP). Intelligence oversight concerns should also be addressed.

A2.2.18. **Isolated Personnel Report (ISOPREP) Review.** All crewmembers will review their ISOPREP cards *IAW JP 3-50, Personnel Recovery*.

A2.2.19. **Law of Armed Conflict.** This training includes the principles and rules of LOAC for aircrews to carry out their duties and responsibilities according to The Hague and Geneva Conventions.

A2.2.20. **Marshalling Exam.** All flight crew must complete a marshalling exam IAW AFI 11-218, *Aircraft Operation and Movement on the Ground*. Initial exams must be accomplished prior to first flight. Exams must be accomplished prior to first flight, but NLT 30 days following PCS arrival to a flying unit. Marshalling exams conducting at the Basic C-130 FTU will count towards this event.

A2.2.21. **Mission Planning Cell (MPC).** Dual log with Initial VT. Credit an MPC event for planning an exercise/operational mission or CCMCS event. Planners will prepare and brief said mission IAW local planning and briefing guides. Planners will also debrief upon mission completion, paying particular attention to lessons learned, actual mission employment, threats, and any unforeseen circumstances. Planners will also consider the following items in preparation for the mission, and brief, as applicable, to the aircrew (this list is not all-inclusive):

A2.2.21.1. Deployment Planning Team (DPT) actions (Flight Crew) (for initial deployments)

A2.2.21.2. Aircraft structural and configuration limitations

A2.2.21.3. Any additional/non-standard Combat Search and Rescue Procedures

A2.2.21.4. ROE/SPINS

A2.2.21.5. Non-Standard Local Area Procedures

A2.2.21.6. Authentication Procedures

A2.2.22. **Physiological Training.** All crewmembers will accomplish academics and either an altitude chamber flight or an ECG/CC approved syllabus utilizing the Reduced Oxygen Breathing Device/Hypoxia Familiarization Trainer IAW AFI 11-403, *Aerospace Physiological Training Program*. Both an initial course, and refresher training are required. Individuals are required to accomplish a refresher every 5 years.

A2.2.23. **Self-Aid and Buddy Care (SABC).** All crewmembers will accomplish initial and refresher SABC courses every 36 months and IAW AEF Online, Pre-deployment Training.

A2.2.24. **Significant Language Training Event (SLTE).** At least 150 hours of immersion training or 6 consecutive weeks of 5-hour-a-day classroom training, or other significant event as defined by the Secretaries of the Military Departments and the Heads of Defense Agencies and DoD Field Activities. Refer to DoDI 5160.71 for more information.

A2.2.25. **Simulator Refresher.** Pilots, navigators, and flight engineers will complete a simulator refresher course. This will be accomplished in the 55 ECG WST according to the ECG/CC approved Group Training Plan, or at another C-130 WST facility IAW the ATS contractor syllabus. This is an annual requirement, but crewmembers may go up to 17 months between refreshers when simulator slots are not readily available. Extensions must be granted by the SQ/DO or above and will be filed in the individual's training record. Completion of an AC upgrade or formal C-130 CTS TX/RQ course counts as annual simulator refresher training.

A2.2.26. **Small Arms Training.** Training will be provided to all crewmembers IAW AEF Online guidance at <https://aef.afpc.randolph.af.mil/default.aspx>. Weapons couriers are considered Group B.

A2.2.27. **Tactics Training.** Refresher training will be provided in aircraft defensive systems, enemy systems and tactics, tactical approaches and departures, and other current information deemed essential by the group weapons and tactics office.

A2.2.28. **TERPS.** Flight Engineers will receive annual training on FLIP and instrument procedures. This training is normally taught in conjunction with Flight Engineer Systems Refresher. Instructors and evaluators are exempt from this requirement.

A2.2.29. **Use of Force (UoF)/ROE Training.** Training will be IAW AFI 31-117 and AEF Online guidance at <https://aef.afpc.randolph.af.mil/default.aspx>. UoF/ROE training will normally be given with the annual and recurring small arms qualification training.

A2.2.30. **Verification Training.** The objective of Verification Training is twofold. First, aircrew will understand unit OPLANs and DOC Statements. Second, given a realistic scenario, aircrew will complete deployment/employment planning. This plan will be presented to a verification board, which will evaluate and certify training completion. The verification board will be chaired by the ECG/CC or designated representative, and will be composed of at least one instructor/evaluator of each crew position. The Group Weapons and Tactics Office will be the OPR for Verification Training and will maintain detailed Standard Operating Procedures. The operation squadrons will administer Verification Training IAW the SOPs

developed by Group Weapons and Tactics. This training requirement does not apply to flight engineers or AMTs.

A2.2.30.1. Initial Verification Training. Crewmembers must complete initial verification training during Phase 3 training.

A2.2.30.2. Verification Training - Refresher. Verification refresher training, as required by this instruction, updates crewmembers on their unit's wartime mission. Crewmembers who plan tailswaps or perform MPC duties during a unit deployment will receive credit for continuation verification. Initial verification counts as the refresher.

A2.2.31. Visual Threat Recognition and Avoidance Trainer (VTRAT). VTRAT is a training device designed to introduce or refresh scanners on their duties during an anti-aircraft threat engagement. The visual simulation displays realistic visual characteristics of anti-aircraft weaponry such as missile fly-out and AAA rate-of-fire, as seen from the scanner's viewpoint in the aircraft. Instruction in VTRAT is delivered in the context of flight over a simulated threat environment. The student views this environment on a high-resolution display system, from the perspective of his/her duty position. The student hears the instructional text through a headset, and interacts with the trainer via a voice recognition system, as well as the communication and flares countermeasures controls available on the real-world aircraft. VTRAT diagnoses weak areas of student performance and emphasizes training in these areas until mastery of the specific threat protocol is achieved.

A2.2.31.1. VTRAT Initial Training. This is initial training for crewmembers. Training will consist of the basics of ADA and MANPAD recognition and avoidance. The course will consist of one hour of academics followed by approximately 30 minutes of individual simulator time on the VTRAT.

A2.2.31.2. VRAT Refresher Training. This is CT for mission ready crewmembers. This course will refresh crewmembers on basics of ADA and MANPAD recognition and avoidance. Course involves 30 minutes of individual simulator time on the VTRAT.

A2.2.31.3. Annual Security Training (ST-10). The 55 ECG/AP office provides training every Wednesday in Building 131, Room 18, at 0900L. If there is a deviation from this schedule, a member of the 55 ECG/AP office will provide advance notice to all aircrew members of the new time(s) and/or location(s). The calendar at the door of Room 18 will document when training is available monthly.

A2.2.31.4. Quarterly Security Training (ST-30). This refresher training involves a briefing by a member of a Squadron or Group Security office staff and is scheduled and administered within each squadron individually.

Attachment 3

VERIFICATION TRAINING GUIDE

A3.1. Tasking to Training Process:

A3.1.1. Realistic Training Process.

A3.1.2. Review Unit OPLANs.

A3.1.3. Review Unit DOC Statement.

A3.1.4. Provide Publications Overview.

A3.1.4.1. AFMAN 11-2EC-130H, Vol 1.

A3.1.4.2. AFMAN 11-2EC-130H, Vol 2.

A3.1.4.3. AFMAN 11-2EC-130H, Vol 3.

A3.1.4.4. AFTTP 3-1.General Planning, 3-1.Threat Guide, and 3-1.EC-130H.

A3.1.5. Review Tactics Training Opportunities.

A3.2. Theater Training:

A3.2.1. Unit tactics offices will develop theater training for USACOM, CENTCOM, PACOM, SOUTHCOM, and EUCOM.

A3.2.2. Subject areas will include geography, terrain, climatology and recent history, command structure, intelligence, theater resources and their disposition, rules of engagement, command/control/communications, local operating procedures, theater employment, electronic combat, and tactical deception.

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

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

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

A3.6. Tactics Academics. Group and squadron weapons and tactics offices will develop employment academics based on Contract Aircrew Training (CAT) and other available courseware. Training should consist of an academic course and/or audiovisual program. Instruction should include information from AFTTPs 3-1.General Planning, 3-1.Threat Guide, and 3-1.EC-130H. Topics may include terminal operations, enemy capabilities, mission execution/tasking, planning considerations, electronic combat considerations, use of airborne C2 assets, platform capabilities, evasive maneuvering, authentication procedures, all levels of ROE, electronic combat equipment capabilities/operations/checks/procedures.

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

A3.8. Verification Board. Scenario planning will be concluded with a mission briefing to a verification board. The board consists of a panel of instructors, chaired by the ECG/CC or designated representative. The board may ask questions pertaining to mission execution. The

board chair will verify individual crewmembers as "ready for deployment" or require them to reaccomplish verification training.

Attachment 4

TRAINING POLICY

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

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

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

A4.1.3. For planning purposes, a minimum of 1.5 hours should be allotted for aircraft preflight duties when determining the anticipated departure time.

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

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

A4.2.2. Planned training profiles and seat changes.

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

A4.4. Touch-and-Go Landings:

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

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

A4.4.2.1. Minimum runway length for 50 percent flap flight idle touch-and-go landings is 5,000 feet. Minimum runway length for all other touch-and-go landings is 6,000 feet.

A4.4.2.2. Crosswind component must be within the recommended zone of the landing crosswind chart. Touch-and-go landings are not authorized when corrections to minimum touchdown speed have been made to enter the recommended zone of the crosswind component chart.

A4.4.2.3. Minimum ceiling of 1,000 feet and minimum visibility of 2 miles (300 feet and 3/4 mile (RVR 40) for IPs).

A4.4.2.4. Authorized when normal wake turbulence criteria (IAW FLIP GP) are met.

A4.4.2.5. Comply with all flight manual restrictions and procedures to include performance degradation with fuel, cargo limits, etc.

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

A4.4.4. AC must be touch-and-go certified, but may occupy either seat.

A4.5. Stop-and-Go Landings:

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

A4.5.2. When stop-and-go landings are performed, the runway remaining for takeoff must be equal to or greater than CFL (balanced or unbalanced, whichever is greater). Crosswind component must be in the recommended zone of the landing crosswind chart. Ceiling and visibility must be at least 300 feet and 3/4 mile (RVR 4000).

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

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

A4.6.1. Full stalls

A4.6.2. Rudder force reversals or fin stalls

A4.6.3. Spins

A4.6.4. Simulated runaway trim malfunctions

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

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

A4.6.7. Simulated engine-out takeoffs

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

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

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

A4.10. Actual Engine Shutdown and Airstart. Direct IP supervision is required; squadron DO approval is required. Engines may be shutdown during daylight, in VMC, and at altitudes no lower than 2,500 feet AGL.

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

A4.11.1. Approaches to Stall. Direct IP supervision is required. Authorized during daylight, in VMC, at a minimum of 5,000 feet AGL or 5,000 feet above a cloud deck. Initiate recovery initial stall buffet. May only be flown if required as part of a formal syllabus or with group commander approval.

A4.11.2. Instrument Steep Turns. Authorized during daylight, in VMC, with up to 60 degrees of bank. Bank angles in excess of 45 degrees are restricted to altitudes above 5,000 feet AGL (or 5000 feet above the cloud deck), and check stall speeds prior to initiating steep turns.

A4.11.3. Slow Flight. Direct IP supervision required. Authorized at or above 5,000 feet AGL. Fly at approach, threshold, and 1.2 power off stall speed with gear down and flaps 0%, 50%, or 100%. Do not exceed 15-degrees of bank. May only be flown if required as part of a formal syllabus or with group commander approval.

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

A4.12.1. Precision approach – DH/DA (or 200-feet HAT, whichever is higher).

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

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

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

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

A4.13. Simulated Emergency Flight Procedures:

A4.13.1. An instructor or evaluator pilot must occupy one of the pilot seats when practicing emergencies that require simulated engine shutdown, or reconfiguration of switches to abnormal positions/configurations. These procedures are only authorized during training, evaluation, or currency flights. IP candidates who occupy a pilot seat and are under the supervision of an evaluator pilot not occupying a pilot seat may practice simulated emergency procedures during initial or requalification upgrade evaluations to instructor pilot. Do not conduct aircraft systems emergency procedures training during tactical training. Preface all simulated emergencies with the word "simulated" and terminate simulated emergencies when an actual emergency arises.

A4.13.1.1. A safety observer is required for any airborne training where doors are opened in flight. Intentions must be briefed to crewmembers and the squadron Operations Supervisor before flight.

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

A4.13.3. Conduct simulated emergency flight procedures IAW this directive. Use a realistic approach. Limit simulated emergencies to non-critical phases of flight when possible. Notify

the controlling agency of nonstandard traffic patterns or patterns that may require special sequencing.

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

A4.14.1. Mobility Pilot Development Graduates and AC Candidates may conduct simulated engine-out approaches, missed approaches, and landings under direct IP supervision.

A4.14.2. Restrictions:

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

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

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

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

A4.14.2.5. For IPs, do not compound engine-out circling approaches with other simulated malfunctions.

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

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

A4.15.1. Restrictions:

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

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

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

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

A4.15.2. No-flap landings are authorized for MPD Graduates, AC Candidates and above under direct IP supervision.

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

A4.15.4. Use 50% flaps for a go-around from a no-flap approach. Do not conduct planned go-arounds/missed approaches from engine-out no-flap landings. Required go-arounds from engine-out no-flap approaches require setting the flaps to 50% and using all four engines.

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

A4.16.1. Pilots, navigators and flight engineers receiving AAR training must be under direct supervision of an AAR-certified instructor in their crew position.

A4.16.2. MPD Graduates normally fly the precontact position. Non-AC-qualified pilots may perform contacts in either seat with an AAR-certified IP in the other seat.

A4.16.3. Pilots qualified in the contact position may perform contacts from either seat. IPs and pilots in instructor upgrade may perform boom limit demonstrations.

A4.16.4. Any pilot in the contact position may take fuel.

A4.17. Local Training Frequencies. ACC has authorized the 755 OSS, and subsequently the 55 ECG, the use of 15 frequencies for home station training and coordination. The following frequencies can be used at the Needles orbit, AX SOUTH orbit, Cochise orbit, Deming orbit and Bowie orbit: 148.6, 148.2375, 148.4125, 148.6375, 242.55, 244.55, 245.55, 251.55, 254.55, 264.55, 266.55, 271.55, 274.55, 282.55 and 298.55. These frequencies are to be used for communication between aircraft or internally to the aircraft for training purposes to enable more realistic training scenarios. The approval to use the frequencies will expire on 22 March 2021 for UHF frequencies and 15 August 2021 for VHF frequencies. Any subsequent updated ACC-authorized frequencies take precedence over this list. Proper planning and de-confliction of use of these frequencies is the responsibility of the aircrew utilizing them. Report non-ECG traffic on these frequencies to 755 OSS/OSK. Direct any questions to the 755 OSS/OSK office at 228-9610.

Table A4.1. Training Restriction Summary.

Event	Restrictions	Notes
Touch-and-Go Landings	<p>Authorized only on designated training, evaluation, or currency missions</p> <p>Requires certification and minimum 100 hours as pilot-in-command.</p> <p>ACs restricted to flight idle touch and go landings. Certified AC must be in seat.</p> <p>Ground and flight idle touch and go performed by any pilot from any seat when a flight evaluator, IP, or IP candidate during upgrade/evaluation occupies a pilot's seat.</p> <p>Ground idle touch and go only authorized if required as part of a formal syllabus or with group commander approval. No-flap ground-idle touch and go landings not authorized.</p> <p>Minimum runway length: flaps 50 percent, 5,000 feet - for all other, 6,000 feet.</p> <p>Crosswind component corrected for RCR is within recommended zone.</p> <p>Minimum ceiling of 1,000 ft and minimum visibility of 2SM (300 ft and RVR 4000 (3/4 SM visibility) if an IP is in either seat)</p>	

Event	Restrictions	Notes
Stop-and-Go Landings	<p>Authorized only on designated training, evaluation, or currency missions</p> <p>Authorized to be performed by any C-130 qualified pilot.</p> <p>Runway remaining for takeoff must be equal to or greater than CFL (balanced or unbalanced, whichever is greater).</p> <p>Crosswind component corrected for RCR in the recommended zone of the landing crosswind chart.</p> <p>Ceiling and visibility must be at least 300-feet and 3/4 mile (RVR 40).</p> <p>No-flap stop and go landings are not authorized.</p>	
Simulated Engine Failure	<p>Authorized for MPD Graduate, AC Candidate or above with direct IP supervision. Prohibited during AAR operations.</p> <p>Retard one throttle to flight idle at not less than VMCA (one-engine inoperative, out of ground effect) nor less than 300 feet AGL.</p> <p>Authorized day IMC if WX at or above circling minimums; authorized night IMC with weather at or above 1,000-foot ceiling and 2SM visibility or circling minimums whichever is higher</p> <p>Crosswind component must be in the recommended zone for landing.</p> <p>Engine-out no-flap landings restricted to AC Upgrades and above; planned go-arounds out of a no-flap engine-out approach are not authorized.</p> <p>Do not compound engine-out circling approaches with any other simulated malfunctions.</p>	1
No-Flap Landing	<p>Authorized for MPD Graduate, AC Candidate or above with direct IP supervision.</p> <p>Engine-out no-flap landings restricted to AC Upgrades and above; planned go-arounds out of a no-flap engine-out approach are not authorized.</p> <p>No-flap circling approaches are restricted to AC Upgrades and above. Do not combine with any other simulated emergencies.</p> <p>Max gross weight is 120,000 lbs. and crosswind component must be within the recommended range.</p> <p>Authorized day IMC if WX is at or above circling minimums; authorized night IMC with weather at or above 1,000-foot ceiling and 2SM visibility or circling minimums whichever is higher.</p> <p>Crosswind component must be within the recommended zone for no-flap landings.</p> <p>No-flap stop-and-go or ground-idle touch-and-go landings are not authorized.</p>	1
Go-around, Missed Approaches	<p>Minimum altitude is 500-feet AGL when aircraft, equipment, or personnel are on the runway.</p> <p>VFR/Visual/Circle - No lower than 200-feet AGL when practicing simulated emergencies.</p> <p>Practice instrument approaches - no lower than minimum altitude for the approach.</p>	

Event	Restrictions	Notes
Air-to-Air Refueling	<p>MPD Graduates and AC Candidates may contact with an AAR-certified IP in either seat.</p> <p>Non-AAR qualified Aircraft Commanders may contact with an AAR-certified IP in the other seat.</p> <p>AAR-Qualified pilots may perform contacts from either seat.</p> <p>AAR certified IPs may perform boom limit demonstrations. ACs in IP upgrade may perform boom limit demonstrations under the direct supervision of an AAR IP.</p>	
Windmill Taxi Start	<p>Day only on dry hard-surfaced runway at least 147 feet wide.</p> <p>Crosswind component in the recommended zone of the landing crosswind chart.</p> <p>Dash one recommendations are mandatory.</p>	1, 2
Slow Flight Demonstration	<p>At or above 5,000 feet AGL.</p> <p>Fly at approach, threshold, and 1.2 times stall speed with gear down and flaps 0, 50, or 100 percent.</p> <p>Do not exceed 15-degrees of bank..</p>	1, 2
Approaches to Stall	Requires day VMC at a minimum of 5,000 feet AGL or above cloud deck.	1, 2
Steep Turns	<p>Authorized during day VMC with up to 60-degrees bank.</p> <p>Restricted to at or above 5,000 feet AGL or above cloud deck for bank angles in excess of 45°.</p> <p>Review stall speeds before performing turns.</p>	
Aborted Normal Takeoff	<p>Day only on dry hard-surfaced runway with crosswind component in the recommended zone of the landing crosswind chart.</p> <p>Runway must be sufficient to allow takeoff and refusal speeds to be equal.</p> <p>Not authorized from touch and go or stop and go landings.</p> <p>Prebrief all actual engine shutdowns for simulated malfunctions.</p>	1, 2
Actual Engine Shutdown and Airstart	Day VMC no lower than 2,500 feet AGL.	1, 3
Notes: <ol style="list-style-type: none"> 1. Direct IP supervision required. 2. May only be flown if required as part of a formal syllabus or with ECG/CC approval. 3. SQ/DO approval is required. 		

Attachment 5

TRAINING SHORTFALL REPORT

Figure A5.1. Example Memorandum For training Shortfall Report.



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS, 55TH WING (ACC)
OFFUTT AIR FORCE BASE NEBRASKA

DD MMM YY

MEMORANDUM FOR HQ ACC/A3C

FROM: xx ECS/CC
6120 Rivet Fire Rd., Bldg 253
Davis-Monthan AFB, VA 85707

SUBJECT: (41/42/43) ECS Training Shortfalls

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

EVENT/SORTIE

- a. PERCENT OF CMR/BMC CREWS (by crew position) AFFECTED
 - b. SPECIFIC REASONS FOR SHORTFALL
 - c. CORRECTIVE ACTION (if any)
 - d. LIMFACs
2. COMMANDER'S COMMENTS (Comments to improve the training and reporting system.)
3. If there are any questions, please contact XX (provide a Squadron POC for training shortfall information, including name, rank, office symbol, and DSN).

FIRST MI. LASTNAME, Lt Col, USAF
Commander, xx Electronic Combat Squadron

The Sun Never Sets on the Fightin' Fifty-Fifth

1st Ind, 55 ECG/CC

MEMORANDUM FOR xx ECS/CC

FIRST MI. LASTNAME, Colonel, USAF
Commander, 55th Electronic Combat Group

cc:
25 AF/A3

Attachment 6**SAMPLE WAIVER REQUEST MEMORANDUM FORMAT**

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

Figure A6.1. Sample Waiver Request Memorandum Format.



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS, 55TH WING (ACC)
OFFUTT AIR FORCE BASE NEBRASKA

DD MMM YY

MEMORANDUM FOR HQ ACC/A3C

FROM: 55 ECG/CC
5340 Herky Blvd, Bldg 220
Davis-Monthan AFB, VA 85707-4524

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

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

- a. *Student's name, rank, and last four of Social Security Number.
- b. *Specific nature of waiver, to include prerequisite, syllabus, course, etc., as required.
- c. *Reason and justification for waiver. If asking for a prerequisite waiver, include reasons prerequisite wasn't accomplished and gameplan for accomplishing the prerequisite.
- d. *Training Class and start date.
- e. **Present crew qualification including special qualifications.
- f. **Total flying time and primary aircraft authorization (PAA) time (including instructor or evaluator time if applicable).
- g. **Crew qualification to which person is qualifying or upgrading, and next available opportunity to accomplish this training.

The Sun Never Sets on the Fightin' Fifty-Fifth

- h. **Previous attendance at any formal instructor course (including course identifier and graduation date). (Required for in-unit instructor upgrade waivers only.)
 - i. **Impact if not approved and mandatory upgrade or qualification date, if applicable.
 - j. *Additional remarks, to include formal school courseware required.
2. 55 ECG POC for this waiver request is XX (provide an ECG POC for the requested waiver, including name, rank, office symbol, and DSN).

FIRST MI. LASTNAME, Colonel, USAF
Commander, 55th Electronic Combat Group

1st Ind, 55 WG/CC

MEMORANDUM FOR 55 ECG/CC

FIRST MI. LASTNAME, Colonel, USAF
Commander, 55th Wing

cc:
25 AF/A3V
HQ ACC/A3T (for all front-end aircrew and all AFE prerequisite waivers)

Attachment 7

SAMPLE RAP PROBATION LETTER

Figure A7.1. Memorandum For Record Sample RAP Probation Letter.



DEPARTMENT OF THE AIR FORCE

HEADQUARTERS, 55TH WING (ACC)

OFFUTT AIR FORCE BASE NEBRASKA

DD MMM YY

MEMORANDUM FOR RECORD

FROM: 41 ECS/CC

SUBJECT: Probation for Failing RAP Sortie 1 and 3-Month Lookback for EOM MMM YY

1. RAP sortie requirements can be found in AFMAN 11-2EC-130H, Vol 1, Table 4.5. The following individuals have failed their 1 and 3-Month Lookback and are on probation for 1 month.

ASSIGNED	ATTACHED
Rank/First, Last	

2. Scheduling and Training Offices will ensure the above individuals meet their 1-Month Lookback requirements by the end of the probation period. If the lookback is not satisfied, the individual will be regressed to N-CMR / N-BMC and must complete the SQ/CC re-certification program as defined in the Training Office Operating Instructions.

3. A copy of this letter will be placed in Section 2 of the individual's Continuation Training Folder. Please direct all questions to the 41 ECS Training Office, DSN 228-xxxx.

FIRST MI. LASTNAME, Lt Col, USAF
Commander

The Sun Never Sets on the Fightin' Fifty-Fifth

Attachment 8

SAMPLE RAP REGRESSION LETTER

Figure A8.1. Memorandum For Record Sample RAP Regression Letter.



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS, 55TH WING (ACC)
OFFUTT AIR FORCE BASE NEBRASKA

DD MMM YY

MEMORANDUM FOR RECORD

FROM: 41 ECS/CC

SUBJECT: Regression to N-CMR / N-BMC for Unaccomplished CMR Ground Training Items

1. AFMAN 11-2EC-130HV1, Table 4.1 *Continuation Ground Training* lists all required ground training to maintain CMR / BMC status.
2. IAW AFMAN 11-2EC-130H, Vol 1, para 4.2.1., the following individuals have been regressed to N-CMR / N-BMC until all CMR ground training items have been accomplished.

A Flt	B Flt	C Flt
Rank/First, Last (list ground training items here)		

3. The above individuals were identified from the *CMR Ground Training Events* tables produced by ARMS. These tables will be passed to the A/B/C Flight Commanders and 41 ECS Training Office. Flight Commanders will notify and track their individuals to ensure all CMR events are accomplished as soon as possible. 41 ECS Training Office will use the ARMS tables to prioritize the scheduling of ground training events.

4. POC for this memorandum is 41 ECS Training Office, DSN 228-xxxx.

FIRST MI. LASTNAME, Lt Col, USAF
Commander

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