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SECRETARY OF THE AIR FORCE**

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VOLUME 1**



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Flying Operations

C-130H AIRCREW TRAINING

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This volume implements Department of the Air Force Policy Directive (DAFPD) 11-2, *Aircrew Operations*, and Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*. It is also consistent with Air Force Manual (AFMAN) 11-202 Volume 1, *Aircrew Training*. It establishes the aircrew training guidance for C-130H aircrew to safely accomplish their mobility mission. This AFMAN applies to all civilian employees and uniformed members of the Regular Air Force, Air Force Reserve, and Air National Guard. This publication does not apply to the United States Space Force. This is a specialized publication intended for use by Airmen who have graduated from technical training related to this publication. This manual requires the collection and or maintenance of information protected by the Privacy Act of 1974 authorized by protected by Department of Defense Directive (DoDD) 5400.11, DoD Privacy Program. The applicable SORN, F036 AF A *Biographical Data and Automated Personnel Management System* is available at: <http://dpclo.defense.gov/Privacy/SORNS.aspx>. Ensure all records generated as a result of processes prescribed in this publication adhere to AFI 33-322, *Records Management and Information Governance Program*, and are disposed of per the Air Force Records Disposition Schedule, which is located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication, including requests for amending existing prerequisites, to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*. Route AF Forms 847 through the MAJCOM training staff to the OPR. The OPR address is AMC/A3T, 402 Scott Drive, Unit 3A1, Scott AFB, IL 62225-5302, AMC.A3T@us.af.mil. Each MAJCOM equivalent or subordinate command level may supplement this AFMAN. Supplements (including local supplements) that directly implement this publication are required to be routed to the OPR for coordination before

certification and approval per AFI 11-200 and AFMAN 11-202V1. (T-1). Supplements may be more, but not less restrictive than this manual. MAJCOMs may set training requirements lower than specified in this manual when the statement “or as specified in MAJCOM supplement” is indicated as applicable to that item or event. 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 DAFI 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 compliance items. 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. Compliance with [Attachment 2](#), [Attachment 3](#), [Attachment 4](#), [Attachment 5](#), and [Attachment 6](#) in this publication is mandatory.

SUMMARY OF CHANGES

This document has been substantially revised and needs to be completely reviewed. Major changes include, but are not limited to: 1) Aviation Resource Management System (ARMS) codes updates to standardize them across the Mobility Air Forces (MAF), 2) introduction of the Ready Aircrew Program (RAP) Tasking Memorandum (RTM) that removes tables in [Chapter 4](#) and places them into a separate document that will allow more flexible training for MAF crews. This document may be found at: <https://eim2.amc.af.mil/org/a3t/Public%20Docs/RTM/C-130H/20200701%20C-130H%20RTM%20-%20Signed%20w-Atch%201.pdf>.

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Chapter 1

GENERAL

1.1. Overview. This manual prescribes guidance for training United States Air Force C-130H crewmembers according to AFMAN 11-202V1. Although this publication governs C-130H aircrew training, it also refers to requirements and guidance contained in other documents. Readers should review external references before their use to ensure the specific reference is current and unchanged. The RTM is the primary source for aircrew continuation training event frequency, where published. It can be found on the A3T SharePoint® at: <https://eim2.amc.af.mil/org/a3t/Public%20Docs/RTM>. If a conflict exists between this manual and an externally-driven training requirement, other than frequency, comply with the guidance contained in the publication which takes precedence, unless a duly-authorized exemption or waiver is in effect. **(T-1).**

1.1.1. The primary objective of the C-130H training program is to develop and maintain a high state of mission readiness for immediate and effective employment in war, contingencies, peacekeeping operations, and exercises. Mission readiness and effective employment are achieved through the development and mastery of core competencies for C-130H crewmembers. These core competencies include tactical ingress and egress, aeromedical evacuation, airdrop, formation, maximum effort (i.e., max-effort) landings, and night vision goggle (NVG) operations during all phases of flight. Additionally, aircrew receive training in instrument procedures, mission planning, terminal area operations, crew management, and Command and Control, Communication, and Computers integration with command and control agencies supporting MAF flight operations.

1.1.2. The secondary objective is to incorporate/standardize training requirements into a single document as prescribed in AFI 11-200.

1.2. Key Words Explained.

1.2.1. “Will” and “shall” indicate a mandatory requirement.

1.2.2. “Should” is normally used to indicate a preferred, but not mandatory, method of accomplishment.

1.2.3. “May” indicates an acceptable or suggested means of accomplishment.

1.2.4. “Note” indicates operating procedures, techniques, etc., which are considered essential to emphasize.

1.2.5. All references to “days” in this manual refer to calendar days.

1.2.6. Crewmembers in this manual include members who are assigned and/or attached.

1.3. Roles and Responsibilities.

1.3.1. Lead Command.

1.3.1.1. **Air Mobility Command (AMC)** . AMC is designated lead command for the C-130H mission design series (MDS) according to AFPD 10-9, *Lead Command Designation and Responsibilities for Weapon Systems*, AFD 11-2, and AFD 10-21,

Rapid Global Mobility. The lead command is responsible for establishing and standardizing aircrew flying training requirements in coordination with user commands.

1.3.1.2. AMC Directorate of Operations, Strategic Deterrence, and Nuclear Integration (AMC/A3/10) .

1.3.1.2.1. AMC/A3/10 is responsible for policy guidance and coordination with user commands related to C-130H training and operations.

1.3.1.2.2. AMC/A3/10 delegates to AMC/A3T the authority to manage training course requirements, training tasks, quota control, and the aircrew training system (ATS) contract management in coordination with AMC staff agencies, operational units, contracting officer, and user commands.

1.3.1.3. Air Mobility Command Flight Operations Division (AMC/A3T) .

AMC/A3T is responsible for the overall management of C-130H training policy and programs, as stipulated in [paragraph 1.3.1.2.2](#). As such, AMC/A3T will coordinate with user command A3Ts, or equivalent, and issue updated ground and flying continuation training guidance to operations group commanders, (OG)/CCs for implementation via Ready Aircrew Program (RAP) Tasking Message (RTM), as necessary. **(T-2)**. Once issued, RTMs take precedence over guidance contained in the base manual.

1.3.1.3.1. Course Management. AMC/A3T, in coordination with user commands, approves initial qualification training (IQT), mission qualification training (MQT), continuation training, and locally-taught (secondary method) upgrade courses. Air Education and Training Command (AETC) maintains a list of formal school courses on the Education and Training Course Announcements (ETCA) web site at: <https://cs2.eis.af.mil/sites/app10-ETCA/SitePages/Home.aspx>.

1.3.1.3.2. Realistic Training Review Board (RTRB). AMC/A3T will host an RTRB biennially, or more frequently, as required. **(T-2)**. The RTRB reviews all training programs for currency, applicability, compliance, and effectiveness. Attendees should include representatives from across the C-130H community, including MAJCOM staff, applicable numbered air force (NAF) staff, formal training unit (FTU), standardization/evaluation (Stan/Eval) offices, wing and squadron training offices, and contractor personnel supporting C-130H training systems.

1.3.1.3.3. Course Change Proposals. The primary venue for recommending changes to C-130H training programs is the RTRB. Otherwise, send proposals for course modifications/deletions or amending course prerequisites to AMC/A3TA through the submitter's MAJCOM chain of command for awareness/approval. AMC/A3TA coordinates MAJCOM-recommended proposals and approves/rejects recommendations, then amends course listings where appropriate.

1.3.2. Training Command. AETC is the designated training command for C-130H training per AFMAN 11-202V1.

1.3.2.1. AETC maintains a list of formal school courses in the Education and Training Course Announcement (ETCA). The site address is <https://cs2.eis.af.mil/sites/app10-ETCA/SitePages/Home.aspx>.

1.3.2.2. Formal school syllabi available at AETC bookstore: <https://trss3.randolph.af.mil/bookstore/home/homePage.aspx>. Access to this website is restricted to UFT/FTU instructors and training/functional managers.

1.3.3. User Commands .

1.3.3.1. Student Management. MAJCOM training staff will manage student training requirements according to **paragraph 1.7 (T-2)**.

1.3.3.2. Training Resources. User commands will evaluate training resources (aircraft, aircrew training device (ATD), and aircrew) necessary to accomplish training requirements and identify known shortfalls to MAJCOM/A3T, or equivalent, for resolution. **(T-2)**. This evaluation should be accomplished during the Mobility Air Forces (MAF) RTRB at a minimum.

1.3.3.3. Recall Procedures. A student's Sq/CC (Air Force Reserve Command (AFRC) Sq/CC or squadron operations officer (Sq/DO)) will send formal notifications to recall students from a formal school through the OG/CC to MAJCOM/A3T, or equivalent (email format is acceptable). **(T-2)**. MAJCOM/A3T, or equivalent, will submit the approved recall letter (email or Fax) to Air Education and Training Command / Requirements and Resources (AETC/A3R) for follow on coordination with Nineteenth Air Force (AF) and FTU registrar. **(T-2)**. Emergency recall during non-duty hours may be coordinated directly with applicable FTU Registrar, with follow up coordination with AETC/A3R and 19 AF on the next duty day (See also **paragraph 1.14** for failure to complete training).

1.3.4. **Wing Commander (Wg/CC) or Equivalent** . Wg/CCs will ensure unit, local-level agencies, and facilities support aircrew ground training programs. **(T-2)**. Host and/or co-located units will develop local agreements to consolidate aircrew training support base-wide. **(T-2)**. Each wing or group commander of C-130H aircrew will establish ATS Contracting Officer Representative (COR) positions and enforce directives, requirements, and procedures established by DoD and MAJCOM directives and publications. **(T-2)**.

1.3.5. **Operations Group (OG/CC) or Equivalent** .

1.3.5.1. Training Review Panel (TRP). The OG/CC, or equivalent, will convene a TRP chaired by the OG/CC or designated representative. **(T-2)**. Panel members should include representatives from squadron training offices, tactics, operations, and safety; wing tactics (OSK), training (OST), and flight safety (SEF); and other areas as determined by the commander (e.g., Host Aviation Resource Management (HARMS), and Squadron Aviation Resource Management (SARM)). Squadrons and detachments not collocated with their OG should participate in the primary TRP but may conduct their own panel, as approved by their OG/CC.

1.3.5.1.1. Documentation. The TRP will document pertinent information in TRP minutes and maintain the TRP minutes for two years from the date of the panel meeting. **(T-2)**.

1.3.5.1.2. Content. The TRP should review staff and crewmember management actions necessary to complete group/squadron flight and ground training programs. **(T-2)**.

1.3.5.2. OG/CC will develop and maintain procedures with their local servicing Military Personnel Flight (MPF) for individual crewmember counseling and personnel system updates affecting an Active Duty Service Commitment (ADSC) incurred from training described in this AFMAN. **(T-2)**. See AFI 36-2107, *Active Duty Service Commitments*, and course listing in ETCA for more information. OG/CCs may develop additional training requirements and/or programs as necessary to meet unit mission requirements. Units may include such requirements and/or programs in a local supplement to this AFMAN or a local Operating Instruction (OI).

1.3.5.3. OG/CC is responsible for establishing and maintaining academic training programs including non-ATS courses (may be delegated to squadron level). The OG/CC (or designated representative) will:

1.3.5.3.1. Appoint primary and alternate instructors for each non-ATS course. **(T-2)**.

1.3.5.3.2. Publish a ground training schedule (Air Reserve Component (ARC) as required) to include the date, time, location, instructor/course OPR, and designated crewmembers for each course (both Training System(TS) and non-TS). **(T-2)**. Units may include such details in a local supplement to this AFMAN or a local OI.

1.3.5.3.3. Use MAJCOM, ATS, or unit-developed training products and/or syllabi for all courses, as applicable. **(T-2)**. Units are allowed to reproduce courseware, as applicable. Document training per [Attachment 2](#).

1.3.5.3.4. Develop a procedure to monitor academic training programs for course content, the currency of materials, instructor availability, and status of training aids. **(T-2)**. Squadrons recommend to the commander changes to existing courses or additional academic training courses required, based on crewmember feedback.

1.3.5.3.5. Send recommendations for changes, additions, and deletions of courses through appropriate channels to appropriate MAJCOM with an information copy to AMC/A3TA. **(T-2)**.

1.3.5.4. Instructor Selection and Training. The OG/CC will select course instructors for non-ATS courses based on professional qualifications and aptitude to teach. **(T-2)**. Instructors receive credit for the courses they teach.

1.3.6. **Squadron Commanders Sq/CC (or Designated Representative)** will:

1.3.6.1. Maintain a DOT section to manage/administer aircrew training programs. **(T-2)**.

1.3.6.1.1. Select and appoint a DOT Chief/Flight CC from the most highly-qualified and experienced instructors. **(T-3)**. **Exception:** Units with a single squadron may use OST for this purpose. Appoint a minimum of one instructor for each crew position to the squadron DOT office. **(T-3)**. At least one instructor (any crew position) should be on duty in DOT during duty hours to the maximum extent possible.

1.3.6.1.2. Appoint DOT staff based on experience, availability, and time-on-station (TOS) to maximize continuity across training programs and all crew positions. **(T-3)**. **Note:** Previous evaluator or FTU experience is highly desired.

1.3.6.2. Convene and chair an STRP (may be delegated no lower than the Sq/DO). **(T-2)**. Panel members should include representatives from squadron training, tactics, stan/eval, safety, and operations (e.g., operations officer, assistant operations officer, flight commanders), and any other areas determined by the Sq/CC (AFRC Sq/CC or Sq/DO) (e.g., SARM).

1.3.6.2.1. Maintain Sq/CC-approved minutes for two years from the date of the panel meeting. **(T-2)**. **Note:** DOT chiefs may reproduce/distribute/store minutes, as required, for effective program administration. **Note:** It is recommended that non-allocated squadrons and/or detachments forward panel minutes to the wing training office (OST) for discussion at the primary TRP and inclusion in the primary TRP minutes.

1.3.6.2.2. The STRP will review the appropriate subject matter to effectively manage the unit's flight and ground training programs and inform unit leadership on the overall status of training. **(T-2)**. The STRP will review individual unit members' progress, evaluate that training objectives are being met across assigned training programs and that the best candidates are selected for upgrade training by reviewing their experience, proficiency level, and retainability. **(T-2)**.

1.3.6.3. Ensure crewmembers complete in-unit mission, ground, and continuation training programs. **(T-2)**. Units will not enroll crewmembers into another aircrew course/upgrade until existing upgrades are complete. **(T-3)**. Failure to reasonably progress may require action for removal.

1.3.6.4. Assign FTLs to all crew members (assigned/attached) before each semi-annual training period (see **Chapter 4**). **(T-2)**. **Note:** Unit commanders may assign additional requirements to any crewmember based on the individual crewmember's experience and proficiency level.

1.3.6.5. Ensure both the returning or inbound trainees and supervisor(s) complete post-graduate course surveys NLT 240 calendar days after the student's graduation from formal training. **(T-2)**. **Note:** Surveys are located on the AETC website at: <https://www.my.af.mil/agepftprod>.

1.3.6.6. Ensure effective training continuity and supervision of assigned and attached crewmembers. **(T-2)**. Document all flying training and training reviews in the crewmember's paper training folder or electronic equivalent, as defined by the unit's owning MAJCOM. The preferred (and in some instances, mandated) electronic equivalent for MAF is the Graduate Training Integration Management System (GTIMS).

1.3.6.7. Review training and evaluation records of newly assigned or attached crewmembers and those completing formal training, to determine the necessary training required to complete/certify the individual as basic aircraft qualified (BAQ), basic mission capable (BMC), or mission ready (MR). **(T-2)**.

1.3.6.8. Execute squadron-level aircrew certifications/qualifications described in this manual. **(T-2)**.

1.3.6.9. Review qualifications and monitor training requirements for unit-assigned flight surgeons (FS). **(T-2)**.

1.3.6.10. Ensure SQ/DO (or designated representative) monitors the quality of training accomplished and identifies training deficiencies. **(T-2)**. Flight commanders (or designated representative) shall advise the SQ/DO of additional training needs and ensure waiver documentation (when applicable) in the crewmember's training record. **(T-2)**. **Note:** AMC and AFRC require the use of GTIMS for waiver management.

1.3.6.11. Designate and certify unit personnel (when required) to operate ATDs. **(T-3)**. Only appropriately designated and certified personnel may operate ATDs. The Sq/CC will also establish a selection process and implement initial and recurring training programs to ensure designated and certified personnel are proficient in ATD operations. **(T-2)**.

1.3.6.12. Ensure, to the maximum extent possible, flight training sorties (including those conducted when all AFMAN 11-2C-130HV1 training requirements for all crew positions have been met) are required to meet aircrew, unit, or external user requirements. **(T-2)**.

1.3.7. Pilot Flying (PF). The PF is primarily responsible to control and monitor the aircraft's current/projected flight path and energy state (including auto flight systems, if engaged). The PF is secondarily responsible to monitor non-flight path actions (e.g., radio communications, aircraft systems) but should never allow these activities to interfere with the PF's primary responsibility. Assigning non-flight path-related tasks to the PF should generally be avoided. If the PF should engage in activities that distract from flight path control tasks, the PF should transfer aircraft control to the other pilot, and then assume the PM role.

1.3.8. Pilot Monitoring (PM). The PM supports the PF and is additionally responsible for accomplishing non-flight path actions (e.g., radio communications, aircraft systems) but should never allow these to interfere with PM primary responsibilities. The PM (or designee) normally makes all ATC radio calls and advises the crew anytime the primary ATC radio is changed. An effective PM:

1.3.8.1. Should be knowledgeable of all policies and procedures related to monitoring the flight path (e.g., callouts, double-pointing, etc.).

1.3.8.2. Recognizes when the PF is not adequately controlling the flight path or when the PM is not adequately monitoring the flight path. This includes pilot task loading and signs of diminished performance. Examples include lack of communication, channelized attention, and failure to make required callouts.

1.3.8.3. Should be aware of applicable common errors regarding monitoring the flight path. This includes appropriate methods of recognizing precursors to, and signs of, degraded monitoring and on resolving monitoring errors and/or lapses.

1.3.8.4. Is competent regarding the concept of "Areas of Higher Vulnerability (AoHV):" predictable flight situations when the risk of a flight path deviation is increased, heightening the importance of proper task/workload management. If the PM recognizes the flight phases or situations when they are most vulnerable to flight path deviations (including when little time exists to correct deviations), then tasks can be planned strategically and workload managed to maximize flight path monitoring during those phases.

1.3.8.5. Is knowledgeable of CRM/TEM principles and human performance vulnerabilities related to monitoring, the importance of monitoring, and the approved practices that achieve effective monitoring of the flight path.

1.3.8.6. Is aware of system failures that may distract from effective monitoring and proper flight path management.

1.3.8.7. Can manage distractions that interfere with monitoring the flight path by managing task priorities and effectively switching between other tasks and monitoring of the flight path so that flight path vigilance is always maintained. The PM should be able to apply task management strategies that enable pilots to use charts, EFB, ACARS, etc. while also effectively monitoring the flight path and airplane energy state.

1.3.8.8. Employs intervention methods that can be used to help the PF regain proper control of the flight path (e.g., calling out deviations, levels of assertiveness).

1.3.8.9. Has a working understanding of flight guidance and flight control systems. The PF should understand what happens ‘next,’ given a certain set of flight circumstances, and the reasons why. The knowledge should incorporate flight management system (FMS) degradations and failures and operational consequences requiring flight crew action, known flight guidance and flight control system-behavioral challenges (e.g., subtle mode reversions), and environmental/circumstantial traps (e.g., vectors off, then back on, a standard terminal arrival route during a “descend via” clearance) that are known to lead to flight path-related errors.

1.3.8.10. Can sufficiently collaborate with the PF to transition seamlessly between combinations/levels of flight guidance or flight control automation (including manual flight) by anticipating, recognizing, and recovering from known flight guidance (includes FMS) and flight control (includes autopilot and auto-throttles) system-behavioral challenges (e.g., subtle mode reversions).

1.3.9. Instructor Responsibilities.

1.3.9.1. AF instructors require competency as subject matter experts adept in the methodology of instruction. They also require proficiency in evaluating, diagnosing, and critiquing student performance, identifying learning objectives and student difficulties; and prescribing and conducting remedial instruction using both platform and in-flight instruction.

1.3.9.2. Provide thorough pre-flight briefings, post-flight briefings, and critiques. Instructors will comply with requirements of mission outlines, as appropriate, for the type mission being flown. **(T-3).**

1.3.9.3. Review each student’s training record before each training session; observe, document, and report student performance during each training session; provide unbiased constructive feedback to the student regarding their performance during the training period; and accurately document student performance and instructor recommendations in the student’s training record.

1.3.9.4. Ensure all required upgrade training items are completed, signed off, and proficiency demonstrated per AFMAN 11-2C-130HV2 grading criteria before recommending the student for evaluation or certifying the student as qualified in a tactic

or mission. Instructors should further ensure training, operations sections, and the flight commander (or designated representative) is apprised of the student's status.

1.3.9.5. IPs are responsible at all times for flight conduct and aircraft safety. Should the student's judgment or proficiency at the controls raise a question in the instructor's mind as to the student's ability to safely complete a prescribed maneuver at any time during the flight, the instructor will immediately assume aircraft control. **(T-2)**. The instructor should then explain and demonstrate proper tactics, techniques, and/or procedures for the maneuver before the trainee resumes control of the aircraft. All instructors will place special emphasis on procedures for positively identifying emergency conditions before initiating corrective action. **(T-2)**.

1.4. Waiver Authority.

1.4.1. Review MAJCOM-prescribed guidance for issues concerning MAJCOM management of training requirements. MAJCOM/A3T, or equivalent, is designated as the waiver authority for managing training course requirements and training tasks for their assigned units. Lead MAJCOM/A3T, or equivalent, is designated as the waiver authority for managing applicable training systems (TS).

1.4.2. Flying Hour and FTU Course Prerequisites. Units will not send students to formal training without the required prerequisites or an approved waiver. **(T-2)**. OG/CC is the designated waiver authority for flying hour prerequisites for formal upgrade courses (See [Table 5.1](#)). 19 AF/CC is the designated waiver authority for other FTU course prerequisites specified in the ETCA. Units will route prerequisite waiver requests through their owning MAJCOM/A3T, or equivalent, to AMC/A3T and 19 AF (in turn). **(T-2)**. The unit will file a copy of all prerequisite waivers in the student's flight evaluation folder (FEF). **(T-2)**.

1.4.3. Waiver for In-Unit Training (Secondary Method) In Lieu of Formal School Training. MAJCOM/A3T, or equivalent, is approval/waiver authority for in-unit training via the secondary method in coordination with the FTU. Before approval, review the appropriate syllabus and consider FTU course availability and ATD requirements.

1.4.4. Formal Training Unit (FTU) Syllabus Waivers. FTU DOTs and/or instructors will annotate FTU course syllabus waivers/non-completed events in each student's training record. **(T-2)**. Students will complete all waived or non-accomplished syllabus/formal course training events that are required for the unit's assigned mission in-unit before being assigned MR status. **(T-2)**.

1.4.5. Non-FTU Training Program Waivers. Submit waiver requests to the waiver authority for any planned/expected exception to a non-FTU syllabus, mission certification program, training plan, etc. Provide sufficient time and detail for the waiver authority to decide before the exception occurs. **Note:** Permanent or blanket waivers are not authorized per AFMAN 11-202V1.

1.4.6. Training Program Deviations/Exceptions without a Waiver. Report inadvertent/unintended deviations and/or exceptions through channels to the course's owning MAJCOM/A3T (or equivalent waiver authority listed in the course syllabus) who, in turn, makes the appropriate notifications for follow-on action, if required. Document waivers and deviation(s)/exception(s) in the student's training record or electronic equivalent (e.g., GTIMS). **Note:** A deviation is any unplanned variation to a syllabus, mission certification,

or training plan (e.g., failure to meet established training timelines, prerequisite completion/flow, etc.). **Note:** An exception is a request to change/remove specific requirement(s) based on unforeseen circumstances that prohibited completion of the training event, as scheduled/written (e.g., mission delay/change, equipment failure, divert, etc.).

1.4.7. Senior Officer Course (SOC) Waiver. SOC syllabus waiver authority is AMC/A3 with the concurrence of gaining MAJCOM/A3. Refer to AFMAN 11-202V1 for SOC guidance and eligibility requirements.

1.4.8. Waiver Format and Routing. Units will adhere to their parent MAJCOM's prescribed format and routing requirements. **(T-2).** A sample hard-copy memo format can be found in [Figure 1.1](#) **Note:** Unless otherwise stipulated, non-AMC units may use GTIMS to process OG-level and below waivers. In such cases, enter "Info only for HHQ" in the rationale section.

1.4.8.1. For AMC waivers, submission via GTIMS is mandatory. **(T-2).** **Note:** DOTs must include the AFMAN 11-2C-130HV1 reference paragraph to be waived in the waiver request. **(T-2).** AMC/A3TA will return the response to the OST. **(T-2).**

1.4.8.2. For AFRC waivers, GTIMS use is mandated per AFRC/A3M Memorandum, *Graduate Training Integration Management System (GTIMS)*, dated 2 Nov 17. **(T-2)**

1.4.8.3. For Air National Guard (ANG) waivers, DOTs send a memorandum, electronic staff summary sheet (eSSS), or AF Form 1768, *Staff Summary Sheet*, to National Guard Bureau (NGB) NGB/A3M (may use GTIMS, if available) with a courtesy copy to AMC/A3TA. NGB/A3M returns the response is returned directly to the ANG unit. **(T-2).**

1.4.9. Continuation Training Waivers. Ground, mobility, and flying continuation training waivers (volume and currency) not otherwise annotated as a higher-level waiver requirement (e.g., externally-driven/ancillary training requirements defined by functional publications, defined as a higher level in this manual, etc.) may be granted for events in the RTM for assigned or attached crewmembers on a case-by-case basis under the following guidelines. **Note:** Waiver authorities should complete a thorough review of the circumstances and consider the crewmember's experience, proficiency, and recency in the event(s) before granting waivers for training requirements. Ancillary training waivers are processed using the publication that establishes the requirement.

1.4.9.1. First-Time Waivers. First-time waivers for the individual event(s) may be granted by the Sq/CC (AFRC Sq/CC or Sq/DO).

1.4.9.2. Second-Time Waivers. Second-time waivers for the individual event(s) missed in two consecutive training periods may be granted by the OG/CC.

1.4.9.3. Subsequent Waivers. Subsequent waivers for training events missed in three or more consecutive training periods may be granted by the MAJCOM/A3T (or equivalent).

1.4.9.4. Waiver Self-Approval. Commanders shall not waive their own semi-annual training requirements. **(T-2).** When a commander is the designated waiver authority and requires a waiver for their own continuation training flying events, the next higher-level waiver authority is designated as the waiver approval authority (e.g., OG/CC requires a waiver: The first waiver resides with the Sq/CC (AFRC Sq/CC or Sq/DO) for the unit

where the OG/CC is attached to fly and a second-period waiver is elevated to either the Wg/CC or MAJCOM/A3T (or equivalent)).

1.4.10. Waiver Disposition.

1.4.10.1. Course-Related Waivers. Maintain course-related waivers in the student's training record or MAJCOM-approved electronic equivalent (e.g., GTIMS) for a minimum of two years per AF Records Disposition Schedule at <https://www.my.af.mil/afrims/afrims/afrims/rims.cfm>.

1.4.10.2. Continuation Waivers. OSTs will maintain a copy of approved continuation training (ground or flying) waivers for a minimum of 48 months from the date signed. (T-2).

Figure 1.1. Sample Waiver Request Format.

(Date of Request)
 MEMORANDUM FOR (Waiver Authority)
 FROM: (Requester)
 SUBJECT: Waiver Request – (Individual), (Type of Waiver)

1. Name, grade.
2. Flying organization (assigned or attached).
3. Present qualification (include special qualifications/certifications if appropriate).
4. Total flying time: primary aircraft inventory (PAI) time (include instructor or evaluator time).
5. Specific nature of waiver request, e.g., cites requirement and requested deviation.
6. Rationale or justification for the waiver request.
7. Crew qualification to which person is qualifying or upgrading.
8. Previous attendance at any formal instructor course (include course identifier and graduation date).
9. Training start date.
10. If the waiver request is for a time limit, specify mandatory upgrade or qualification date.
11. Date event last accomplished and normal eligibility period.
12. Remarks (include FTU courseware that is required if the waiver request is approved, e.g., local training).
13. Unit points of contact (name, rank, telephone number, office symbol, and email address).
14. Unit address (if requesting formal school courseware).

(Signature of Requester)

(Title)

The information herein is FOR OFFICIAL USE ONLY (FOUO) information which is protected under the Freedom of Information Act (5 U.S.C 552) and/or the Privacy Act of 1974 (5 U.S.C. 552a). Unauthorized disclosure or misuse of this PERSONAL INFORMATION may result in disciplinary action, criminal and/or civil penalties.

1.5. Use of Flying Hours.

1.5.1. Sq/CCs should structure unit flying training missions to achieve optimum training. Any by-product airlift opportunity resulting from training shall not degrade the intended training and will comply with applicable Department of Defense Instruction (DoDI) 4515.13, *Air Transportation Eligibility*, AFI 11-401, *Aviation Management*, AFMAN 11-202V1, and applicable MAJCOM guidance. **(T-0).**

1.5.1.1. All personnel at all levels must prevent the misuse or perception of misuse of air mobility resources, as well as the perception of their misuse when planning and executing local or off-station training missions.

1.5.1.2. See AFMAN 11-2C-130HV3, *C-130 Operations Procedures*, for off-station training flight requirements.

1.5.2. Training on Operational Missions. Unless prohibited or restricted specifically by weapon system operating procedures or theater operations order, the OG/CC exercising operational control may approve upgrade, qualification, or special qualification training on operational missions. To maximize efficient utilization of training resources, the 618th Air Operations Center (AOC) (Tanker Airlift Control Center (TACC)) and tasked units will jointly identify and take maximum advantage of opportunities to conduct appropriate continuation training items that may be conveniently suited to concurrent operational mission segments. **(T-2).** Examples include low-levels, max-effort landings, engine running on-/off-loads (ERO), circling approaches, and air refueling. If necessary, 618 AOC (TACC) and tasked units will coordinate training mission numbers for the specific mission segment. **(T-2).** Commanders will ensure the training will not impact mission effectiveness and the crewmember receiving training is under the supervision of an instructor of like crew position. **(T-2).** Comply with passenger-carrying restrictions per AFMAN 11-2C-130HV3, AFI 11-401, and applicable MAJCOM guidance. **(T-1).**

1.5.3. Unit Commanders will utilize aircrew training devices (OFT, WST, etc.) for continuation training to the maximum extent possible. **(T-2).**

1.6. In-Unit Training Time Limitations. Comply with the time limitations in [Table 1.1](#) Crewmembers entered in an in-unit training program leading to qualification (or re-qualification) will be dedicated to that training program on a full-time basis. **(T-2).**

1.6.1. Training Dates. Training start date is the date of the first significant training event contributing to qualification, certification, or upgrade of the crewmember (e.g., LS, WST, flight, etc.), or 90 calendar days following a member's reporting to the unit following completion of a formal school, whichever occurs first. Training time ends with the completion of one of the following events: flight evaluation (if required as part of the training program), instructor validation of successful program completion ("sign-off"), or squadron commander certification (if required as part of the training program). Crewmembers should begin their check rides within 30 days of syllabus completion.

1.6.2. Training Time Extensions.

1.6.2.1. Sq/CC (AFRC Sq/CC or Sq/DO) may extend training time (before a crewmember exceeding course time limits specified in [Table 1.1](#)) for up to 120 calendar days using the NGB or AFRC approved waiver process. No notification to

MAJCOM/A3T, or equivalent, is required. Subsequent extensions or extension requests exceeding 120-days require MAJCOM/A3T, or equivalent, approval, and will be requested before the crewmember exceeds authorized training time (standard or previously-waived). (T-2).

1.6.2.2. When a crewmember becomes unavailable for an extended period (e.g., deployment, down status, PME) the unit may request a waiver for the full unavailability period plus the estimated time required to complete training following the unavailability period, or the unit may formally remove the crewmember from the training program, at the commander's discretion.

Table 1.1. In-Unit Training Time Limitations (All References are Calendar Days).

| Training Program | Time Limit |
|--|-------------------|
| Initial Qualification | 240 days |
| Difference Training | 90 days |
| Requalification | 180 days |
| Unit Indoctrination/Mission Qualification Training (UI/MQT) Includes in-unit training leading to MR status following initial, difference, or requalification training (Note 1) | 180 days |
| Instructor Upgrade | 120 days |
| Radar Verified Airdrop (RVAD) (Note 2) | 180 days |
| Lead Upgrade | 180 days |
| MPD Pilot Check-Out Course (PCO) | 180 days |
| PXA/B/C | 240 days |
| Notes: 1. Time limit for cross-flow pilots is 240 days. 2. Radar Verified Airdrop should be accomplished as part of Unit/Theater Indoctrination if not accomplished at FTU. For individuals at units not RVAD certified during the release of this publication, they shall use the quickest training plan deemed appropriate by the Sq/CC. (T-3). | |

1.7. Training Documentation.

1.7.1. ARMS Event Identification Codes. Standardized ARMS event identification codes have been established for the MAF. Refer to **Chapter 7** for applicable C-130H ARMS codes and event descriptions. Refer to **paragraph 7.37** for establishing and managing MAF unit-defined ARMS code (e.g., use of "X" codes). OG/CCs (or designated representative) shall document approved unit-defined events, codes, and descriptions in local training guidance, an operating instruction, or publication supplement. (T-3).

1.7.2. Periodic and Recurring Training. Document using MAJCOM-approved electronic training management system (e.g., GTIMS), AF Form 1522, *ARMS Additional Training Accomplishment Report*, or locally-approved mission accomplishment report, as defined by MAJCOM and local policy.

1.7.3. Training Programs Leading to Qualification and/or Certification. Use a MAJCOM-approved electronic training management system (e.g., GTIMS) or an approved paper training folder (e.g., AF Form 4022, *Aircrew Training Folder*). **Note:** The preferred (and in some instances, mandated) electronic training system is GTIMS. C-130H units will utilize the AF Form 4324, *Aircraft Assignment/Aircrew Qualification Worksheet*, to document award of specific qualifications/certifications in ARMS. **(T-2).** Specifically, Block 22 will contain the following minimum information: certification code (e.g., CQ33Y), certification name (e.g., Phoenix Banner), and date of certification. **(T-2).** **Note:** See [Chapter 5](#) and/or [Chapter 7](#) for specific certification codes. **Exception:** Personnel may use an AF Form 1522 to credit aircrew certification events that do not require the assignment of associated training profiles. **Note:** GTIMS is a suitable electronic alternative for the AF Form 4324 and AF Form 1522 as long as all information is included and documentation of the certification can be verified and tracked through ARMS processing.

1.8. Flight Examiner Usage. Use flight examiners as instructors for any phase of training to capitalize on their expertise and experience. If a flight examiner is an individual's primary or recommending instructor, the same flight examiner should not administer the associated evaluation.

1.9. Instructor Training and Supervision Requirements.

1.9.1. All instructors should be MR (wing level and below). Instructors will be current and qualified in any event that they instruct. **(T-1).**

1.9.2. When performing crewmember duties, the following personnel will be under the direct supervision of an instructor of like crew position:**(T-2).**

1.9.2.1. All non-current crewmembers while performing the specific event(s) for which they are non-current (See [paragraph 4.10](#)). **(T-2).**

1.9.2.2. All crewmembers in initial, upgrade, or requalification flying training unless exempted by the syllabus. **(T-2).** Upgrade students may fly without an instructor when performing duties not related to the upgrade, unless otherwise restricted.

1.9.2.3. Senior Officer Course (SOC) graduates. **(T-2).** (See [paragraph 2.7](#)).

1.9.2.4. Any other personnel designated by the Wg/CC, OG/CC, or Sq/CC. **(T-3).**

1.10. Transfer of Aircrews.

1.10.1. Sq/CC validated training completed before transfer needs to be accepted by the gaining organization and used to determine the appropriate training phase and training level where the newly assigned crewmember is placed. Aircrew personnel qualified in the same mission design series (MDS) are qualified in that equipment throughout the force when used for the same mission. Instructor training and qualifications of intra-command, inter-command, and exchange officers may be accepted at the discretion of the gaining Sq/CC.

1.10.2. For Foreign Military Sales (FMS), guest pilot, and/or exchange officers see training requirements in AFI 11-401 and applicable MAJCOM guidance. Initial and/or continuation training requirements are specified in the appropriate memorandum of understanding, operations plan, or agreement and should mirror requirements of this AFMAN to the maximum extent possible.

1.10.2.1. Training requirements for foreign exchange officers that incorporate classified information, information from Tactics Training, Aircrew Intelligence Training, Communications Procedures, VTRAT Initial/Refresher, and Contingency SERE Indoctrination Training will vary by country, security clearance, need to know, and specific exchange agreement. Consult the base foreign disclosure officer (FDO) to determine an individual's eligibility to receive classified training. For example, some exchange officers may be eligible to complete all training events, but only if they deploy with their host U.S. unit, while others may not be eligible to complete any training events involving for official use only (FOUO) or sensitive information.

1.10.3. Partially mission qualified crewmembers (e.g., visual formation but not station keeping equipment (SKE)) may be fully qualified in-unit, with appropriate ATS courseware. DOTs will request a waiver from the MAJCOM/A3T (or equivalent). (T-2).

1.11. Aircrew Training While in Down Status. Crewmembers in down status (formerly “duties not including flying”) may complete ground training events or simulator training if the member’s physical condition allows it. If unqualified, the crewmember may not participate in graded simulator events unless entered into a requalification program. Consult the flight surgeon initiating DD Form 2992, *Medical Recommendation for Flying or Special Operational Duty*, action (prescribed by AFI 48-123, *Medical Examinations and Standards*) if the down status includes ground training limitations.

1.12. Aircrew Rated Management Overview.

1.12.1. Programmed Flying Training (PFT). AETC/A3R or AMC/A3T fulfills the training command’s role per AFMAN 11-202V1. A key product of this process is the PFT. The PFT balances available training quotas, TS throughput, schoolhouse capacities, and course requirements on a fiscal year basis. Annually, units will send projected PFT requirements to their respective MAJCOM quota managers (See [paragraph 1.16.1](#)), who in turn compile and forward projections to Headquarters Air Force Total Force Aircrew Management (HAF/A3TF), for inclusion into the graduate program requirements document (GPRD). (T-2). Training commands determine training capacity and report shortfall in the GPRD to HAF/A3TF.

1.12.2. HAF/A3TF sponsors an annual PFT conference for attendees to balance training capacity, MAJCOM training requests, and pipeline undergraduate flying training students (rated and career enlisted aviator (CEA)) against FTU capacity. The training command allocates approved quotas to user commands, which in-turn allocate training quotas to subordinate units. The training command publishes the annual PFT document.

1.12.3. Throughout the training year, MAJCOM training staff and PFT managers use assigned/allocated training quotas to assign individual crewmembers to formal training quotas. Use quota management documents to make daily student quota adjustments to the annual PFT.

1.13. Information Management. The following online tools are used for Information Management.

- 1.13.1. AMC/A3T SharePoint®: <https://eim2.amc.af.mil/org/a3T/default.aspx>.
- 1.13.2. AETC hosts formal training courses on the ETCA website: <https://cs2.eis.af.mil/sites/app10-ETCA/SitePages/Home.aspx>.
- 1.13.3. Formal school postgraduate questionnaire to be completed by crewmembers supervisor: <https://www.my.af.mil/agepiftprod>.
- 1.13.4. AFRC hosts online crewmember training at: <https://usaf.dps.mil/teams/13261>.
- 1.13.5. Air and Space Expeditionary Forces (AEF) Online: <https://aef.afpc.randolph.af.mil/default.aspx>.

1.14. Failure to Progress or Complete Training. If a student fails to progress according to syllabus or training requirements, the command accomplishing the training will conduct a Progress Review (PR) per AFMAN 11-202V1. **(T-1). Note:** For unusual circumstances not addressed in AFMAN 11-202V1, AFMAN 11-402, *Aviation and Parachutist Service*, or this publication, coordinate with MAJCOM A3T for guidance.

1.15. Career Enlisted Aviators (CEA). The determination of CEA qualification is separate and distinct from skill level upgrades. When an AF Form 8, *Certificate of Aircrew Qualification* is completed for the applicable flight evaluation, then that crewmember is qualified to perform all duties assigned to that crew qualification regardless of skill level. Aircrew instructor and flight examiner qualifications are also separate and distinct from on-the-job training (OJT) trainer or certifier designations and are reflected in Air Force Specialty Code (AFSC) by use of the “K” prefix (aircrew instructor) and “Q” prefix (aircrew flight examiner) identifiers.

1.16. Aircrew Training Quota Management. The following describes AMC's quota management directive guidance and procedures. This guidance is mandatory for all AMC units; all other units follow their MAJCOM guidance.

1.16.1. Administration. AMC/A3TF quota managers coordinate with wing training offices (OSS/OST) exclusively. OSS/OSTs are responsible for providing the name/phone number/e-mail address for their primary and alternate quota management points of contact to AMC/A3TF quota managers at DSN 779-3577/7881 or commercial (618) 229-3577/7881. **Note:** Squadrons or individuals work through servicing OSS/OST.

1.16.1.1. Quota Allocations. When quotas have been allocated, OSS/OSTs will submit the rank, full name, SSN, course, and class number via encrypted e-mail to AMC/A3TF quota managers NLT 45 days before the class start date (CSD). **(T-2). Note:** Contact per [paragraph 1.16.1](#) to the appropriate e-mail address. Allocated training quotas that cannot be filled at least 45 days before CSD will be returned to AMC/A3TF quota managers, who will in turn offer them to units on the approved standby list. **(T-2).**

1.16.1.2. Prerequisites. All course prerequisites should be completed NLT 30 days before CSD to allow for remedial training or substitution. Units are responsible for identifying an alternate candidate for each allocated quota. If the primary candidate becomes unavailable, send AMC/A3TF quota managers a substitution request with the alternate's information.

1.16.1.3. Foreign Exchange Officer Allocations. Foreign exchange officers shall be properly identified on requests for formal course allocations and shall not be locally substituted once an allocation has been loaded. **(T-2)**. When a change is necessary, units will send justification along with the replacement's complete data to AMC/A3TF quota managers for consideration/approval. **(T-2)**.

1.16.1.4. Late Changes/No-Shows. Unit leadership will submit a written explanation through OG/CCs to AMC/A3TF quota managers within 5 duty days following any student cancellation/substitution that occurs within 10 calendar days of CSD and for any student "no-show" for an allocated training course. **(T-2)**.

1.16.1.5. Additional Allocation Requests. OSS/OSTs send requests for additional quotas to AMC/A3TF quota managers. AMC/A3TF coordinates with Air Staff and AETC to add or reallocate quotas if a unit capability is in jeopardy.

1.16.1.6. External Coordination. AMC units shall not coordinate quota exchanges with other commands. **(T-2)**. OSS/OSTs will forward all requests to the AMC/A3TF quota managers for coordination with other commands. **(T-2)**. Please allow for extended coordination time when considering this option.

1.16.2. HQ AMC Orientation Tour/GRACC. Global Ready Aircraft Commander Course (GRACC) is an aircraft commander overview of the offices and functions of HQ AMC, 18 AF, and the 618 AOC (TACC). Refer questions regarding course allocations to the AMC/A3TF quota managers at DSN 779-3576/7881 or commercial (618) 229-3576/7881.

1.16.3. Senior Officer Training Coordination. Forward questions regarding SOC availability and prerequisites to AMC/A3TF at DSN 779-7881 or commercial (618) 229-7881. Otherwise, take no formal actions.

1.17. Distribution. Units will establish distribution requirements for this AFMAN. **(T-3)**.

1.18. OG TRP Procedures.

1.18.1. Frequency. Convene the TRP semi-annually. Commanders may increase meeting frequency at their discretion. **(T-2)**.

1.18.2. Format. Suggested TRP topics include, but are not limited to: current and forecasted flying training levels (FTL); upgrade and continuation training (CT) status; semi-annual requirement completion rates; crew position gains and/or losses; course critiques; instructor and examiner upgrades; and relevant discussions of Military Flight Operations Quality Assurance (MFOQA) analysis and other proactive safety action programs (e.g., Aviation Safety Action Program (ASAP) and Line Operation Safety Audit (LOSA)) applicable to assigned weapons systems, if available. OG/CCs will review all unit-defined "X" events for relevancy to the unit's mission during the TRP. **(T-2)**.

1.19. Squadron TRP Procedures.

1.19.1. Frequency. Convene the STRP at least quarterly. **(T-2)**.

1.19.2. Suggested STRP topics include but are not limited to instructor/evaluator manning, crew position gains/losses, status of crewmember training, post-completion actions (e.g., certification actions, FTL assignments, etc.), future training projections (e.g., unit course

allocations, timelines, etc.), prioritization of upgrade candidates, current and projected training waivers, status of continuation training, and event proration.

Chapter 2

INITIAL QUALIFICATION TRAINING (IQT)

2.1. General Requirements. AFMAN 11-202V1 defines initial qualification training. This chapter specifies the minimum training requirements for initial qualification, requalification, conversion/difference, qualification, and senior officer courses. The primary method of initial qualification and requalification training is to attend and complete the appropriate formal training course listed in the ETCA. When a formal training course (quota) is not available, units may request a waiver to conduct in-unit qualification training using formal school courseware.

2.2. Initial Qualification Training Prerequisites. Complete initial qualification prerequisites per the ETCA website, this manual, and the course syllabus.

2.3. Ground Training Requirements. Complete ground training requirements for initial qualification per AFMAN 11-202V1 and this manual. During formal training, aircrews may complete (and receive credit for) aircrew-specific mobility training events found in the RTM. See the appropriate formal training course syllabus.

2.3.1. Ground training events from **Table 2.1** not accomplished at the FTU or formal course are completed at the gaining unit. The FTU will provide suitable documentation to the gaining unit for non-completed items that include the appropriate ARMS event identifier(s) and event description. **(T-2).**

2.3.2. Survival, Evasion, Resistance, and Escape (SERE) Training.

2.3.2.1. DOT and SARM will use completion dates from initial SERE school(s) conducted per AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*, and initial Aircrew Flight Equipment (AFE) training course(s) (usually accomplished during formal school) to establish the follow-on due dates for refresher training. **(T-2).**

2.3.2.2. DOT and SARM will use graduation date from S-V80-A, *SERE Training* (for dates before 6 July 2020), or S-V97-A, *Advanced SERE Skills Training*, and S-V98-A, *Long Term Survival Training* for initial SS02, *Combat Survival Training*, and SS03, *Conduct after Capture* training dates. **(T-2).**

2.3.2.3. DOT and SARM will use graduation date from S-V85-A, *Emergency Parachute, and Water Survival Training*, for initial SS05, *Water Survival Training*, and SS06, *Emergency Parachute Training (EPT)* dates. **(T-2).** **Note:** Loadmasters having accomplished only S-V90-A, *Water Survival, Non-Parachuting*, training in a previous weapon system training program will attend S-V85-A, to fulfill EPT in weapon systems where SS05 is required. **(T-2).**

2.3.2.4. Aircrew members will complete initial and periodic Local Area Survival refresher training per AFI 16-1301 and local requirements. **(T-2).**

2.3.2.5. Aircrew members will complete periodic SERE, EPT, and Water Survival refresher training per AFI 16-1301 and local requirements. **(T-2).**

2.3.3. Crew Resource Management/Threat and Error Management (CRM/TEM). CRM/TEM is designated as the MAF training standard for CRM training and will be

integrated into aircrew training programs, where appropriate. (T-2). See [Chapter 7](#) for specific details.

Table 2.1. Initial Qualification Ground Training Requirements.

| Code | Event | Crew Position | Notes |
|-------|---|---------------|-------|
| | Flight Physical | All | 1 |
| | Physiological Training | All | 1 |
| GC33Y | Anti-Hijacking Computer Based Training (CBT) | All | |
| GD11Y | Aircraft Marshalling Exam (per AFMAN 11-218, <i>Aircraft Operation and Movement on the Ground</i>) | P, N, E, L | 1 |
| GD17Y | Aircrew Intelligence | All | 2 |
| GD19Y | Approach Plate Familiarization Course | E | |
| GD25Y | Initial Crew Resource Management (CRM)/Threat & Error Management (TEM) Training | P, N, E, L | |
| GD31Y | Emergency Nuclear Airlift Operations (ENAO) | P, N, E, L | 2 |
| GD39Y | Hazardous Cargo | AC, L | |
| GD55Y | Instrument Refresher Course (IRC) | P, N | |
| GD75Y | Tactics | All | 2 |
| GD83Y | Weather Avoidance Radar | P, E | |
| GE05Y | Law of War (Basic) | All | |
| GE12Y | Self-Aid Buddy Care | All | |
| GH01Y | Communications Procedures | P, N | 2 |
| GM09Y | Isolated Personnel Report (ISOPREP) Review | All | |
| GM21Y | Small Arms Training | All | |
| GN01Y | Initial NVG Training | P, N, E, L | 2 |
| LL01 | Aircrew Flight Equipment Familiarization Training | All | 1, 5 |
| LL03 | Emergency Egress Training, Non-Ejection Seat | All | 1 |
| LL04 | Aircrew Chemical Biological Radiological and Nuclear (ACBRN) | All | 2 |
| LL05 | Emergency Egress Training with ACBRN equipment | All | 2 |
| LL06 | Aircrew Flight Equipment Training | All | 1, 5 |
| LL07 | Aircrew Flight Equipment (AFE) Fit Check | All | 1, 5 |

| | | | |
|---|--|------------|------------|
| SS31 | Emergency Parachute Training/Water Survival Training, [S-V85-A (formerly S-V80-B, S-V-86-A, S-V90-A, S-V90-B)] | All | 1, 2, 4, 6 |
| SS37 | S-V97-A Advanced SERE Skills Training | All | 4 |
| SS38 | S-V98-A Long Term Survival | All | 4 |
| TG02Y | VTRAT Initial Training | P, N, E, L | 2, 3 |
| <p>Note: Previously certified and qualified mission-ready crewmembers transferring between units or in a transition program (between flying units in the same MWS) only need GD11Y and any applicable events in which they have lost currency. In addition, cross-flow crewmembers require GD75Y.</p> <p>Note: P – Pilot, N – Navigator, E – Flight Engineer, L – Loadmaster</p> <p>Notes:</p> <ol style="list-style-type: none"> 1. Mandatory grounding item; individuals will not fly until the event is accomplished. (T-2). Exception: Not required for crewmembers assigned to MAJCOM headquarters, NAF, 618 AOC (TACC), and USAF Expeditionary Center or BMC/BAQ aircrew unless specified in this AFMAN or AOR SPINS. 2. Not required for BAQ crewmembers (includes senior officers and staff officers maintaining BAQ) unless mission requirements dictate otherwise. 3. All crewmembers will complete TG02Y; however, only affects mission-ready status for units co-located with a VTRAT device. (T-2). See paragraph 7.35.2.5. 4. Personnel who have completed S-V80-A before 31 Dec 2006 are not required to attend S-V80-B. S-V97-A and S-V98-A replaced S-V80-A effective 27 Jul 2020. 5. LL01, LL06, and LL07 are required at each new base of assignment. Exception: Not required for crewmembers assigned to MAJCOM headquarters, NAF, 618 AOC (TACC), and USAF Expeditionary Center or BMC/BAQ aircrew unless specified in this AFMAN or AOR SPINS. 6. S-V90-A in conjunction with S-V90-B is equivalent training to S-V86-A. Members who have completed S-V86-A receive full credit for S-V90-A, S-V90-B, and its prerequisite courses. | | | |

2.4. Flying Training Requirements. Complete flying training requirements for initial qualification per the formal school syllabus, AFMAN 11-202V1, and this manual.

2.5. Conversion, Transition, Difference Training Requirements.

2.5.1. Conversion Training. Conversion training which results in a new aircraft qualification requires completion of a formal school initial qualification course. Conversion training is normally associated with a unit conversion to another MDS (e.g., C-17 to C-130H).

2.5.1.1. Form a nucleus of instructor and flight examiner personnel (initial cadre) to begin aircrew conversion. If converting an entire unit and adequate training quotas are not available, qualified personnel from other units will normally provide the initial cadre. **(T-3).** See AFI 11-202V2, *Aircrew Standardization and Evaluation Program* for additional guidance on instructor evaluations. Units will publish a letter identifying an initial cadre of instructors and flight examiners by crew qualification. **(T-3).**

2.5.1.2. Do not designate initial cadre in a crew position higher than currently held, e.g., C-17 or C-130H mission pilot (MP) to C-130J evaluator pilot (EP), unless previously qualified in the new aircraft.

2.5.2. Transition Training (TX). Transition training is a shortened version of initial qualification training that gives aircrew members cross-flowing from another military aircraft credit for acquired aviation proficiency.

2.5.3. Difference Training. Units complete differences training to certify crewmembers in a different series C-130H aircraft. Sq/CC or designated representative will determine mission training required. **(T-2)**. Difference training for pilots and flight engineers will be accomplished per MAJCOM approved syllabi. **(T-2)**. Instructor and flight examiner crewmembers converting from one series to another may remain instructors or flight evaluators at the discretion of the gaining unit commander (or appropriate ARC air operations officer).

2.5.3.1. Pilot and Flight Engineer Differences Requirements. Units will conduct academics and flying training. **(T-2)**. Flying training may be accomplished in an aircraft or approved simulator at the discretion of the unit commander. Specific difference training courseware is available from AMC and the 714th Training Squadron (TRS). **Note:** Differences between C-130H2s due to technical order modifications require only ground training.

2.5.3.1.1. Differences from C-130H1 to C-130H2. Complete academics and flying training. Differences between C-130H2s due to technical order modification will be comprehensively briefed, but no flying is required. **(T-2)**.

2.5.3.1.2. Differences from any legacy C-130 to C-130H3. Complete academics and flying training.

2.5.3.1.3. Differences from any legacy C-130 to Series 3.5 engine upgrade, NP2000 propeller upgrade, or electronic propeller controls system (EPCS) requires differences certification. Complete academics and flying training. **Exception:** EPCS differences certification requires ground training only.

2.5.3.1.4. Series 3.5 engine and NP2000 certified aircrew to any legacy C-130. Complete ground and flying training as directed by the Sq/CC.

2.5.3.2. Navigator Requirements. Academic and flight training is directed by the Sq/CC (or designated representative). As a minimum, academic training should include differences in performance data and navigation equipment. Flying training, if directed, may be conducted in either an aircraft, WST, or a satellite navigation station (SNS).

2.5.3.3. Loadmaster Requirements. Academic and flight training is directed by the Sq/CC (or designated representative). As a minimum, academic training should include differences in emergency equipment location and operation.

2.5.4. Multiple Series C-130H Certifications. Crewmembers who are designated to maintain certification in multiple C-130H series variants that only require difference training (e.g., a unit mix of both C-130H2, C-130H3, or C-130H3.5 series aircraft) are required to maintain the following currencies:

2.5.4.1. Pilots and flight engineers will accomplish a sortie (e.g., MB31Y, MB32Y, MB33Y, MB35Y, MB37Y, or MB39Y) quarterly in the additional aircraft series in which they maintain certification, regardless of assigned FTL. **(T-2). Exception:** MAJCOM command evaluators will accomplish a sortie semi-annually in the additional series in which they maintain certification, regardless of assigned FTL. **(T-2).** Document using the appropriate ARMS code, as described in **Chapter 7**. Continuation training requirements may be accomplished in any series in which the crewmember maintains certification. Loss of currency in a specific series of aircraft requires the crewmember to fly under the direct supervision of an instructor of like crew position, who is qualified/current in that series of aircraft, to regain currency in that series. **Note:** The Sq/CC will determine training required for crewmembers to regain currency for aircrew previously certified in another series. **(T-2).**

2.5.4.2. Other Crewmembers. Sq/CC (or designated representative) will establish local currency requirements for navigators and loadmasters based on differences in crew duty station configuration/equipment. **(T-3).** If there is little or no difference between aircraft, Sq/CCs may allow navigators and loadmasters to maintain certification in both aircraft without quarterly currency sorties in each aircraft.

2.6. Multiple Qualifications. Multiple qualification requirements are addressed in AFMAN 11-202V1. Crewmembers with multiple qualifications will attend a formal initial qualification or transition course for multiple qualifications in different MDS aircraft (e.g., C-130J and C-130H). **(T-1).** Crewmembers will, at a minimum, maintain FTL A currency requirements in each aircraft (N/A for senior officers). **(T-1).** Crewmembers will refer to the MDS-specific AFMANs for training requirements in the other aircraft. **(T-1).**

2.7. Senior Officer Qualification (SOQ) Training Requirements. AFMAN 11-202V1 identifies senior officer qualification requirements. There are four C-130H senior officer course variants for pilots and navigators resulting in differing levels of qualification upon completion (see **Table 2.2** for quick reference, **Attachment 3** for descriptions, and formal course syllabi for course specifics). SOQ (training and certification) should be completed within the first 180 days after assuming the assignment. AMC/A3 retains the waiver authority for SOQ requirements outlined in this manual.

2.7.1. Senior Officer Pilot (SOP).

2.7.1.1. SOP Levels A and B. Formal school initial qualification course for the senior officer pilot, who was not previously qualified as a C-130E/H aircraft commander and whose position requires operational flying. Graduates receive a restricted AF Form 8 per AFI 11-202V2 and fly under the direct supervision of an instructor at all times. Units will assign SOP-A/B pilots to BAQ status and FTL-E. **(T-2).** SOP-A/B pilots will comply with restrictions in **Table 2.2** and **Attachment 3**. **(T-2).**

2.7.1.2. SOP Level C1. Formal school requalification course for the senior officer pilot, who was previously qualified as a C-130E/H aircraft commander and whose position requires operational flying. Graduates receive a restricted AF Form 8 as an FP per AFI 11-202V2 and may fly unsupervised for certain missions/events. Units should assign SOP-C1 pilots BMC status and FTL-A/B/C (as determined by the OG/CC). SOP-C1 pilots will comply with restrictions in **Table 2.2** and **Attachment 3**. **(T-2).**

2.7.1.3. SOP Level C2. Formal school requalification course for the senior officer pilot, who was previously qualified as a C-130E/H aircraft commander and whose position requires operational flying. Graduates receive a restricted AF Form 8 as an MP per AFI 11-202V2 and may fly unsupervised for certain missions/events. Units should assign SOP-C2 pilots BMC status and FTL-A/B/C (as determined by the OG/CC). SOP-C2 pilots will comply with restrictions in [Table 2.2](#) and [Attachment 3](#). (T-2).

2.7.2. Senior Officer Navigator (SON)/Combat Systems Officer (CSO) Requirements.

2.7.2.1. SON Levels A and B. Formal school initial qualification courses for the senior officer navigator who was not previously qualified in the C-130E/H and whose position requires operational flying. Graduates receive a restricted AF Form 8 per AFI 11-202V2 and fly under the direct supervision of an instructor at all times. Units will assign SON-A/B navigators to BAQ status and FTL-E. (T-2). SON-A/B navigators will comply with restrictions in [Table 2.2](#) and [Attachment 3](#). (T-2).

2.7.2.2. SON Level C1. Formal school requalification course for the senior officer navigator, who was previously qualified in C-130E/H and whose position requires operational flying. Graduates receive a restricted AF Form 8 as an FN per AFI 11-202V2 and may fly unsupervised for certain missions/events. Units should assign SON-C1 navigators BMC status and FTL-A/B/C (as determined by the OG/CC). SON-C1 navigators will comply with restrictions in [Table 2.2](#) and [Attachment 3](#). (T-2).

2.7.2.3. SON Level C2. Formal school requalification course for the senior officer navigator, who was previously qualified in C-130E/H and whose position requires operational flying. Graduates receive a restricted AF Form 8 as an MN per AFI 11-202V2 and may fly unsupervised for certain missions/events. Units should assign SON-C2 navigators BMC status and FTL-A/B/C (as determined by the OG/CC). SON-C2 navigators will comply with restrictions in [Table 2.2](#) and [Attachment 3](#). (T-2).

2.7.3. Higher-Level Qualification for Senior Officer Course Graduates. SOQ pilot graduates desiring formation/low-level/airdrop qualification will complete the Pilot Requalification / Aircraft Commander Upgrade course (as appropriate). (T-2). SOQ navigator graduates desiring formation/airdrop qualification will complete the Navigator (Mission) Requalification course. (T-2).

Table 2.2. C-130H Senior Officer Qualification Course Matrix.

| Senior Officer Qualification Courses | | | | | | | |
|--------------------------------------|-------|-------|--------|--------|---------------|--------|--------|
| | Pilot | | | | Navigator/CSO | | |
| | SOP-A | SOP-B | SOP-C1 | SOP-C2 | SON-A/B | SON-C1 | SON-C2 |
| Airland | I | I | A | A | I | A | A |
| Oceanic | I | I | A | A | I | A | A |
| Max Effort | P | P | A | P | P | P | A |
| NVG | P | P | A | P | P | P | A |
| Combat | P | P | P | A | P | P | A |
| Low-Level | P | P | P | P | P | P | A |
| Formation | P | P | P | P | P | P | P |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Airdrop | P | P | P | P | P | P | P |
| Notes: I = Authorized Event/Instructor Required A = Authorized Event/May fly unsupervised unless non-current in the event(s) P = Prohibited Event | | | | | | | |

2.8. Requalification Training (RQT). AFMAN 11-202V1 specifies requalification training limits and requirements. Go to <https://cs2.eis.af.mil/sites/app10-ETCA/SitePages/Home.aspx> for formal ATS courses. An aircrew member is unqualified upon expiration of the qualification evaluation, loss of currency exceeding six months (for currency items specified in the RTM), or completion of a qualification evaluation in a different MDS (unless multiple qualifications have been approved before the evaluation), whichever occurs first. The duration of unqualified time is from the date the aircrew member became unqualified until the specific retraining start date. For ADSCs related to aircrew training, see AFI 36-2107. For in-unit RQT using ATS support, see [paragraph 1.3.5](#)

2.8.1. For those events requiring certification, but no recurring training such as Phoenix Banner, loss of aircraft qualification due to expiration of the qualification evaluation results in loss of this certification.

2.8.2. The Sq/CC will determine if training is required to regain certification. **(T-3).** The Sq/CC should consider items to include the amount of time since the expiration of aircraft qualification, crewmember's experience level, and any changes to the event when determining what, if any, training is required. If training is required, options could range from only ground training to the full syllabus for the certification.

2.9. Flight Surgeons. Flight surgeons may fly with their assigned unit per local OG/CC policy and may log flight time during IQT. Flight surgeon IQT includes required ground training events from [paragraph 3.6](#) and the first two sorties in the member's primary assigned aircraft. Designate flight surgeons as mission qualified/mission-ready in their primary assigned aircraft upon completion of IQT.

Chapter 3

MISSION QUALIFICATION TRAINING (MQT) AND CERTIFICATION

3.1. General Requirements. This chapter establishes minimum criteria and training requirements for mission qualification and certification training. All crewmembers will complete initial qualification before mission qualification training (MQT) and mission certification. **(T-2).** The primary method of MQT is by attending the formal school and completing the appropriate ETCA course. Except where specifically stated, units conducting training may arrange mission sequence or sequence training events as necessary to use flying training hours effectively and accomplish the training mission.

3.2. Mission-Ready Certification. A crewmember is formally designated MR after successful completion of all MQT ground and flying training requirements, the Sq/CC (or designated representative) completes a review of the crewmember's training record, and the Sq/CC (or designated representative) approves/documents the crewmember's MR certification. **Note:** See [Table 1.1](#) for training time limitations.

3.2.1. Aircraft Commander Initial Qualification (ACIQ) and Pilot Requalification (PREQ) graduates. ACIQ and PREQ graduates requalifying to aircraft commander will be coded as "FP" with the appropriate suffix in ARMS upon completion of all MQT requirements. **(T-2).** Units will then count them as MR pilots for readiness reporting and TRP purposes and they may fly as an "FPL" on any mission (including operational missions). **(T-2).** ACIQ and PREQ graduates will be coded as "MP" in ARMS once they have been certified as an aircraft commander by the Sq/CC (or designated representative). **(T-2).** They shall not fly as pilot-in-command until formally certified as an "MP" by the Sq/CC (or designated representative). **(T-2).**

3.2.2. Pilot Initial Qualification (PIQ) Graduates. PIQ graduates will be coded as "FP" with the appropriate suffix in ARMS upon graduation from formal training and units will count these graduates as pilots for tracking purposes. **(T-2).** PIQ graduates will be coded as "MP" in ARMS once they have been certified as an aircraft commander by the Sq/CC (or designated representative). **(T-2).**

3.3. Ground Training Requirements. Complete all syllabus and ancillary ground training events in [Table 2.1](#) and [Table 3.1](#) before certification as mission-ready. **(T-2).** Training may be accomplished concurrently with other training. **(T-2).**

Table 3.1. Mission Certification/Ground Training Requirements.

| Code | Event | Crew Position |
|-------|---|-------------------------|
| GD11Y | Aircraft Marshalling Exam (see AFMAN11-218) | All (Note 2) |
| GD81Y | Unit Indoctrination Training | All (Notes 1, 2, and 3) |
| LL01 | Aircrew Flight Equipment Familiarization Training | All (Note 2) |
| LL06 | Aircrew Flight Equipment Training | All (Note 2) |

| | | |
|--|------------------------------------|---------------------|
| LL07 | Aircrew Flight Equipment Fit Check | All (Notes 1 and 2) |
| SS01 | Local Area Survival | All (Note 2) |
| Notes: 1. Not required for crewmembers assigned to MAJCOM headquarters, NAF, 618 AOC (TACC), and USAF Expeditionary Center or BMC/BAQ aircrew unless specified in this AFMAN or AOR SPINS. Previously certified and qualified mission-ready crewmembers transferring between units or in a cross-flow program (between flying units of same MDS) only need any applicable events in which they have lost currency. 2. Accomplish all events upon arrival after each permanent change of station (N/A if crewmember's flying unit of assignment/attachment does not change). See event description in Chapter 7 . 3. May be waived by OG/CC if a member is accomplishing local flying training only. | | |

3.4. Flying Training Requirements.

3.4.1. BAQ crewmembers pursuing MR status will be assigned an FTL and accomplish continuation training requirements per **Chapter 4. (T-2)**. DOTs will prorate continuation training requirements based on the training time start date. **(T-2)**. Crewmembers will credit events accomplished during Mission Qualification Training (MQT) per **paragraph 4.4.1 (T-2)**. Crewmembers pursuing MR status who fail to accomplish minimum aircrew requirements (currency and semi-annual) will fly under the direct supervision of an instructor when that event is required for a particular flight. **(T-2)**.

3.4.2. Crewmembers pursuing MR status that are non-current for an event may be certified MR but the crewmember will remain N-MR for that event and will be supervised on any flight requiring that event per **paragraph 4.10.4.2, Chapter 7** descriptions, and the RTM. **(T-2)**.

3.4.3. After arrival at the new duty station, crew members will receive a local area briefing and a supervised local orientation flight (not applicable for in-unit initial, requalification or upgrade training). **(T-3)**. **Note:** The lack of a local briefing and local flight does not preclude the crewmember from deploying as MR.

3.4.4. Newly assigned crewmembers who are initially qualifying or requalifying in the unit mission will fly under the direct supervision of an instructor of like crew position until the crewmember has completed unit indoctrination and difference training (as required). **(T-2)**. After completing all flying training events and before completing all ground training events, Sq/CCs may allow crewmembers to fly unsupervised on training flights provided the remaining ground training items do not affect mission accomplishment for that flight. **(T-3)**.

3.4.5. Loadmaster Personnel Certification. Normally, loadmasters complete the FTU mission qualification course without obtaining an actual personnel airdrop. Before the completion of the Personnel qualification, loadmasters may execute personnel checklists utilizing SATB-P procedures (or dry pass) under the supervision of an instructor. Units may include SATB-P training into their Local Indoctrination training. Upon completion of the local indoctrination training, loadmasters may drop SATB-P unsupervised. Document the substitution according to **Attachment 2** and AFMAN 11-2C-130HV2, *C-130 Aircrew*

Evaluation Criteria. Accomplish completion of the qualification for personnel airdrop in-unit under the supervision of an instructor loadmaster or flight examiner loadmaster on an actual static line personnel airdrop.

3.4.6. Max-Effort Training. Conduct max-effort takeoff and landing initial qualification training on a landing zone (or painted landing zone) of 3,000 feet or longer marked per AFI 13-217, *Drop Zone and Landing Zone Operations*. See AFMAN 11-2C-130HV3 for additional guidance on max-effort operations.

3.4.7. Units North of the 60 Parallel. Crewmembers in units north of the 60 N parallel who are scheduled to complete secondary method (in-unit) MQT during the period 1 April through 31 October, have until 31 Oct to complete the required night training events, even if this exceeds the training time limitations in [Table 1.1](#) The mission evaluation for these crewmembers may be administered before completing night training events.

3.4.8. Joint Airborne/Air Transportability Training (JA/ATT) Missions. When participating in JA/ATT missions non-current crewmembers may be utilized in their respective crew positions provided they are supervised by an instructor or flight examiner. Comply with direct supervision requirements of AFI 11-401 when carrying passengers (including paratroopers).

3.4.9. Radar Verified Airdrop (RVAD) Training. See AFTTP 3-3.C-130H, *Combat Aircraft Fundamentals – C-130H*, and AFMAN 11-2C-130HV3 for additional RVAD information. RVAD procedures, after the transition, replaces Adverse Weather Aerial Delivery System (AWADS); however, RVAD-certification is separate and distinct from lead certification. Lead certification is not required before completing RVAD certification. Accomplish RVAD training per ATS courseware and local training guides. Crewmembers who are AWADS-certified at the time of this manual's publication are considered RVAD-certified. Pilots and navigators who are not AWADS-certified upon release of this manual will complete RVAD training and certification as soon as practical. **(T-2).** Units will incorporate RVAD training into unit/theater indoctrination training when training was not accomplished at the FTU. **(T-2).**

3.4.10. Navigators. High altitude low opening (HALO) and high altitude high opening (HAHO) aerial delivery are special certifications and are not required for MR status.

3.5. Aircraft Defensive Systems (ADS). ADS training is not a separate certification, but all aircrew will receive ADS training applicable to the unit's ADS configuration during unit indoctrination or difference training. **(T-2).** Reference AFTTP 3-1.C-130, *Tactical Employment, C-130H*, for classified defensive systems information and associated tactics. Training should be conducted as designated by the unit commander.

3.5.1. Ground Training. ADS ground training instructors will cover as a minimum, threat systems, basic principles of infrared (IR) threats, flares, radar, and chaff, how the ADS works, how to operate the system, preflight actions, aircraft walk-around, system turn-on, system test, use of checklists, malfunctions, emergency procedures, and defensive maneuvers during takeoff, low-level, medium/high altitude, airdrop and landing. **(T-2).**

3.5.2. Flight Training. Flight training will cover preflight actions, aircraft walk-around system turn-on, system test. **(T-2).** The flight profile should include defensive maneuvers from high/medium-altitude, during a low-level, after the slowdown, before a simulated or

actual airdrop, and a simulated approach to a landing. Calls for in-flight reactions (simulated ADS inputs or simulated visual sightings) should come either directly from the instructor or as a result of the instructor's input to an aircrew member.

3.6. Flight Surgeon Requirements. Flight surgeon requirements are established in AFMAN 11-202V1, AFI 16-1301, and AFI 11-301, Volume 1, *Aircrew Flight Equipment (AFE) Program*. In addition to any external requirements from those publications and before the first flight at a new base, flight surgeons will complete the following training events: **(T-2)**.

3.6.1. Expired/non-complete continuation ground and mobility events in [paragraph 4.6.1 \(T-2\)](#).

3.6.2. Unit Indoctrination (UI) training (GD81Y). **(T-2)**.

3.6.3. Aircrew Flight Equipment Familiarization (LL01). **(T-2)**.

3.6.4. Local Area Survival training (SS01). **(T-2)**.

Chapter 4

CONTINUATION TRAINING

4.1. General Requirements. This chapter combined with the RTM establishes the minimum ground and flying continuation training required to maintain currency. Individual proficiency may require a greater number of events. Unit commanders will ensure crewmembers receive sufficient continuation training to maintain individual proficiency. **(T-2).** Refer to the current RTM for continuation ground, mobility, and flying training requirements.

4.2. Aircrew Status.

4.2.1. Aircrew members are assigned to one of the following statuses.

4.2.1.1. Mission-Ready (MR). An aircrew member who has satisfactorily completed IQT and MQT, and maintains qualification and proficiency in the unit's operational mission.

4.2.1.2. Basic Mission Capable (BMC). An aircrew member who has satisfactorily completed IQT and MQT is qualified in some aspect of the unit's mission but does not maintain MR status. The aircrew member shall be able to attain full MR status to meet operational taskings within 30 days. **(T-3).**

4.2.1.2.1. BMC aircrew members may include flying personnel assigned to MAJCOM headquarters; numbered air force (NAF); expeditionary mobility task forces (EMTF); 618 AOC (TACC); US Air Force Expeditionary Center (USAF EC); contingency response group (CRG); air mobility operations group/wing (AMOG/AMOW); FTU; direct reporting unit (DRU); or senior officers (or others).

4.2.1.2.2. FTU BMC instructors shall be certified by the commander in the unit's training mission before performing instructor duties. **(T-3).** Once certified, FTU BMC instructors may conduct all aspects of the FTU's training mission. FTU BMC instructors may fly higher headquarters (HHQ)-tasked missions within CONUS (includes Alaska and Hawaii) and the Caribbean, but shall be MR for all other locations. **(T-2).**

4.2.1.2.3. BMC crewmembers may log instructor or evaluator time, when required to perform duties in those capacities, during the portion of the mission for which they are current and qualified.

4.2.1.3. Basic Aircraft Qualification (BAQ). An aircrew member who has satisfactorily completed IQT and is qualified to perform aircrew duties in the unit's aircraft. The member will perform at the minimum frequency necessary to meet the most recent sortie and flight standards set in this manual and current RTM. **(T-2).**

4.2.2. In addition to the above, MR, BMC, and BAQ crewmembers shall accomplish and/or maintain minimum requirements (for their assigned status) established in AFMAN 11-202V1, **paragraph 3.1.5. (T-2).**

4.3. Flying Training Levels (FTL).

4.3.1. The Sq/CC (or designated representative) determines and assigns each crewmember an appropriate FTL before the start of each semi-annual period. Base FTL on a crewmember's experience and aircraft proficiency. **Note:** Newly assigned crewmembers are assigned an FTL during in-processing. **Note:** Crewmembers may be assigned an FTL that is more restrictive, but never less restrictive, than the requirements within this paragraph.

4.3.1.1. FTL A—Highly-Experienced Crewmembers (Assign to crewmembers having 10 or more years of operational flying experience). Examples include MAJCOM headquarters staff and 618 AOC (TACC) personnel; formal schoolhouse instructors; NAF personnel; USAF EC instructors; Wg/CC, OG/CC, and Sq/CC; operations officers; crewmembers assigned to OG evaluation positions; and instructors assigned primarily to staff duties. Sq/CCs (AFRC Sq/CC or Sq/DO) have the discretion to assign highly-experienced MR line crewmembers to this level. **Note:** N-MR crewmembers assigned to MAJCOM staff and/or NAF instructor/flight evaluators, 618 AOC (TACC), USAF EC, CRG, AMOG, FTU, or DRU may be categorized as BMC and assigned to FTL A and may fly unsupervised on local training missions provided they are current and qualified for that mission.

4.3.1.2. FTL B – Experienced Mission Ready Crewmembers (Assign to proficient crewmembers having between 5 and 10 years of operational flying experience).

4.3.1.3. FTL C – MR Crewmember. Initially assigned to inexperienced MR crewmembers and inexperienced individuals pursuing MR status after initial qualification training. This training level may also be assigned to flight test, Weapons Instructor Course (WIC) cadre, and other staff crewmembers.

4.3.1.4. FTL D – Not Used.

4.3.1.5. FTL E – BAQ or BMC non-instructor staff who are not maintaining MR status. FTL E requirements are insufficient for MR status and crewmembers assigned to this FTL will fly with an instructor of like crew position at all times. **(T-2).** For pilots, an instructor will be at a set of controls during critical phases of flight. **(T-2).** See passenger carrying restrictions in AFI 11-401 and AFMAN 11-2C-130H V3.

4.3.2. Change of FTL. Once the semi-annual period begins, do not move a crewmember to a level requiring fewer events. **Exception:** Units associating FTLs with crew positions may change FTLs after an upgrade is complete (e.g., instructor upgrade). BAQ crewmembers may be placed into a different FTL any time after attaining MR status. Prorate events upon changing training levels.

4.4. Crediting Event Accomplishment. ARMS training event identifiers and descriptions are located in [Chapter 7](#). OG/CCs can designate unit defined events as “X” events (e.g., X020). Units will include a description in their local training procedures. **(T-2).**

4.4.1. Credit events accomplished on training, operational missions, and satisfactory evaluations or certifications toward the crewmember currency and continuation training requirements. Event completion establishes a subsequent due date (see [paragraph 4.9](#) for event proration). Use the date of successful evaluation as the date of accomplishment for all ground and flying training events trained during a formal course. **(T-2).**

4.4.1.1. Credit flying training events accomplished during upgrade training (formal or in-unit) before the evaluation towards the requirements for the current crew position. For flying training during initial qualification or requalification training, do not credit events accomplished before the evaluation to any crew position. Events accomplished during a successful evaluation, or certification, are credited toward the new crew position.

4.4.1.2. Crewmembers pursuing in-unit MR status will be assigned an FTL during in-processing and accomplish continuation training and unit MR requirements. **(T-2)**. Prorate continuation training requirements based on the training time start date as defined in [paragraph 1.6.1 \(T-2\)](#). Crewmembers credit events accomplished during unit MR training for which they are qualified or certified. Crewmembers pursuing MR status who fail to accomplish minimum aircrew requirements (currency and semi-annual) will fly in a supervised status when that event is required for a particular flight unless they have a waiver. **(T-2)**.

4.4.1.3. Rectify failure to accomplish semi-annual training requirements during unit MR training per [paragraph 4.10.2](#) before awarding MR status. On a case-by-case basis, the Sq/CC may review the crewmember's semi-annual training accomplished during unit MR training and waive incomplete requirements as required. Document the waiver in the crewmember's training folder. The goal is to ensure the new crewmember is ready to assume MR status in all areas of the unit mission. On a case-by-case basis, Sq/CC may declare crewmembers MR if still N-MR for an event, but the crewmember will remain N-MR for that event and will be supervised on any flight requiring that event per [paragraph 4.10.2 \(T-2\)](#).

4.4.1.4. If the new crewmember is maintaining the same FTL or training table after attaining MR status, no additional proration is required or allowed.

4.4.1.5. Units may develop local mission accomplishment reports and/or training accomplishment reports documenting continuation training for processing into ARMS. See AFMAN 11-202V1, paragraph 3.2.1.2., for additional guidance.

4.4.2. For a Q-3 flight evaluation, do not log continuation training requirements for those events graded unsatisfactory (according to AFMAN 11-2C-130HV2) until re-qualified.

4.4.3. Make-up training to regain currency (ground or flying) is creditable towards the new training period. **Exception:** If unqualified in an event(s), only credit the event accomplished on a successful evaluation per [paragraph 4.4.1](#)

4.4.4. Instructor training requirements and responsibilities. Instructors and flight examiners may credit 50 percent of their total requirements while instructing or evaluating when the event requirement is 2 or more. **Exception:** Instructor and flight examiner pilots may not credit any takeoffs or landings flown by another pilot.

4.4.5. Crewmembers should see event descriptions in the RTM and [Chapter 7](#) for additional details on crediting specific events.

4.4.6. Documenting Aircrew Training Events.

4.4.6.1. Record all training events in ARMS.

4.4.6.1.1. Training events conducted during block training or phase training may be consolidated under one ARMS entry.

4.4.6.1.2. Combined training events may have only one ARMS entry.

4.4.6.2. Simulator Credit for Training Requirements. Flying events authorized via the RTM to be accomplished using a simulator (e.g., WST) will be logged in ARMS by replacing the first character of the ARMS code with an “S” (simulator). (T-2). All simulator accomplishments will be documented and tracked in ARMS. (T-3).

4.5. Continuation Training Requirements. Individual crewmembers are responsible for the completion and tracking of their continuation training and are expected to actively work with unit schedulers and training officers to identify, schedule, and accomplish required events.

4.5.1. Ground Training Events. Crewmembers will comply with ground training requirements in the RTM. (T-2). Use this manual for items not addressed by the RTM.

4.5.1.1. Failure to accomplish continuation ground training events in the RTM shall result in N-MR status. (T-1). See [paragraph 4.10](#) for regaining mission-ready status.

4.5.1.2. Failure to complete mobility training requirements in the RTM does not result in N-MR status but may restrict a member from certain missions requiring the associated training.

4.5.1.3. Geographic combatant commanders (CCDR) and/or Air Force component commanders (or their equivalents) may specify additional theater-specific training or mobility requirements for their area of responsibility (AOR). Refer to AEF Expeditionary Readiness Training (ERT) guidance and theater-developed special instructions (SPINS) (where applicable) for specific theater training requirements. In such cases, aircrew members are required to comply with theater-specific guidance in addition to requirements in this manual. If a conflict exists, comply with the more restrictive version.

4.5.1.4. Attached aircrew members (MAJCOM, NAF, etc.) may accomplish ground training events at locations other than their unit of attachment. The crewmember is responsible for reporting accomplished training events to their unit of attachment’s SARM office.

4.5.1.5. Crewmembers performing extended alert duty (more than 72 hours) may accomplish ground training during alert postures provided there is no degradation to required response time or mission accomplishment. Specify requirements and/or restrictions in a MAJCOM supplement and/or the unit supplement.

4.5.1.6. Crewmembers who will not remain in the command or will be assigned non-flying positions are not required to complete ground training events that expire within four calendar months of the change in status date (e.g., reassignment occurs in September, events expiring in May or later need not to be accomplished).

4.5.2. Flying and Simulator Continuation Training Requirements. The current RTM lists mobility-wide standardized semi-annual flying continuation training requirements by crew position. Event descriptions are located in [Chapter 7](#) and may be updated by the RTM. Flying continuation training events shall only be credited by individual crewmembers when those crewmembers are current and qualified in the event or are under the supervision of an instructor. (T-2). Crewmembers shall not credit continuation training events when their Q/I evaluation is past due. (T-2).

4.5.2.1. ATD Credit for Training Requirements. Document and track all simulator and distributed mission operations (DMO) accomplishments in ARMS per the RTM. Flying events authorized via the RTM to be accomplished using a simulator (e.g., OFT, BOWST, BOSS) or using a DMO-linked simulator will be logged in ARMS by replacing the first character of the ARMS code with an “S” (simulator) or “D” (DMO), as appropriate. **(T-2)**. All simulator accomplishments will be documented and tracked in ARMS. **(T-2)**. **Note:** Both S- and D-codes dual credit the associated flying event when completion via simulator is authorized.

4.5.2.2. Fifty Percent (50%) Credit in an ATD. The definition of 50% creditable in the WST is that a minimum of 50% of the semi-annual volume requirements can be accomplished in the aircraft. Crewmembers may accomplish the remaining percentage in either the WST or the aircraft. If event volume is reduced to one through proration, then that event shall be accomplished in the aircraft. **(T-2)**.

4.5.2.3. Crewmember Qualification Requirements. Primary crewmembers may log continuation training events using an ATD per the RTM, provided the crew is qualified in their respective crew positions. The opposite pilot seat is required to be occupied by a qualified crewmember or ATS instructor for a pilot to credit continuation events. **Exception:** Qualified crewmembers may credit continuation training events when paired with an unqualified crew member if that event is defined in a requalification plan and a current and qualified Air Force or ATS instructor is present in the device.

4.5.3. Dual-Seat Qualification. The following defines the allowed cockpit seat assignment depending on crew training and qualification. AFMAN 11-2C-130HV3 further defines C-130H takeoff and landing guidance for C-130H pilots.

4.5.3.1. MPD Graduate (defined as FPC or FPQ). See [Chapter 5](#).

4.5.3.2. Aircraft Commander Course Graduates (FPL). Before certification graduates of an aircraft commander course (aircraft commander upgrade or cross-flow from another weapon system) can only accomplish pilot-flying max-effort landings and takeoffs when under direct instructor supervision. These pilots may accomplish other pilot-flying/pilot-monitoring events in either seat with an aircraft commander in the other seat.

4.5.3.3. Aircraft Commanders. Aircraft commanders may not accomplish right seat pilot-flying max-effort events unless under direct IP supervision. Aircraft commanders may fly in the right seat and supervise MPD Phase II pilots for proficiency/basic events.

4.5.3.4. IPs may accomplish pilot-flying events in either seat with any pilot in the other seat.

4.5.4. SOC. As a minimum, SOC and all other crewmembers maintaining BMC or BAQ status in the C-130 will maintain FTL-E. **(T-2)**. Senior officers on MR status will comply with the RTM. **(T-2)**. This requirement also applies to additional aircraft in which a senior officer may be qualified (see multiple qualifications). Attached aviators may conduct flight training at other locations; however, inter-fly agreements and other documentation (e.g., ITS, DD Form 2992, and other Go/No-Go documentation) may be required. See AFI 11-401 and AFMAN 11-2C-130HV3 for passenger-carrying restrictions.

4.5.5. Units North of the 60 Parallel. OG/CCs are authorized to waive all night continuation training events (including currency events) from 1 April through 30 September. Prorate training events for each semi-annual period. Any crewmember who is current for night training events as of 1 April will remain current through 30 September. **(T-2)**. Any crewmember non-current for these events before 1 April will remain non-current until accomplishing the event with an instructor. **(T-2)**. **Exception:** For 109th Airlift Wing (AW) LC-130 assigned pilots deployed in support of Operation DEEP FREEZE (ODF). Pilots who become non-current for Unaided Night Landing (AL15Y) on 1 January do not require instructor supervision for AL15Y through 31 March provided AL15Y is accomplished at Christchurch, New Zealand (or its planned alternate), and the other pilot is current for AL15Y. If the non-current pilot accomplishes AL15Y they are authorized to log this event and regain currency. This exception only applies while deployed in support of ODF and will be noted on the AF Form 4327A, *Crew Flight (FA) Authorization*, and signed-off by the deployed commander. **(T-3)**.

4.6. Flight Surgeon Continuation Flying Training Requirements. AFMAN 11-202V1 defines flight surgeon requirements in [Table 1](#) and is the source document for the following items.

4.6.1. Flight Surgeons shall be on aeronautical orders assigning aviation service code (ASC) 8A status any time they log time in this MDS as a secondary airframe or when assigned to AMC and logging time in any DoD or foreign military aircraft for which authorization has been granted. **(T-1)**.

4.6.1.1. Flight surgeons are required to complete the following ground training items for continuation training purposes per the timelines established in the most current RTM: Emergency Egress - Non-Ejection Seat (LL03), Aircrew Flight Equipment Training (AFET) (LL06), Aircrew Flight Equipment (AFE) Fit Check (LL07), Combat Survival Training (SS02), and Water Survival Training (SS05).

4.6.1.2. Flight surgeons are required to complete the following mobility training items for continuation training purposes per the timelines established in the most current RTM: ISOPREP Review (GM09Y), and Conduct after Capture (SS03).

4.6.2. Flight surgeons will maintain flying proficiency and currency per AFMAN 11-202V1, Table 1. **(T-2)**. The minimum for proficiency and currency includes:

4.6.2.1. Six (6) Total Flight Surgeon Sorties per semi-annual period (FF00). **(T-2)**.

4.6.2.2. Twelve (12) Total Flight Surgeon Sorties per annual period (FF00). **(T-2)**.

4.6.2.3. One (1) Night Sortie, Flight Surgeon (FF02) per semi-annual period (credits FF00). **(T-2)**.

4.6.2.4. Two (2) Night Sorties, Flight Surgeon (FF02) per annual period (credits FF00). **(T-2)**.

4.6.2.5. To maintain currency, the time between flights will not be more than 60 days. **(T-2)**.

4.6.3. Loss of Currency. MAJCOMs establish procedures for flight surgeons to regain flying currency. Flight surgeons that exceed six months between sorties require completion of LL03, *Emergency Egress Training, Non-Ejection Seat*, with a certified aircrew instructor

before the next flight. Flight surgeons require an aircraft commander's signature on a memo or other approved form (e.g., AF Form 1522, locally generated form, memo, etc.) to certify that an egress procedures review was completed before the flight. **Note:** Documentation on AFTO 781, *ARMS Aircrew/Mission Flight Data Document*, is not acceptable. The flight surgeon is required to submit this documentation to the local Squadron/Host Aviation Resource Manager (SARM/HARMS) office upon mission completion. SARM/HARMS files documentation per AFRIMS disposition.

4.7. Senior Officer Qualification Continuation Ground and Flying Requirements.

4.7.1. SOQ pilots will complete required ground training requirements per the RTM. **(T-2).** Units may tailor annual simulator refresher training events and profiles for senior officers. MAJCOM/A3T, or equivalent, is designated as the waiver authority for SOQ ground and flying continuation training events identified in this manual and the RTM.

4.7.2. SOQ pilots will complete flying training requirements associated with their assigned FTL per the RTM. **(T-2).** SOQ crewmembers will, as a minimum, maintain FTL-E continuation training requirements. **(T-2).** **Note:** This requirement also extends to any additional aircraft in which the SOQ crewmember maintains a qualification.

4.7.2.1. SOQ pilots will be assigned to FTL-E and will not fly unsupervised in a primary crew position. **(T-2).** **Exception:** Graduates of multi-tiered SOQ programs that provide additional formalized training for specific mission sets/events may be assigned to FTL-A/B/C and may fly unsupervised in only those mission sets, unless otherwise exempted on their AF Form 8 (see also [paragraph 2.7](#) and [Table 2.2](#)).

4.7.2.2. SOQ pilots shall not perform in-flight maneuvers or fly as a primary crewmember on mission sets that exceed their SOQ course training and/or their restricted AF Form 8 (e.g., SOQ pilots who were not fully trained for NVG operations during their SOQ course, are not authorized to be a primary crewmember on missions requiring NVG use). **(T-2).** Instructors supervising SOQ crewmembers shall use sound judgment and Risk Management (RM) principles in reviewing the SOQ crewmember's previous training and experience, recency of flight, and overall proficiency to determine maneuvers (from those authorized) the SOQ crewmember may perform during flight. **(T-2).** **Note:** AMC/A3 retains waiver authority for SOQ waiver requests not otherwise specified by this manual.

4.7.3. SOQ pilots are not exempt from CCMD, AFTRANS, or equivalent requirements. See [paragraph 4.5.1.3](#)

4.8. Ancillary Training. Ancillary training is guidance or instruction that contributes to mission accomplishment but is separate from an Air Force specialty or occupational series. This manual is not the governing directive for the completion of ancillary training events. Aircrew members comply with published frequencies listed in the most current RTM, where indicated. Otherwise, consult the source publication and/or AEF Online ERT checklist for required training frequency found at <https://aef.afpc.randolph.af.mil/Predeployment.aspx>. **Note:** This manual, AFMAN 11-202V1, and the RTM are the only publications that designate grounding an aircrew member.

4.8.1. Expeditionary Training Requirements. See the unit deployment manager (UDM) representative to ensure compliance with additional non-aircrew specific expeditionary

readiness training (ERT) requirements established through AEF Online at <https://aef.afpc.randolph.af.mil/Predeployment.aspx>.

4.8.2. ARMS Tracking for Ancillary Training Events. Not all ancillary training is tracked in ARMS. AMC/A3T has adopted a new ARMS coding structure. AMC/A3TF maintains a master list of approved MAF-specific ARMS event identifiers. Units should continue to track ancillary training events in the appropriate training management system of record (e.g., Advanced Distributed Learning System (ADLS)) for events not tracked in ARMS. **Note:** Crews should continue to reference the source document that establishes the requirement for event specifics and frequency using the event name, as the MAF-specific codes could be different from the parent publication.

4.9. Proration of Training. Crewmembers who are not available for flying duties due to extenuating circumstances for extended periods (generally 16 days or more) may be eligible for proration of training requirements per AFMAN 11-202V1 and this manual. Proration should be used judiciously, especially when considering prorating the same crewmember for consecutive semi-annual training periods.

Table 4.1. Individual Availability.

| Days Available | Months Available |
|----------------|------------------|
| 0-15 | 0 |
| 16-45 | 1 |
| 46-75 | 2 |
| 76-105 | 3 |
| 106-135 | 4 |
| 136-165 | 5 |
| >166 | 6 |

4.9.1. Proration Formula. Use **Table 4.1** to determine the number of months the crewmember is available during the training period (e.g., a crewmember is on a non-flying temporary duty for 118 days during the semi-annual period (otherwise available for 64 days) equals 2 months available per **Table 4.1**). Multiply the number of months available by the event volume from the appropriate table, divided by the total number of months in the training period, then round down to the nearest whole number, but never less than 1 (e.g., 2 months available x 12 instrument approaches / 6 months in the semi-annual training period = 4 required). Subtract previous accomplishments from the prorated total to determine the remaining requirements. **Note:** When the prorated volume is reduced to one for any event that is not 100% creditable in the simulator, then that event is required to be accomplished in the aircraft.

4.9.2. Permanent Change of Station Considerations. Crewmembers who PCS during the training period to a unit flying the same MDS aircraft and enter the same or lower FTL may credit training accomplished at the previous base. **Note:** There could be two proration calculations needed when a PCS overlaps a change to a new semi-annual training period. **Note:** Use date departed last duty station through 7 days after a crewmember signs-in at a

CONUS location or 14 days after a crewmember signs in at an OCONUS location to determine the number of days available. **Exception:** Use the date of the first training event for the calculation when the training event occurs before the 7 or 14-day standard.

4.9.3. Change in Flight Training Levels. Proration may be used for certain crewmembers who require a change in training levels during the semi-annual period (e.g., completion of MR certification) per [paragraph 4.3.2](#) **Note:** Events accomplished while assigned to the prior FTL are not credited toward the new FTL.

4.10. Failure to Complete Training Requirements. Declare individuals in Status of Resources and Training System (SORTS) as N-MR, non-basic mission capable (N-BMC), or non-basic aircraft qualified (N-BAQ) if they fail to complete ground or flying continuation training requirements per AFMAN 11-202V1. **Note:** This does not pertain to individuals pursuing MR status after initial qualification or requalification training.

4.10.1. Failure to Maintain Flying Currency. Currency events are denoted in the most current RTM under the “CUR” column with prescribed maximum intervals between accomplishments. Failure to meet a currency requirement results in the crewmember being non-current for that training event.

4.10.1.1. Place individuals non-current in one or more currency events in N-MR/N-BMC/N-BAQ status (as appropriate) in those unit missions requiring that event.

4.10.1.2. Crewmembers are non-current on the day after an event currency expires (e.g., a crewmember that accomplished an event with monthly currency on 1 September becomes non-current on 1 November).

4.10.1.3. Crewmembers who are non-current for flying training events will be under direct instructor supervision while performing the non-current event(s) until currency has been regained or a waiver has been approved. **(T-2).** Sq/CCs (AFRC Sq/CC or Sq/DO) may approve non-current crewmembers to fly unsupervised on sorties where the events causing non-current status are not conducted. **Exception:** A crewmember who is non-current in takeoff (AT59Y), instrument approach (AP15Y), or landing (AL01Y) will be supervised on all sorties until they regain currency. **(T-2).**

4.10.1.4. Crewmembers in IQT or already under supervision (e.g., MQT, FTL E) do not need to be separately placed in supervised status. Their crew position (e.g., UL, UP) or training program already confers supervised status on them. Track the following members as N-MR for unit readiness purposes: **(T-2T).**

4.10.1.4.1. Crewmembers in a training program who are already qualified and have reached a point in their training program before the end of the semi-annual period that permits them to fly unsupervised (e.g., FF or FB). **(T-2).**

4.10.1.4.2. Crewmembers who fall within the currency window to revert to an earlier crew position (e.g., FPK). **(T-2).**

4.10.1.4.3. Crewmembers who are undergoing training as a result of a failed evaluation. **(T-2).**

4.10.2. Failure to Complete Semi-Annual Volume Flying Training Requirements. Crewmembers who fail to accomplish the total number of each required semi-annual training event (full or prorated volume, as appropriate) in the most current RTM become non-current

for the individual event(s) on the first day of the new semi-annual training period. At the end of the semi-annual training period, Sq/CCs (or designated representative) will: **(T-2)**.

4.10.2.1. Review ARMS products for those crewmembers who become non-current for volume events. **(T-2)**.

4.10.2.2. Place each non-current crewmember in N-MR/N-BMQ/N-BAQ status (as appropriate). **(T-2)**.

4.10.2.3. Formulate a get-well plan to re-establish individual currencies. **(T-2)**.

4.10.2.4. Assure that each non-current crewmember is under direct instructor supervision while performing the non-current event(s) until they regain currency or receive a waiver. **(T-2)**.

4.10.2.5. Document on an “End of Semi-Annual N-MR/N-BMQ/N-BAQ” letter incomplete events and required actions for each crewmember to regain currency. **(T-2)**. This allows for tracking of non-current events after ARMS tables are “rolled over” to the new semi-annual period. The default volume of training necessary will be one event unless documented as greater on the “End of Semi-Annual N-MR/N-BMQ/N-BAQ” letter. **(T-2)**. **Note:** Overdue currency and ground continuation training are not included or tracked on the “End of Semi-Annual N-MR/N-BMQ/N-BAQ” letter. **Note:** Letters should be accomplished and maintained electronically using a MAJCOM-approved electronic training database (e.g., GTIMS), but may be accomplished and maintained manually if GTIMS is not yet adopted.

4.10.3. Regaining Currency for Flying Training Events. Non-current crewmembers may regain currency using one of two methods. Crewmembers either complete Sq/CC-assigned training events or they may be granted a waiver.

4.10.3.1. Completion of Assigned Training. Crewmembers become current upon completion of Sq/CC-assigned training event(s).

4.10.3.2. Waivers. Crewmembers may be granted a waiver per [paragraph 1.4.9](#) to re-establish flying training event currency. Document waivers, when determined appropriate, per this manual and/or the RTM. Commanders will base the decision to waive a flying continuation training event on the individual crewmember’s experience and proficiency level. **(T-2)**. Considerations such as a crewmember’s availability, manning shortfalls, etc. are not appropriate reasons for granting continuation training waivers. **Note:** AMC and AFRC units are required to use GTIMS for waiver documentation.

4.10.3.3. Non-Current for up to Six Months. A non-current crewmember is required to demonstrate proficiency in an aircraft or simulator to the satisfaction of an Air Force instructor (or ATS instructor for simulator-creditable events) for all events in the RTM continuation flying training tables in which they have lost currency, except as otherwise noted above.

4.10.3.4. Non-Current Exceeding Six Months. A crewmember who remains non-current exceeding six months for flying training events identified as leading to unqualified status in the RTM continuation flying training tables is designated as unqualified in the aircraft. The crewmember shall complete Sq/CC-directed requalification training per [paragraph](#)

2.8.2 followed by an aircrew evaluation per AFMAN 11-2C-130HV2. **(T-2)**. Sq/CC-directed training and evaluation will include all delinquent training items. **(T-2)**. The updated currency will be established per **paragraph 4.4.1** upon successful completion of the required evaluation. **(T-2)**. **Note:** For all other currency events, refer to **paragraph 4.10.4.2**

4.10.4. Failure to Complete Ground Continuation Training Requirements.

4.10.4.1. DOT will declare aircrew members who fail to complete ground continuation training events required by the RTM as non-current for the/those specific training event(s). **(T-3)**. Designate those crewmembers as N-MR/N-BMC/N-BAQ until the currency is regained or a waiver is granted. The crewmember shall not deploy until required ground training has been accomplished. **(T-3)**. **Exception:** Non-current crewmembers may fly unsupervised on local, routine, and CONUS missions according to the RTM on sorties not requiring the specific ground training event(s).

4.10.4.2. DOT will declare aircrew members who fail to complete aircrew-specific mobility training events required by the RTM as non-current for those specific training events. **(T-3)**. Do not designate these crewmembers as N-MR/N-BMC/N-BAQ, but restrict the crewmember from performing missions requiring the delinquent event(s) until the required training is accomplished or a waiver is granted.

4.10.4.3. Regaining Currency for Aircrew Ground Continuation Training Events. A crewmember has two options to regain currency for ground continuation training events.

4.10.4.3.1. The crewmember completes the required ground training to re-establish currency.

4.10.4.3.2. Specific event(s) may be judiciously waived per **paragraph 1.4.8**. Document waivers, when determined appropriate, per this manual and/or the RTM. Such a waiver is intended to account for unforeseen circumstances and is only for events that do not degrade mission accomplishment. Base waiver decisions on the individual crewmember's experience and proficiency level. Do not base waiver decisions on scheduling or availability concerns. A waiver extends the due date for the specific event(s) but does not delete the requirement. Aircrew members should complete the event(s) to re-establish currency as soon as possible after currency is lost.

4.10.4.4. Crewmember Restrictions While Non-Current for Ground Continuation Training Events. Except for mandatory grounding items noted in the RTM, crewmembers who are non-current for events in the RTM may be permitted to fly on specific sorties under instructor supervision, provided the overdue training event(s) do not apply to that sortie. **Exception:** CONUS-based crewmembers who are non-current for Combat Survival Training (SS02) or Water Survival Training (SS05) are restricted to CONUS missions until the currency is regained or a waiver is granted. **Exception:** Non-CONUS-based crewmembers may fly local/theater sorties within their assigned theater that do not transit combat zones when SS02 is overdue or do not include over-water segments when SS05 is overdue until they regain currency or receive a waiver. **Exception:** [AFRC] Crewmembers who are non-current for Water Survival Training (SS05) are restricted to CONUS missions until they regain currency or receive a waiver.

AFRC crewmembers who are non-current for Combat Survival Training (SS02) may be permitted to fly non-combat-related AFRC-managed missions (including OCONUS) where mission re-tasking will not occur but are restricted to CONUS-only for 618 AOC (TACC)-managed mission until they regain currency or receive a waiver. **(T-2).**

4.10.4.5. An individual N-MR for failure to complete Hazardous Cargo ground training (GD39Y) can fly unsupervised on local training missions only with Sq/CC approval until training is completed.

4.10.5. Make-up training (ground or flying) is creditable towards the new training period.

4.11. Requirements Before PCS or Temporary Duty by Rated Members on Active Flying Status. See AFMAN 11-202V1.

4.12. Requirements Before Removal From Active Flying Status. See AFMAN 11-202V1 and AFI 11-401.

4.13. Requirements While in Inactive Flying Status. See AFMAN 11-202V1.

4.14. Aircrews Flying in Non-USAF Aircraft and with Non-USAF Units. See AFMAN 11-202V1 and AFI 11-401.

4.15. Training Period. The continuation training program is based on six month (semi-annual) periods (1 January – 30 June; 1 July – 31 December). MAJCOMs may adjust training periods based on unique mission requirements.

Chapter 5

UPGRADE TRAINING

5.1. General Requirements. This chapter identifies general prerequisites and training requirements for upgrade. See minimum flying-hour requirements and prerequisites in [Table 5.1](#)

5.1.1. The flying time prerequisites for upgrade are based on a crewmember having gained the knowledge and judgment required to safely and effectively perform assigned duties in support of the unit's missions. Therefore, unit-level training programs must focus efforts to develop each crewmember's knowledge and judgment as they progress through their flying career.

5.1.2. General Requirements for Formal Upgrade Courses. The following items are basic requirements for formal upgrade training programs (not all-inclusive).

5.1.2.1. Complete applicable ground and flying requirements required by this manual.

5.1.2.2. Complete academic prerequisites and special requirements detailed in the ETCA.

5.1.2.3. Attain in-depth knowledge of aircraft systems, operating policies, governing instructions, and applicable tactics, techniques, and procedures for their MWS.

5.1.2.4. Achieve the minimum flying-hour prerequisite, including left-seat experience for AC upgrade candidates. **Note:** WST time may be used to credit "MDS Total Time" for AC upgrade candidates (N/A AFRC).

5.1.2.5. Receive a course allocation from the MAJCOM quota manager for the intended course.

5.1.3. Waiver Authority for Formal Course Prerequisites. OG/CC, per [paragraph 1.4.2](#), is the designated waiver authority for flying-hour prerequisites required for entry into formal upgrade courses defined by [Table 5.1](#). Consult the course syllabus and/or the organization establishing the requirement for other waiver authority determinations.

Table 5.1. Aircrew Qualification / Upgrade Prerequisites.

| From | To | Prerequisites (see Note 8) | Tasks and Events Required To Complete Upgrade | Notes |
|-------|----|--|---|------------|
| UNQ | FP | UPT Graduate | PIQ course | 5 |
| UNQ | MP | 1000 total flying hours (800 FAIP/OSA) | PXA, PXB, or PXC course MPD Phase II guide, if required | 1, 5, 6, 7 |
| FP | MP | Total flying hours – C-130 PAA 1300 – 300 or 900 – 700 | MPD Phase I, II & III Operational Mission Certification | 5 |
| FP/MP | IP | 200 hours since AC Certification | PIN course Unit commander certification | 5 |

| | | | | |
|------------|-----------|---|--|------|
| UNQ | MN | CSO Graduate | NIQ course | |
| FN/MN | IN | Total flying hours – C-130 PAA 1000 – 200 | NIN course Unit commander certification | 5 |
| UNQ | FF | Basic FE Course or previous 1A1 qualified | FIQ1LP | |
| UNQ | MF | Basic FE Course or previous 1A1 qualified | FIQ1/3LP | |
| MF | IF | Total flying hours – C-130 PAA 1000 – 200 or 400 PAA | FIN course Unit commander certification | 2, 5 |
| UNQ | ML | Basic LM Course | LMQ | |
| UNQ | ML | Loadmaster with two years' experience in any cargo aircraft | LIQ | |
| ML | IL | 200 PAA | LIN course Unit commander certification | 3, 4 |
| Instructor | Evaluator | Sq/CC Recommendation | In-unit Flight Examiner checkout and Sq/CC certification | |

Notes:

1. Cross-flow pilots will have 100 total C-130 hours before certification as an aircraft commander (includes time at the formal school but does not include “other” time). **(T-2).**
2. MF will have a X1A151 primary AFSC (or higher); X1A171 is desired. **(T-2).**
3. ML will have a X1A251 primary AFSC (or higher); X1A271 is desired. **(T-2).**
4. Airdrop qualified ML will have a minimum of 15 actual aerial delivery sorties of which a minimum of 10 will be some combination of actual equipment or CDS events. **(T-2).**
5. C-130 simulator time is creditable towards PAA Time. Simulator time is creditable towards total flying hours. Total flying hours will be in like crew positions. **(T-2).**
6. Total Flying Time (TFT) represents all flying time logged aboard a fixed-wing aircraft as a military pilot, including, simulator time, SUPT “student” time, and “other” time. **Exception:** TFT does not include time in another aircrew specialty or RPA time.
7. For AMC cross-flow with a similar skillset (e.g., C-17, C-5), MPD Phase II guide is not required. Pilots with a dissimilar background (e.g., OSA/FAIP, F-16), accomplish MPD Phase II guide in-unit.
8. The prerequisites are defined by total flying time and C-130 time. For example, a C-130 flight engineer upgrading to an instructor would need 1000 total hours and 200 C-130 PAA hours or 400 PAA hours with any amount of total hours.

5.2. Mobility Pilot Development (MPD) Program. MPD is a program for PIQ graduates leading to AC certification. MPD pilots are not ACs. The MPD program consists of the PIQ (or

ACIQ) formal training course followed by continuation training and seasoning in a primary aircraft, then progresses to the MPD pilot's upgrade to and certification as an AC. **Note:** PIQ/ACIQ and AC upgrade programs are described elsewhere in this manual. MPD continuation training and seasoning are divided into multiple phases: MPD Phase I, MPD Phase II, GRACC, Pilot Checkout Course (PCO), and commander certification to AC. All MPD pilots will be dual-seat qualified in their assigned aircraft and will maintain qualification requirements according to AFMAN 11-2C-130V2. **(T-2). Note:** See minimum flying hour requirements in **Table 5.1** The commander's assessment of the MPD pilot's performance drives the timeline required to upgrade to AC. Unit commanders should tailor continuation training and seasoning programs to the individual pilot's knowledge, skill, and experience level. The success of the MPD program depends on MPD pilots being effectively mentored and provided with sufficient training and development opportunities for success.

5.3. MPD Program Continuation Training.

5.3.1. Documentation. Document MPD training using ARMS as follows: MPD Phase I uses ARMS code CP15Y, MPD Phase II uses ARMS code CP17Y, GRACC uses ARMS code CP11Y, and aircraft commander certification uses ARMS code CP03Y. Document full-course completion and Sq/CC (AFRC Sq/CC or Sq/DO) certification using the AF Form 4324 (or electronically using GTIMS).

5.3.2. Training Guides. MPD Phase I and II training guides are available for download on AMC/A3T's SharePoint® site. MPD pilots should carry appropriate training guide(s) on all sorties to maximize training opportunities.

5.3.3. MPD Phase I Certification (CP15Y). MPD Phase I consists of core aircraft commander development activities for new pilots. The center of this training is the MPD Phase I training guide that focuses on communications, checklist discipline, aircraft systems knowledge, and basic mission planning to build the MPD pilot's knowledge and understanding of their assigned aircraft and its mission. MPD Phase I pilots are not expected or authorized to act as aircraft commanders. The program intends to provide them with a variety of opportunities to observe and learn aircrew leadership fundamentals from aircraft commanders in multiple settings. MPD Phase I pilots should not be assigned additional duties in the squadron during their training period to allow them to focus on studying and flying the mission to the maximum extent possible. MPD Phase I pilots will complete the MPD Phase I training guide NLT 365 days after becoming mission ready. **(T-3). Note:** Pilots crossflowing from first assignment instructor pilot (FAIP), operational support aircraft (OSA), or non-MAF weapons systems are not required to complete MPD Phase I.

5.3.3.1. MPD Phase I pilots will only fly in the right seat. **(T-2).** They should be in the right seat for refresher simulators but may use any proficiency time available at the end to build left-seat experience. MPD Phase I pilots may be in the left seat with another MPD Phase I pilot in the right seat for proficiency simulators. However, this should be limited only to prevent canceling training when no aircraft commander is available. A left seat MPD Phase I pilot will not count any left seat training events. **(T-2).**

5.3.3.2. MPD Phase I may be considered complete no earlier than 6 months after the training start date (as defined in **paragraph 1.6.1**), provided the pilot has attained a minimum of 200 PAI hours and has completed the MPD Phase I training guide. **(T-2).** Document Sq/CC approval via the STRP and transition the pilot to MPD Phase II.

5.3.4. MPD Phase II Certification (CP17Y). MPD Phase II builds on core knowledge and experience gained in MPD Phase I. The center of this training is the MPD Phase II training guide that focuses on flying skills, situational awareness, mission considerations, and crew management in preparation for certification as an aircraft commander. As MPD Phase II pilots advance in knowledge, they are encouraged to practice actual mission management skills and decision making under the guidance of their AC or IP.

5.3.4.1. During MPD Phase II, pilots receive ‘balanced exposure’ by flying in both seats. MPD Phase II pilots may fly in the left seat under the supervision of an AC or higher. Unit leadership will use sound judgment and solid RM principles to determine crew complement and the seat the MPD pilot occupies. **(T-2)**. MPD Phase II pilots should be in the left seat during refresher and proficiency simulators.

5.3.4.2. DOTs may consider MPD Phase II complete when an MPD pilot finishes the MPD Phase II training guide and all prerequisites defined in **Table 5.1** **(T-3)**. DOTs document Sq/CC approval via the STRP and review training records to determine suitability and timing for an upgrade to aircraft commander. TRPs determine upgrades based on MPDs’ performance, experience, and requisite flight hours. **(T-3)**. MPD pilots shall have a minimum of one flight evaluation (AF Form 8) following FP mission-ready certification before entry into aircraft commander upgrade. **(T-2)**. **Exception:** Crossflow pilots from FAIP, OSA, or non-MAF weapons systems are exempt from this flight evaluation requirement.

5.3.5. Global Reach Aircraft Commander Course (GRACC) Certification (CP11Y). This event is an essential familiarization with the operational command and control structures and mission management oversight that resides at the headquarters level. See **paragraph 1.16.2** for scheduling and **Chapter 7** for additional course details. AMC pilots will attend GRACC. **(T-3)**. Pilots in other MAJCOMs are encouraged to attend GRACC during upgrade and before certification as an aircraft commander. The intent is for MPD pilots to attend GRACC after completion of MPD Phase II (CP17Y) and before beginning PCO.

5.3.6. Pilot Checkout (PCO) Course. PCO (also referred to as aircraft commander upgrade) is the final training course before an MPD pilot’s certification as an aircraft commander. The Sq/CC (AFRC Sq/CC or Sq/DO) determines (via the STRP) projected date for the MPD pilot’s PCO course. The actual training start date occurs with the first PCO training event. The training time limitation as defined in **Table 1.1** requires a formal training folder for PCOs (AF Form 4022) or electronic equivalent (e.g., GTIMS) to document required training and certification. Multiple training programs may be combined into a single training folder (or GTIMS training template), at the unit commander’s discretion. **Note:** Training guides are authorized.

5.3.6.1. Aircraft commander candidates accomplishing PCO training events require IP supervision during non-critical phases of flight and direct IP supervision during critical phases of flight. It is permissible for aircraft commander candidates to be in both seats in the simulator while under IP supervision, as required.

5.3.6.2. Before certification, aircraft commander candidates shall be current in applicable MQT events listed in **Table 3.1** **(T-3)**. **Exception:** Air Refueling Training and Certification may occur after AC Certification based on mission requirements and class availability. **Note:** Specific order of accomplishment is not mandated; however, Aircraft

Commander Mission Qualification-II (ACMQ-II) should be the first training event and establishes the training start date per [paragraph 1.6](#). During the PCO course, AC candidates accomplish the following:

5.3.6.2.1. ACMQ-II via the ATS course. **(T-3)**.

5.3.6.2.2. Tactics certification as defined in AFTTP 3-3.C-130H. **(T-3)**. It is highly recommended that tactics certification be accomplished before the line training mission(s) (LTM); however, the candidate must accomplish an LTM before the Operational Mission Evaluation (OME). **(T-3)**. **Note:** Training may be accomplished once an individual has been identified for the upgrade.

5.3.6.2.3. Line Training Mission(s) with a documented recommendation for evaluation (recommend ride). **(T-3)**.

5.3.6.2.4. An OME per this manual. **(T-3)**. **Note:** Normally, the OME should be the last event before Sq/CC (AFRC Sq/CC or Sq/DO) certification.

5.3.7. Certification. Complete certification per this manual and document via STRP. Assign the appropriate mobility pilot designation code per AFI 11-401 AMCSUP 1, *Aviation Management*, [Table A2.4](#).

5.3.8. Mobility Pilot Designation Codes. Mobility pilot designation codes are per AFI 11-401 AMCSUP 1, Table A2.4 AMC Pilot Designation Codes.

5.4. Aircraft Commander Certification (Prior Certified in another MWS). Sq/CCs (or designated representative) determine requirements in coordination with MAJCOM/A3T, or equivalent, for prior-certified aircraft commanders from another MWS.

5.5. Aircrew Instructor Program. This course is designed to teach selected crewmembers fundamentals and concepts of instructing. Select instructor candidates based on experience, judgment, ability to instruct, flying skills, and technical knowledge. Upon Sq/CC (AFRC Sq/CC or Sq/DO) selection for instructor upgrade, the DOT will establish a training start date and documented via the STRP and preparatory actions begun to meet the training start date. **(T-2)**.

5.5.1. See [Table 5.1](#) and the ETCA website's course requirements for instructor upgrade prerequisites.

5.5.2. Upgrade Method.

5.5.2.1. Primary Method. The primary method for C-130H instructor upgrade is via the FTU. Initial instructor candidates and prior remotely piloted aircraft (RPA) instructors who have never been certified as instructors in a manned MWS will attend the C-130H instructor course at the FTU. **(T-2)**.

5.5.2.2. Secondary Method. Secondary method (in-unit) waiver requests may be approved by the OG/CC on a case-by-case basis in coordination with MAJCOM/A3T, or equivalent when formal school course allocations are not available. Sq/CCs (AFRC Sq/CC or Sq/DO) determine training required for the secondary method (in-unit) upgrade. However, all secondary method upgrades will culminate in an initial instructor evaluation per AFI 11-202V2. **(T-1)**. Refer to [Table 1.1](#) for in-unit training time limits. **Note:** If previously certified as an instructor in the C-130H, the requalification check ride, may include RQ INSTR at the discretion of the Sq/CC (AFRC Sq/CC or Sq/DO),

per AFMAN 11-2C-130HV2. **Exception:** Instructor candidates who previously attended a manned MWS formal instructor course and were certified as an instructor in any US Air Force aircraft may upgrade in-unit, with Sq/CC (AFRC Sq/CC or SQ/DO) approval, without completing the FTU course (a secondary method waiver is not required). Unit commanders (or designated representative) may require prior instructors to upgrade via the primary method at their discretion.

5.5.3. Before the training start date, instructor candidates will:

5.5.3.1. Meet or exceed flying hour requirements. **(T-3).**

5.5.3.2. Complete the instructor preparatory course before the training start date. **(T-2).** Those attending the FTU are required to complete both the academics and flying portions of the course. **(T-2).** Those completing secondary method (in-unit) upgrade, require only the academic portion of the courseware. **(T-2).** Courseware is available from the FTU.

5.5.3.3. Demonstrate aptitude in all IP-related items/maneuvers and will demonstrate to a flight examiner their ability to instruct and perform selected items/maneuvers according to applicable directives. **(T-3).**

5.5.3.4. Complete course prerequisites defined by ETCA. **(T-2).** Candidates who report for upgrade training without the required prerequisites or an approved waiver will be returned to home unit. **(T-2).** **Note:** An approved AETC waiver is required before the course start date, should ETCA course prerequisites be incomplete.

5.5.3.5. Complete training on the principles of instruction at the appropriate formal school for both ground and flight training requirements. **(T-2).**

5.5.3.6. Arrive for instructor training course both current and qualified in their unit-assigned aircraft. **(T-2).** Formation airdrop pilots will be Multi-Element Flight (Formation) Lead certified, before instructor certification. **(T-2).** Previously-qualified Multi-Element Flight (Formation) Lead-Certified instructor pilots pursuing in-unit requalification may (with OG/CC approval) accomplish Multi-Element Flight (Formation) Lead Certification (CQ19Y) in conjunction with instructor requalification following the Sq/CC-directed training plan.

5.5.4. Documentation and Certification.

5.5.4.1. Training (preparatory and actual course) shall be documented using an approved training folder (or MAJCOM-approved electronic equivalent such as GTIMS). **(T-2).**

5.5.4.2. A crewmember who completes the applicable instructor course and is certified by their commander is qualified to instruct all mission qualification events in which they maintain currency.

5.5.5. Instructor pilot candidates will qualify through the ATS instructor aircraft commander qualification course. **(T-2).** Additionally, IP candidates will complete unique and/or specialty instructor training programs using ATS courses/courseware, where courses/courseware is available. **(T-2).**

5.5.6. Instructors are responsible for student supervision and safety regardless of rank. Should the judgment or proficiency of the trainee raise a question in the instructor's mind as to the trainee's ability to safely execute the duties of the aircrew position at any time during

the flight, the instructor will immediately take over those duties. **(T-2)**. The instructor should then explain and demonstrate the proper method of executing those duties before allowing the trainee to resume primary duties.

5.6. Flight Examiner Certification. The flight examiner course is designed to teach selected instructors the fundamentals and concepts of evaluating aircrew performance against a variety of aviation performance and knowledge standards. Select evaluator candidates based on experience, proficiency, judgment, flying skills, instructional performance, and technical knowledge. **Table 5.1** lists flight examiner prerequisites.

5.6.1. Sq/CC (or designated representative) will recommend instructors for flight examiner certification. **(T-2)**. Instructors identified for flight examiner certification are required to possess superior knowledge of AMC training and evaluation policies and procedures, and the ability to administer evaluations according to applicable publications.

5.6.2. Flight examiner candidates will:

5.6.2.1. Attend the ATS flight evaluator course (where available) for their crew position. **(T-2)**. **Note:** Sq/CCs (AFRC Sq/CC or Sq/DO) may waive this requirement if the candidate is a previously-qualified flight evaluator in any AMC aircraft.

5.6.2.2. Observe qualified examiners conducting a cross-section of evaluations, to include techniques used to evaluate aircraft systems and flight directive knowledge. **(T-3)** **Exception:** Optional for previously-qualified AMC examiners.

5.6.2.3. Demonstrate comprehensive knowledge and application of command policies, AFMAN 11-202V1, AFI 11-202V2, AFMAN 11-2C-130HV2, this manual, and MAJCOM supplements. **(T-3)**. **Exception:** Previously-qualified AMC examiners may accomplish via a thorough examiner-led briefing of these items to update their knowledge and understanding.

5.7. Night Vision Goggle (NVG) Training. NVGs are standard for night tactical operations in the C-130H. NVGs should be available for all night training flights. The primary method for NVG training is during the initial FTU qualification. Units may complete NVG training (including max-efforts) in-unit as a part of the AETC mission transition course. If the unit, or crewmember, converts to a different type of NVG, then academic training may be required. Any flight training is at the discretion of the unit commander.

5.8. Lead Certifications. This section prescribes the prerequisites, qualifications, and training requirements necessary for an upgrade to element leader and formation leader for aircraft commanders and navigators. Accomplish the upgrade training using the appropriate ATS courseware and locally developed training guide.

5.8.1. Two-Ship Element Lead Certification (CQ09Y). This section prescribes the prerequisites, qualifications, and training requirements necessary for an upgrade to two-ship element leader for aircraft commanders and navigators. This training program will provide aircrew members situational awareness and experience in preparation for formation lead upgrade. **(T-2)**. Accomplish the upgrade training using the appropriate ATS courseware or locally produced training guide.

5.8.1.1. Prerequisites. Commanders should select highly qualified mission-ready aircraft commanders and navigators for two-ship element lead upgrade. Do not use flying hour

totals alone as a measure of experience. Put significant weight on leadership abilities, knowledge of tactics, techniques, and procedures, ability to adapt to rapidly changing situations, and skill at operating in day visual, SKE, and NVG formations in the low-level, aerial delivery environment.

5.8.1.2. Ground Training Requirements. Design two-ship element lead training to prepare an aircraft commander or navigator for the following responsibilities: two-ship formation and element lead, two-ship mission commander, application of C-130 tactics, techniques, and procedures, and combat mission planning and execution. See AFTTP 3-3.C-130H and/or AFMAN 11-2C-130HV3.

5.8.1.3. Flying Training. The primary responsibility of a two-ship element leader is to lead two-ship formations and two-ship elements within a larger formation through a variety of situations to an objective. Emphasize in-flight training on wingman considerations, two-ship visual formation and element lead duties, SKE element lead duties, course and time control, communications, tactical formation maneuvering, formation departures and arrivals, and reaction to threats. Two-ship element lead students will fly in the two-ship formation lead and element lead position for visual operations and fly in the element lead position for instrument (SKE) operations during airdrop missions. **(T-3)**. The instructor will ensure that the candidate has the opportunity to respond to a variety of in-flight changes such as threat avoidance, weather avoidance, and changing user requirements. **(T-3)**.

5.8.2. Multi-Element Flight (Formation) Lead (MEFL) Certification (CQ19Y). This section prescribes the prerequisites, qualifications, and training requirements necessary for an upgrade to lead multi-element formations for aircraft commanders and navigators. Accomplish the upgrade training in-unit using AMC developed syllabus on the AMC/A3TA Training website at <https://eim2.amc.af.mil/org/a3t/default.aspx>.

5.8.2.1. Prerequisites. Commanders should select highly qualified mission-ready aircraft commanders and navigators for multi-element formation lead. Do not use flying hour totals alone as a measure of experience. Put more weight on leadership abilities, knowledge of tactics, techniques, and procedural knowledge, ability to adapt to rapidly changing situations, and skill at operating in day/NVG visual formations, SKE, aerial delivery, and max-effort operations.

5.8.2.2. Ground Training Requirements. Design flight lead training to prepare aircraft commanders and navigators for the following responsibilities: flight and deputy lead, element lead, mission commander, combat mission planning, and execution.

5.8.2.3. Flying Training. The primary responsibility of a formation lead is to lead the formation through a variety of situations to an objective. Emphasize in-flight training on course and time control, communications, formation requirements, wingman considerations, tactical formation maneuvering, formation tactical departures and arrivals, adaptability to changing scenarios, and reaction to threats. Fly in the flight lead and element lead positions for both visual and instrument (SKE) operations. The instructor will ensure that the candidate has the opportunity to respond to a variety of in-flight changes such as threat avoidance, weather avoidance, command-and-control directed diverts, changing user requirements, loss of escort, or drop zone (DZ) support, and time slips. **(T-3)**. It is essential to use all secure communications and electronic

combat systems in lead upgrade flying training. Emphasis should be on nuances of how to be a flight and element lead in a multi-element formation versus the number of run-ins.

5.8.2.4. The MEFL candidate should brief and debrief each training mission.

5.9. Phoenix Banner/Silver/Copper Certification (CQ33Y). Sq/CCs and/or Sq/DO will ensure that only highly-capable crewmembers are selected for these missions and certification is accomplished per the parent publication and **paragraph 5.9.1 (T-3)**. Selection should be based on qualification, proficiency, experience, maturity, and mission complexity.

5.9.1. Units will establish and maintain Phoenix Banner/Silver/Copper training programs. **(T-2)**. As a minimum, training will consist of an instructor-led in-depth review of AFI 11-289, *Phoenix Banner, Silver, and Copper Operations*, discussion of tasking and execution agencies for Phoenix Banner/Silver/Copper missions, and how the aircrew interfaces with various agencies. **(T-2)**. Furthermore, the program will address the personnel to coordinate with, in case of diversion or delay, including the Presidential Advance Agent, US Secret Service, or Marine Presidential Helicopter representative. **(T-2)**.

5.9.2. The goal of training is to educate crewmembers on the requirements for these individuals/agencies and illustrate their ability to help accomplish the mission. Following the review, an open book examination of AFI 11-289 will be accomplished, with a minimum score of 80 percent, corrected to 100 percent. **(T-1)**. Crewmembers will complete training and certification per AFI 11-289 before flying unsupervised on a Phoenix Banner/Silver/Copper mission. **(T-1)**.

5.10. Joint Precision Airdrop System (JPADS) Certifications.

5.10.1. The JPADS training program is designed for all crew positions. The PADS Operator (PO) training program is designed for C-130/C-17 airdrop qualified pilots and navigators. This program allows MAF combat delivery aircrews to improve airdrop accuracy during high altitude airdrop employment utilizing the PADS mission planner and JPADS. Improved CDS (I-CDS) and JPADS operations are conducted using the UHF dropsonde receiver, GPS-retransmission link equipment, and PADS Mission Planner (PADS-MP) laptop and software. I-CDS operations use standard-rigged CDS loads with non-steerable chutes; JPADS operations are conducted using steerable chutes with airborne guidance units (AGU). For both types of airdrops, use the PADS MP laptop to determine a more precise airdrop release point or launch acceptability region (LAR). **(T-2)**. Crews will use AMC-provided checklists and mission planning guides during training and employment. **(T-2)**. Crews will comply with all requirements of AFI 13-217. **(T-1)**. **Note:** Sq/CC (AFRC Sq/CC or Sq/DO) will determine training requirements for previously certified I-CDS/JPADS qualified aircrew members. **(T-3)**.

5.10.1.1. **PADS Operator (PO) Certification (CD31Y).** May be assigned to any JPADS Phase II-certified rated officer (pilot or navigator) from any MDS. PO is a designated additional crewmember certified to direct JPADS airdrops using guided or unguided I-CDS procedures. JPADS airdrop training is accomplished with the PADS mission planner and either normal ballistic loads or JPADS guided loads depending on availability. When ballistic loads (e.g., I-CDS) are used in place of JPADS guided loads, an in-flight wireless update will be completed to a static AGU for training before the drop. **(T-2)**. Training is normally accomplished at the FTU but may be completed in-

unit using the AMC-approved JPADS PO syllabus located on the AMC/A3T SharePoint® (see [paragraph 1.13.1](#)). Document training via GTIMS or MAJCOM-approved training folder and certification via the STRP. **Note:** Sq/CC (AFRC Sq/CC or Sq/DO) determines PO certification requirements when syllabus-required training equipment is unavailable or insufficient. **(T-2).** **Note:** PADS Operators who become non-current as a PO require the supervision of an instructor pilot or navigator who is current as PO when performing PO duties. The PO instructor need not be of like crew position (e.g., a navigator PO may instruct a pilot PO on events AG43Y or AG45Y).

5.10.1.2. JPADS Phase I Certification (CD33Y). All crewmembers will complete Phase I training. **(T-2).** Any crewmember following completion of the appropriate JPADS Phase I training syllabus. Upon certification, crewmembers may conduct unguided JPADS airdrops using I-CDS procedures. Units may document Phase I training on AF Form 1522 for non-PO pilots.

5.10.1.2.1. Pilots. Training is normally accomplished at the FTU but may be completed in-unit using the AMC-approved JPADS Phase I syllabus located on the AMC/A3T SharePoint® (see [paragraph 1.13.1](#)). Document training via GTIMS or MAJCOM-approved training folder and certification via the STRP.

5.10.1.2.2. Loadmaster. Training is normally accomplished at the FTU but may be completed in-unit using the AMC-approved JPADS Phase I syllabus located on the AMC/A3T SharePoint® (see [paragraph 1.13.1](#)). Document training via GTIMS or MAJCOM-approved training folder and certification via the STRP.

5.10.1.3. JPADS Phase II Certification (CD35Y). Prerequisite: Successful completion of JPADS Phase I training and certification. Crewmembers performing PADS Operator (PO) or Phase II loadmaster (LM) duties are required to complete JPADS Phase II certification. **(T-2).** May be assigned to any crewmember upon completion of JPADS Phase II training. Training is conducted per the JPADS Phase II syllabus. **Note:** LMs shall complete hands-on AGU training or may only be Phase I certified until the required training is complete. **(T-3).** Document training via GTIMS or MAJCOM-approved training folder and certification via the STRP. Upon certification, crewmembers may conduct unguided or guided JPADS airdrops directed by a qualified PO using I-CDS procedures.

5.10.2. Mobile Training Team. PADS Operator (PO) mobile training team (MTT) instructors will be Phase II-certified instructor pilot (IP) or instructor navigator (IN). **(T-2).** MTT instructors are not required to be qualified in the MDS (e.g., a Phase II-certified C-130H IN may perform primary or instructional PO duties on a C-130J or C-17).

5.10.3. Additional Requirements. PO from any MWS will log “other time” in their crew duty position when performing PO duties. **(T-1).** When simulated events are used for training purposes, those events will be thoroughly debriefed by the instructor. **(T-2).** For example, if a unit has dropsondes but no AGU, consider the PO syllabus wireless transfer event complete if the student imports dropsonde data and simulates wireless AGU data transfer.

5.11. Extracted Container Delivery System (XCDS) Certification (CD39Y). Units may train pilots and loadmasters to perform XCDS operations, as needed. The syllabus can be found on

<https://cs2.eis.af.mil/sites/12679/Aircrew%20Pubs%20Library/Forms/Better.aspx?RootFolder=%2Fsites%2F12679%2FAircrew%20Pubs%20Library%2FMaster%5FLibrary%5FVerified%2FTactics%2FTactics%20Bulletins&FolderCTID=0x01200021370D19BF5D9F459D8FD907C237955A&View={701BF038-D3D9-416D-BBEC-BF178FBE44E9}> and results in a certification upon completion. Units will record and track this training. (T-2).

5.12. Low Cost/Low Altitude (LCLA) Certification (CD41Y).

5.12.1. The LCLA training program is designed for all crew positions. The program syllabus can be found at: <https://eim2.amc.af.mil/org/a3t/A3TA/Public%20Docs/Forms/AllItems.aspx?RootFolder=%2F Forg%2Fa3t%2FA3TA%2FPublic%20Docs%2F3%2E%20C%2D130H%20Training%2FLCLA%20Training&FolderCTID=0x012000EEFA4723BF9474FAA89F531A0173100&View=%7BD23DFB76%2D2840%2D48FF%2DBB89%2D4D13FA76DD8E%7D>. This program certifies C-130H/J combat delivery aircrews to conduct DZ operations using LCLA airdrop procedures. Crews will comply with all requirements of AFI 13-217. (T-1).

5.12.2. Certification. LCLA is one-time training for all crew positions. LCLA qualified crewmembers do not require recertification after upgrade to additional crew positions (e.g., instructor, evaluator, AC). Units will document training in a training folder, upon completion. (T-2). Units will certify crewmembers and track in ARMS by filling out an AF Form 4324 using code CD41Y “Low Cost/Low Altitude (LCLA) certification”. (T-1). Loadmasters may log LCLA drops as CDS Airdrop (AG03Y) only after completion of CDS semiannual requirements.

5.13. Wireless Gate Release System (WGRS) Certification (CD42Y). Training required for all pilots, navigators, and loadmasters. WGRS qualified crewmembers do not require recertification after upgrade to additional crew positions (e.g., instructor, evaluator, AC). Units will certify crewmembers and track in ARMS using code AG61Y “Wireless Gate Release System (WGRS)” (T-1). WGRS airdrop requires annual continuation training.

5.14. High Altitude, Low Opening (HALO) / High Opening (HAHO) Airdrop Certification (CH23Y). HALO/HAHO certification training for navigators. HALO/HAHO qualified navigators do not require recertification after upgrade to additional crew positions (e.g., instructor, evaluator). Units will document training in members' training folder, upon completion. (T-2). Units certify navigators and track in ARMS using code CH23Y. (T-3). See AFTTP 3-3.C-130H for additional information. There is no certification required for other crewmembers.

5.15. Wet Wing Defuel / Hot Refuel Certification (CT11Y). Units may train pilots, engineers, and loadmasters to perform Wet Wing Defuel / Hot Refuel operations, as needed. The syllabus can be found on the AMC/A3T SharePoint@ (<https://eim2.amc.af.mil/org/a3t/default.aspx>) and results in certification upon completion. Units will record and track this training. (T-2).

5.16. Instrument Landing System (ILS)/Precision Runway Monitoring (PRM) Training and Certification (CE09Y). AFMAN 11-202, Volume 3, *Flight Operations*, requires aircrews operating aircraft equipped with dual VHF radios and Traffic Alerting and Collision Avoidance System (TCAS) to receive one-time training for operations at airports with ILS PRM approaches.

The Sq/CC or designated representative will certify pilots upon completion of one-time training **(T-3)**. Document certification on an AF Form 4324 as ILS PRM-Certified. **(T-3)**. The ARMS event identifier is CE09Y, ILS PRM certification. Before operations at an airport with ILS PRM approaches capabilities, pilots will complete training according to [paragraph 7.14.3.6](#) **(T-2)**. See AFMAN 11-2C-130HV3 for more information.

5.17. C-130H AMP-4 Landing Certification (CH06Y). Training for RVAD qualified FTL B or higher pilots and navigators to prepare crews to use unlit but established runways that have identifiable touchdown zones. Can be accomplished in conjunction with Unimproved Landing certification.

5.18. C-130H Series 3.5 Differences Certification (CH07Y). Training for pilots, navigators, and flight engineers utilizing the GD88Y training course.

5.19. C-130H EPCS Certification (CH08Y). Training for pilots and flight engineers utilizing the GD86Y training course.

5.20. C-130H NP2000 Differences Certification (CH09Y). Training for pilots, navigators, and flight engineers utilizing the GD87Y training course.

5.21. Aircraft Commander Touch-and-Go Landing Certification (CP09Y) and NVG Touch-and-Go Landing (Aircraft Commander) Certification (CH19Y). Pilots receive touch-and-go training (day and NVG) as part of an initial qualification at the FTU. They may be touch-and-go certified by the unit commander (or designated representative) once AC upgrade is complete. See AFMAN 11-2C-130HV3 for touch and go restrictions. All requirements may be completed during the Operational Mission Checkout sortie at the discretion of the Sq/CC (AFRC Sq/CC or Sq/DO).

5.22. Functional Check Flight (FCF) Certification (CQ21Y). AFMAN 11-2C-130HV3 outlines FCF requirements. FCF pilots will be selected from highly qualified instructors. **(T-2)**. The candidate should complete a review of applicable technical orders. The pilot candidate will fly as the PM on a minimum of one FCF before unit commander certification. **(T-3)**.

5.23. Tactical Datalink Certification (CQ50Y). Training for pilots and navigators in all aspects of datalink operations.

5.24. Unimproved Landing Certification (CQ55Y). Pilots will be trained and certified by an instructor on semi-prepared airfields using max-effort procedures. **(T-2)**. See AFI 13-217 to determine what constitutes a semi-prepared runway surface. Only affects MR status for missions requiring semi-prepared field landings. Units will record certification on an AF Form 4324 and track this certification in the ARMs database. **(T-2)**.

5.25. Grid Navigation Certification (CQ61Y). If required due to aircraft equipment or unit mission, this section outlines the certification and continuation training requirements for a navigator to be qualified to fly above 65 degrees north latitude or below 70 degrees south latitude.

5.25.1. Prerequisites. Navigators will be basic aircraft qualified to begin grid training. **(T-1)**.

5.25.2. Certification Training. Accomplish ground and flying training according to ATS courseware. A minimum of one flight will be accomplished in the aircraft. Crews will certify per AFMAN 11-2C-130HV2. **(T-1)**.

5.25.3. Flying Continuation Training. Accomplish according to the RTM.

5.25.4. Grid profile (day or night). This event uses a grid reference system for aircraft steering and should continue for at least two hours. Instructor navigators (IN) may credit a grid event on Class I or II routes. Grid profiles may also be logged as a navigational profile if requirements are met.

5.26. Modular Airborne Fire Fighting System (MAFFS) Training and Certifications (CS31Y- CS35Y). (See [Attachment 4](#).)

5.27. Aerial Spray Training and Certifications (CS51Y - CS57Y). (See [Attachment 5](#).)

5.28. LC-130 Ski Mission Qualification Training and Certifications (CH04Y, GL91Y - GL95Y). (See [Attachment 6](#).)

Chapter 6

AIRCREW TRAINING SYSTEM (ATS)

6.1. General Requirements. The C-130 ATS is a civilian contractor-provided aircrew training system. The ATS contractor provides academic and simulator training per the contractual obligations to adhere to requirements in this manual. The Air Force conducts all flight training and administers all evaluations. The ATS contract guarantees trained students that meet government standards. AFMAN 11-202V1 is the source document for ATS. All ATS-specific contract questions should be directed to AMC/A3TR, the command liaison to the COR.

6.2. Unsatisfactory Student Progress. Any time during a trainee's ATS ground instruction for formal school or unit-level continuation training, the ATS instructor considers training progress is unsatisfactory, lack of preparation or participation, etc., the ATS contractor will notify the unit training manager. **(T-2).** Once the appropriate government representative (wing training, operations officer, etc.) is notified, the representative will review the student's record and determine whether to continue or terminate training. **(T-2).**

6.2.1. The contractor should document substandard performance for FTU students per the course syllabus.

6.2.2. Failure to Progress. If a student fails to progress according to syllabus requirements, the command accomplishing the training will conduct a progress review (PR) per AFMAN 11-202V1. **(T-1).** The PR can recommend continuation in training or AFMAN 11-402 action (e.g., a flight evaluation board) to the individual's squadron commander. The ATS contractor should identify students who fail to progress according to the ATS contract.

6.3. Scheduling.

6.3.1. General. Each main operating base (MOB) will develop local procedures for scheduling ATS trainees. **(T-2).**

6.3.2. Enrollment. Enrollment for all ATS courses (upgrade and continuation) will be accomplished through the wing or group training office (appropriate ARC chain-of-command for ARC upgrades). **(T-3).** Each Regular Air Force wing and group training office will establish procedures to accommodate ARC unit training requirements. **(T-3).** Names and other personal data required by the ATS contractor will be passed to the ATS scheduler not later than the time established by the host wing or group training office. **(T-2).**

6.3.3. Class Surging. Class surging will be coordinated between MAJCOMs due to the relationships between many ATS resources. **(T-2).** Refer to the ATS contract class capacity allowances.

6.3.4. Class Size. Annual throughput for specific ATS courses is established in the ATS contract. The AETC Program Flying Training (PFT) document reflects formal school throughput based on Air Force requirements and what is authorized by the contract. If the contract throughput for any MOB (formal school or otherwise) will be exceeded, AMC/A3T will coordinate those requirements through appropriate Air Force and ATS contractor channels. **(T-2).** In conjunction with their COR office, wing or group training offices will monitor annual throughput (current or projected) according to their MOB ATS authorized throughput and notify AMC/A3T of differences either above or below what is authorized in

the contract. **(T-2). Note:** The MOB wing or group training office will make every attempt to ensure all classes are filled before requesting a secondary method. **(T-2).**

6.3.5. ATS Training at Alternate Sites. The ATS contractor determines the required number of ATS instructors and resources needed to accommodate annual throughput. Projected annual throughput is based on Air Force manpower data, which includes assigned, on-loan, and attached active component as well as designated ARC and other units specified to be trained at that MOB. Keep trainee scheduling at a particular MOB within the units designated for that MOB. If a unit is unable to complete its requirements at a designated site, units may receive training at another site with prior coordination between the unit and the site.

6.3.6. Cancellations. Deletions from the ATS schedules vary at each training site because of training courses offered and the impact on scheduling. Continued cancellations greatly impact the overall annual training plan, and the contractor may be unable to accommodate the original, planned throughput.

6.3.6.1. Each MOB will develop cancellation procedures between contractor and wing training. **(T-2).**

6.3.6.2. Cancellation for ATS formal school courses. According to ETCA, AETC/A3Z will be notified 45-days before a formal school start date if a course allocation cancellation or no-fill is pending. **(T-2).** This suspense should enable the class quota to be reallocated. Formal school cancellations will be made not later than 30-days before the class start date, due to the impact of scheduling changes on the PFT. **(T-2).** **Exception:** Emergency leave. AETC/A3Z will remove quotas and either reallocate or cancel the affected quota or class. **(T-2).**

6.3.7. Late or No-Show. Course completion credit may be withheld when trainee tardiness interferes with class training. While ATS contractor personnel are not required to substitute for missing or late crewmembers, contractor personnel may fill a crew position per existing contractor/government agreements.

6.3.8. Crew Complement for Refresher Training. Units will normally schedule a qualified crew (aircraft commander, copilot, flight engineer, and navigator) to attend refresher training. **(T-3).** On a case-by-case basis, units may schedule other than a normal crew complement subject to advance coordination with the contractor. Advance coordination is very important since the contractor is not required to provide training unless the crew composition complies with the contract or current agreements. In most cases, the contractor should provide training but does not have to issue completion certificates for other than normal crew complement. In that case, units determine if training received met training requirements for annual refresher training and allow the crew to credit the event.

6.4. Administration. The COR is the liaison between the administrative contracting officer/procuring contracting officer (ACO/PCO) and the ATS contractor. CORs are the only Air Force personnel empowered to evaluate any component of contract compliance. These individuals are entrusted with quality assurance, are the only appropriate office (unit-level) to direct the contractor to perform or stop work via the ACO/ PCO's direction, and are accountable for these actions. ATS CORs will maintain a current copy of the ATS contract(s), designated quality assurance regulations and directives, and quality assurance procedures. **(T-2).**

Chapter 7

ARMS IDENTIFIERS AND DESCRIPTIONS

7.1. Descriptions.

7.1.1. ARMS event identifiers have been revised and standardized across mobility platforms and grouped to provide improved functionality for the MAF.

7.1.2. Ancillary training CBT events may be completed via other methods by an appropriately-qualified trainer using the approved training outlines downloaded from ADLS. Always update the correct training system of record following completion of any training event.

7.1.3. Records and Documentation. Units are responsible to ensure that training accomplishment is appropriately recorded in the training system of record (e.g., ADLS) for the specific training course or event, when tracked for convenience in another system (e.g., GTIMS, ARMS). Units may use ARMS or GTIMS (or MAJCOM-approved electronic equivalent) to generate a computerized letter of X's; however, ARMS remains the system of record for aircrew training. Course instructors deliver required forms to the appropriate scheduling and training documentation sections within one duty day after teaching a course. DAFI 33-360 or governing functional publication may prescribe alternate or additional forms to document certain training. **Exception:** Small arms training is recorded on AF Form 522, *USAF Ground Weapons Training Data*, and provided to the student upon completion of the training course, as prescribed by AFI 36-2654, *Combat Arms Program*. Students must then log the training with the appropriate scheduling, training, or tracking section. (T-3). **Table 7.1** gives a list of identifiers.

Table 7.1. ARMS Identifier Groups.

| Identifier | Group | Paragraph |
|------------|--|--------------|
| AA | USAF-Directed Evaluation Events | 7.2. |
| AB | USAF-Directed Examination Events | 7.3. |
| AC | General Evaluation Events | 7.4. |
| AF | Formation Events | 7.5. |
| AG/AH | Airdrop and En Route - High-Level Events | 7.6. |
| AL | Landing Events | 7.7. |
| AN | NVG Events | 7.8. |
| AP | Approach Events | 7.9. |
| AT | Start, Taxi, Takeoff (STTO) Events | 7.10. |
| AZ | Abnormal Procedures Events | 7.11. |
| CA | Airfield Certifications | 7.12. |
| CD | Airdrop Certifications | 7.13. |
| CE/CG | General Certifications | 7.14. |

| | | |
|----------|--|--------------|
| CH/CJ | Night Vision Goggle Certifications | 7.15 |
| CP | Aircraft Commander/Mobility Pilot Development Certification Events | 7.16. |
| CQ/CS | Specialized Certification Events | 7.17. |
| CT | Tactical Certification Events | 7.18. |
| FF | Flight Surgeon Events | 7.19. |
| GB/GC/GD | Ground/Computer-Based Training Events | 7.20. |
| GE | Expeditionary Training Events | 7.21. |
| GF | MAFFS Training Events | 7.22. |
| GH | Communications Training/Equipment Events | 7.23. |
| GL | LC-130 Training Events | 7.24. |
| GM | Mobility Training Events | 7.25. |
| GN | NVG Ground Training Events | 7.26. |
| GS | Senior Officer Course | 7.27. |
| GV | Mass Casualty Exercises | 7.28. |
| GX/GY | Simulator Events | 7.29. |
| LL/PP | Aircrew Flight Equipment Events | 7.30. |
| MB | Mission/Sortie Events | 7.31. |
| MS | Spray Sortie Events | 7.32. |
| PC | Aircraft Communications Equipment Events | 7.33. |
| SS | SERE Events | 7.34. |
| TG | Tactical Ground Training Events | 7.35. |
| TW | Tactical Aircraft Events | 7.36. |
| X | Unit-Defined Events | 7.37. |

7.2. Headquarters USAF-Directed Evaluation (AA) Events.

7.2.1. AA01 – Qualification Evaluation.

7.2.1.1. Purpose: All USAF C-130H aircrew will complete a periodic qualification evaluation in the C-130H, to include requisites, as specified by AFMAN 11-2C-130HV2. **(T-2).**

7.2.1.2. OPR: AMC/A3V.

7.2.2. AA02 – Evaluation, Qualification (Simulator).

7.2.3. AA11 – Instrument Evaluation.

7.2.3.1. Purpose: All USAF C-130H pilots and other pilots flying operationally with the USAF (e.g., exchange pilots) will maintain instrument qualification. **(T-2).**

7.2.3.2. OPR: AMC/A3V.

7.2.4. AA12 – Evaluation, Instrument (Simulator).

7.2.5. AA21 – Combined Qualification / Instrument Evaluation.

7.2.5.1. Purpose: All USAF C-130H pilots and other pilots flying operationally with the USAF (e.g., exchange pilots) may combine qualification and instrument evaluations.

7.2.5.2. OPR: AMC/A3V.

7.2.6. AA22 – Evaluation, Combined Qualification Instrument (Simulator).

7.2.7. AA23 – Ski Mission Evaluation.

7.2.7.1. Purpose: Evaluate LC-130 crewmembers on Ski mission procedures.

7.2.7.2. OPR: 109 OG/OGV.

7.3. Headquarters USAF-Directed Examination (AB) Events.

7.3.1. AB01Y – Open-Book Qualification Examination.

7.3.1.1. Purpose: Evaluate familiarity with publications related to MAF C-130H missions.

7.3.1.2. OPR: AMC/A3V.

7.3.2. AB03Y – Closed-Book Qualification Examination.

7.3.2.1. Purpose: Evaluate familiarity with publications related to MAF C-130H operations.

7.3.2.2. OPR: AMC/A3V.

7.3.3. AB07Y – Emergency Procedures Examination.

7.3.3.1. Purpose: Evaluate familiarity with emergency procedures related to MAF C-130H operations.

7.3.3.2. OPR: AMC/A3V.

7.3.4. AB09Y – Instrument Refresher Course (IRC) Examination.

7.3.4.1. Purpose: Evaluate familiarity with instrument procedures and products related to MAF C-130H operations.

7.3.4.2. OPR: AMC/A3T.

7.3.5. AB11Y – Mission Examinations (open and/or closed book).

7.3.5.1. Purpose: Evaluate familiarity with tactical mission publications related to MAF C-130H operations.

7.3.5.2. OPR: AMC/A3V.

7.3.6. AB21Y – Tactics Open Book Examination.

7.3.6.1. Purpose: Evaluate familiarity with classified tactical mission publications related to MAF C-130H operations.

7.3.6.2. OPR: AMC/A3TW.

7.3.7. AB41Y – Flight Surgeon Qualification Examination.

7.3.7.1. Purpose: Evaluate familiarity with flight surgeon duties.

7.3.7.2. OPR: USAF School of Aerospace Medicine (USAFSAM)/FEEE.

7.3.7.3. Additional Information: The flight surgeon's initial and periodic qualification examination consists of a closed book examination required for flight surgeon currency per AFI 11-202V2. Test questions are randomly generated from a test bank maintained by AFMRA/SG3C and administered on Blackboard by USAFSAM. Upon successful completion of the examination, the flight surgeon is universal qualified in all USAF aircraft.

7.3.8. AB61Y – Examination, MAFFS Procedures.

7.3.8.1. Purpose: Evaluate familiarity with MAFFS mission publications related to MAF C-130H operations.

7.3.8.2. OPR: AMC/A3V.

7.4. General Evaluation (AC) Events.

7.4.1. AC03Y – ATD Qualification and Upgrade Evaluation.

7.4.1.1. Purpose: Evaluate proficiency in C-130H basic aircraft qualification.

7.4.1.2. OPR: AMC/A3V.

7.4.2. AC19Y – Instructor Evaluation.

7.4.2.1. Purpose: Evaluate ability as a flight instructor during MAF C-130H operations.

7.4.2.2. OPR: AMC/A3V.

7.4.3. AC23Y – Mission Evaluation.

7.4.3.1. Purpose: Evaluate proficiency in MAF C-130H mission operations.

7.4.3.2. OPR: AMC/A3V.

7.4.4. AC25Y – Airdrop Mission Evaluation.

7.4.4.1. Purpose: Evaluate proficiency in MAF C-130H airland operations.

7.4.4.2. OPR: AMC/A3V.

7.4.5. AC27Y – Airland Mission Evaluation.

7.4.5.1. Purpose: Evaluate proficiency in MAF C-130H airdrop operations.

7.4.5.2. OPR: AMC/A3V.

7.4.6. AC29Y – Operational Mission Evaluation (OME).

7.4.6.1. Purpose: Evaluate the proficiency and suitability of aircraft commander upgrade candidates in MAF C-130H mission operations.

7.4.6.2. OPR: AMC/A3V.

7.4.7. AC41Y – Flight Evaluation Folder (FEF) Review.

7.4.7.1. Purpose: Evaluate the completeness of MAF C-130H aircrew FEFs.

7.4.7.2. OPR: AMC/A3V.

7.4.8. AC43Y – Flight Publications Check.

7.4.8.1. Purpose: Evaluate the completeness and currency of MAF C-130H aircrew publications.

7.4.8.2. OPR: AMC/A3V.

7.5. Formation (AF) Events.

7.5.1. AF33Y – Formation Departure Visual.

7.5.1.1. Purpose: Continuation training for formation qualified pilots.

7.5.1.2. Description: The segment of a visual route from departure or low-approach to established in formation at briefed assembly altitude. See AFMAN 11-2C-130HV3 for formation visual departure procedures and AFTTP 3-3.C-130H for additional information.

7.5.1.3. OPR: AMC/A3T.

7.5.1.4. Training Media: Aircraft or WST.

7.5.1.5. Instructor: Not required for continuation training.

7.5.1.6. Additional Information: Aircraft commanders need to perform pilot flying duties to credit this event. Both pilots may log this event.

7.5.2. AF35Y – Formation Recovery Visual.

7.5.2.1. Purpose: Continuation training for formation qualified pilots.

7.5.2.2. Description: See AFMAN 11-2C-130HV3 for formation visual recovery procedures and AFTTP 3-3.C-130H for additional information.

7.5.2.3. OPR: AMC/A3T.

7.5.2.4. Training Media: Aircraft or WST.

7.5.2.5. Instructor: Not required for continuation training.

7.5.2.6. Additional Information: Aircraft commanders need to perform pilot flying duties to credit this event. Both pilots may log this event.

7.5.3. AF37Y – Formation Departure SKE.

7.5.3.1. Purpose: Continuation training for SKE qualified pilots.

7.5.3.2. Description: See AFMAN 11-2C-130HV3 for SKE formation procedures and AFTTP 3-3.C-130H for additional information.

7.5.3.3. OPR: AMC/A3T.

7.5.3.4. Training Media: Aircraft or WST.

7.5.3.5. Instructor: Not required for continuation training.

7.5.3.6. Additional Information: Aircraft commanders need to perform pilot flying duties to credit this event. Both pilots may log this event.

7.5.4. AF39Y – Formation Recovery SKE.

7.5.4.1. Purpose: Continuation training for SKE qualified pilots.

7.5.4.2. Description: See AFMAN 11-2C-130HV3 for SKE formation procedures and AFTTP 3-3.C-130H for additional information.

7.5.4.3. OPR: AMC/A3T.

7.5.4.4. Training Media: Aircraft or WST.

7.5.4.5. Instructor: Not required for continuation training.

7.5.4.6. Additional Information: Aircraft commanders need to perform pilot flying duties to credit this event. Both pilots may log this event.

7.6. Airdrop (AG) Events.

7.6.1. AG01Y – Airdrop-Event. (FE ONLY).

7.6.1.1. Purpose: Continuation training for mission-ready flight engineers.

7.6.1.2. Description: See AFMAN 11-2C-130HV3 for airdrop (including SATB) procedures and AFTTP 3-3.C-130H for additional information.

7.6.1.3. OPR: AMC/A3T.

7.6.1.4. Training Media: Aircraft or USAF-certified WST.

7.6.1.5. Instructor: Not required for continuation training.

7.6.1.6. Additional Information: Flight engineers may log this event when all enroute and airdrop checklist are accomplished.

7.6.2. AG02Y – Airdrop-Boat.

7.6.3. AG03Y – Airdrop-CDS. (Includes SATB-C).

7.6.3.1. Purpose: Continuation training for mission-ready crewmembers.

7.6.3.2. Description: See AFMAN 11-2C-130HV3 for CDS airdrop (including SATB-C) procedures and AFTTP 3-3.C-130H for additional information.

7.6.3.3. OPR: AMC/A3T.

7.6.3.4. Training Media: Aircraft or USAF-certified WST.

7.6.3.5. Instructor: Not required for continuation training.

7.6.3.6. Additional Information: Pilots may credit event if all checklists through the slowdown checklist are accomplished. Navigators may credit the event with the successful airdrop of an actual CDS load. Flight engineers do not credit the event. Loadmasters credit the event only when an actual CDS load is loaded and rigged, all checklists through the slowdown checklist are accomplished, and (in the event of a no-drop condition) neither loadmaster is responsible for the “no-drop” situation. Pilots, navigators, and loadmasters who become non-current for CDS Airdrop (AG03Y) are authorized to drop SATB-C without instructor supervision. **Note:** Loadmasters may log LCLA drops as AG03Y only after completion of CDS semi-annual requirements and may log Combat Expendable Platform, CRRC, and RAMZ upon completion of half of the semi-annual requirements.

7.6.4. AG05Y – Airdrop-Container Delivery System (Polar).

7.6.4.1. Purpose: Continuation training for mission-ready Polar Airdrop pilots and navigators.

7.6.4.2. Description: Actual CDS or SATB-C airdrop; flown per AFTTP 3-3.C-130H, AFMAN 11-2C-130HV3, and 109 AW Polar Airdrop procedures.

7.6.4.3. OPR: 109 OG/OST.

7.6.4.4. Training Media: Aircraft or USAF-certified WST.

7.6.4.5. Instructor: Not required for continuation training.

7.6.4.6. Additional Information: May log with the successful drop of an actual CDS or SATB-C.

7.6.5. AG07Y – Airdrop-Container Delivery System (Polar, Actual).

7.6.5.1. Purpose: Continuation training for mission-ready Polar Airdrop loadmasters.

7.6.5.2. Description: Actual CDS bundle is loaded, rigged, all checklists through the slowdown checklist are accomplished, and there is not a no-drop condition due to either loadmaster.

7.6.5.3. OPR: 109 OG/OST.

7.6.5.4. Training Media: Aircraft.

7.6.5.5. Instructor: Not required for continuation training.

7.6.6. AG15Y – Airdrop-Equipment (Includes SATB-H).

7.6.6.1. Purpose: Continuation training for mission-ready crewmembers.

7.6.6.2. Description: See AFMAN 11-2C-130HV3 for equipment airdrop (including SATB-H) procedures and AFTTP 3-3.C-130H for additional information.

7.6.6.3. OPR: AMC/A3T.

7.6.6.4. Training Media: Aircraft or USAF-certified WST.

7.6.6.5. Instructor: Not required for continuation training.

7.6.6.6. Additional Information: Pilots may credit event if all checklists through the slowdown checklist are accomplished. Navigators may credit the event with the successful airdrop of an actual heavy equipment load. Flight Engineers do not credit the event. Loadmasters credit event only when an actual heavy equipment load is loaded and rigged, all checklists through the slowdown checklist are accomplished, and (in the event of a no-drop condition) neither loadmaster is causal in a “no-drop” situation. Pilots, navigators, and loadmasters who become non-current for AG15Y are authorized to drop SATB-H without instructor supervision.

7.6.7. AG17Y – Airdrop-Equipment (Actual).

7.6.8. AG21Y – Airdrop-RVAD/AWADS.

7.6.8.1. Purpose: Continuation training for RVAD-certified pilots and navigators.

7.6.8.2. Description: See AFMAN 11-2C-130HV3 for RVAD airdrop procedures and AFTTP 3-3.C-130H for additional information. RVAD is formerly referred to as “AWADS,” and may be referenced as such in other publications. Actual airdrop may be simulated as long as all checklists are completed. May be flown single-ship. Log this event when RVAD procedures are used to verify a mission computer airdrop (MCAD).

7.6.8.3. OPR: AMC/A3T.

7.6.8.4. Training Media: Aircraft or USAF-certified WST.

7.6.8.5. Instructor: Not required for continuation training.

7.6.8.6. Additional Information: RVAD-certified crewmembers are not required to fly or track AG51Y, SKE Airdrop. If RVAD crews fly in a wing position or equipment problems require a SKE airdrop, units may elect to credit AG51Y to accurately reflect training accomplished. Do not credit AG51Y and AG21Y on the same airdrop.

7.6.9. AG23Y – Airdrop-Extracted Container Delivery System (XCDS).

7.6.9.1. Purpose: Continuation training for aircrew certified to perform XCDS airdrop.

7.6.9.2. Description: Perform an XCDS airdrop.

7.6.9.3. OPR: AMC/A3T.

7.6.9.4. Training Media: Aircraft or WST.

7.6.9.5. Instructor: Not required for continuation training.

7.6.9.6. Additional Information: Loadmasters log this event when an actual XCDS bundle is loaded, rigged, all checklists through the slowdown checklist are accomplished, and there is not a no-drop condition due to either loadmaster.

7.6.10. AG25Y – Airdrop-High Altitude, Low Opening (HALO)/High Opening (HAHO) Airdrop

7.6.10.1. Purpose: Continuation training for navigators

7.6.10.2. Description: HALO/HAHO personnel airdrop or mission planning event with a like crew position instructor.

7.6.10.3. OPR: AMC/A3T.

7.6.10.4. Training Media: Aircraft or WST.

7.6.10.5. Instructor: Not required for continuation training.

7.6.10.6. Additional Information: Navigators may log this event anytime they perform HALO/HAHO operations in the aircraft or after conducting a mission planning event with a like crew position instructor. Mission planning includes understanding how SCNS performs the calculations and what various fields mean (e.g., changing the safety factor and what that means).

7.6.11. AG27Y – Airdrop-High Altitude Release Point (HARP) Calculation.

7.6.12. AG29Y – Airdrop-High Altitude Release Point (HARP) Plus Event.

7.6.13. AG31Y – Airdrop-High Altitude Release Point (HARP) Mission Planning Event.

7.6.14. AG33Y – Airdrop JPADS/I-CDS.

7.6.14.1. Purpose: Continuation training for JPADS certified loadmasters.

7.6.14.2. Description: JPADS (guided) airdrop to include flight station and cargo compartment configuration JPADS checklists, and JPADS (guided) airdrop to an appropriate DZ. Certified loadmasters drop an actual JPADS (guided) bundle. If DZ requirements prevent the actual drop, simulate a guided bundle drop through completion of the JPADS (guided) airdrop slowdown checklist.

7.6.14.3. OPR: AMC/A3T.

7.6.14.4. Training Media: Aircraft Only.

7.6.14.5. Instructor: Not required for continuation training.

7.6.14.6. Additional Information: If dropping an actual JPADS guided bundle is not practical, loadmasters still require an AGU rigged on a bundle aboard the aircraft to simulate all necessary checklist steps. Loadmasters and Engineers may credit the event if all checklists through the slowdown checklist are complete. Loadmasters and Engineers perform a minimum of one JPADS airdrop annually while on oxygen to credit the event, regardless of airdrop altitude flown.

7.6.15. AG37Y – Low Cost/Low Altitude (LCLA) Airdrop.

7.6.15.1. Purpose: Continuation training for aircrew certified to perform LCLA airdrop.

7.6.15.2. Description: Perform an LCLA airdrop.

7.6.15.3. OPR: AMC/A3T.

7.6.15.4. Training Media: Aircraft or WST (pilot and navigator only).

7.6.15.5. Instructor: Not required for continuation training.

7.6.15.6. Additional Information: Navigators log this event when an actual LCLA bundle is successfully airdropped. Loadmasters log this event when an actual LCLA bundle is loaded, rigged, all checklists through the slowdown checklist are accomplished, and there is not a no-drop condition due to either loadmaster.

7.6.16. AG38Y – Airdrop-Med/High Altitude.

7.6.16.1. Purpose: Continuation training for airdrop qualified crewmembers.

7.6.16.2. Description: Airdrop at medium or high altitude. See [Attachment 1](#) for airdrop altitude definitions. Crewmembers should attempt to practice this event at the highest practical altitude commensurate with DZ size and airspace restrictions. See AFTTP 3-3.C-130H, AFMAN 11-2C-130HV3, AFI 11-231, *Computed Air Release Point Procedures*, and AFI 13-217 for medium/high altitude airdrop procedures and restrictions.

7.6.16.3. OPR: AMC/A3T. OCR: AMC/A3TW

7.6.16.4. Training Media: Aircraft or USAF-certified WST.

7.6.16.5. Instructor: Not required for continuation training.

7.6.16.6. Additional Information: Crewmembers will perform their airdrop duties while on oxygen to credit the event, regardless of airdrop altitude flown. **(T-2)**. If DZ size does not permit dropping at or above the minimum for medium-altitude, actual airdrop may be simulated at medium/high altitude as long as all checklists are completed. If local airspace or other restrictions preclude flying the airdrop at medium/high altitudes, units may credit this event in the simulator, or accomplish the event at low altitude if no other alternative is available. However, the intent is to fly an actual airdrop in the aircraft at or above 10,000' MSL, whenever practical.

7.6.17. AG43Y – Airdrop-PADS Operator (Guided).

7.6.17.1. Purpose: Continuation training for PADS Operators.

7.6.17.2. Description: JPADS airdrop to include mission planning, JPADS computer preflight, in-flight actions, flight station and cargo compartment configuration, JPADS checklists, airdrop damage estimate, and guided system airdrop. Crews comply with all requirements of AFI 13-217. The guided system airdrop is considered complete with an update of the release point and launch acceptability region (LAR) using the JPADS computer (with or without dropsonde data), wireless transfer to the AGU, and completion of all checklists through the slowdown checklist. If equipment and DZs are available, 50% of AG43Y events should end in an actual guided airdrop. Minimum altitudes for actual guided airdrops are per specific requirements of each guided system and AFI 13-217.

7.6.17.3. OPR: AMC/A3T.

7.6.17.4. Training Media: Aircraft or USAF-certified WST.

7.6.17.5. Instructor: Not required for continuation training.

7.6.17.6. Additional Information: PADS Operators will perform all PADS duties to credit the event. **(T-2)**. PADS operators may not log this event while occupying either pilot's seat. May dual log with AG03Y, AG21Y, and AG45Y if all requirements of the events are met. If local airspace and equipment restrictions preclude actual guided airdrop, perform a minimum of 50% of events in aircraft (through the slowdown checklist) and up to 50% in the WST. Crewmembers perform a minimum of one PADS airdrop annually while on oxygen to credit the event, regardless of airdrop altitude flown. **Note:** Non-current PADS Operators may regain currency under the supervision of any certified and current PO, regardless of rating or aircraft assigned (e.g., C-130H navigator may be supervised by a C-17 pilot).

7.6.18. AG45Y – Airdrop-PADS Operator (Unguided).

7.6.18.1. Purpose: Continuation training for PADS Operators.

7.6.18.2. Description: I-CDS (JPADS unguided) airdrop to include mission planning, JPADS computer preflight, and in-flight actions, flight station and cargo compartment configuration, JPADS checklists, dropsonde release/monitoring, airdrop damage estimate, and I-CDS airdrop to an appropriate DZ. Crews comply with all requirements of AFI 13-217. I-CDS airdrop is considered complete with the successful deployment of the dropsonde(s), an update of the release point via PADS computer, and airdrop of the bundle. There is no minimum altitude for this event when accomplished in the aircraft,

other than the minimum altitude to release a dropsonde. Aircrews should use the highest altitude possible based on airspace and DZ restrictions.

7.6.18.3. If the dropsonde(s) was (were) deployed but insufficient dropsonde data was gathered to update the release point with the PADS computer, the crew makes all reasonable attempts to troubleshoot the problem to include completion of the I-CDS/JPADS troubleshooting guide. If these procedures fail to correct the problem the event can still be considered complete if the crew successfully airdrops the bundle by completing the I-CDS/JPADS to Conventional Quick Transition checklist and performing a racetrack/re-attack using conventional ballistic CDS procedures.

7.6.18.4. OPR: AMC/A3T.

7.6.18.5. Training Media: Aircraft or USAF-certified WST.

7.6.18.6. Instructor: Not required for continuation training.

7.6.18.7. Additional Information: Perform all PO duties to credit the event. POs may credit this event in any MDS. POs may not log this event while occupying either pilot's seat. May dual log with AG03Y, AG21Y, and AG43Y (in any combination) if all requirements of each of the respective events are met. If performing PO duties in a different MDS, POs only log AG45Y. Crewmembers perform a minimum of one PADS airdrop annually while on oxygen to credit the event, regardless of airdrop altitude flown. **Note:** Non-current PADS Operators may regain currency under the supervision of any certified and current PO, regardless of rating or aircraft assigned (e.g., C-130H navigator may be supervised by a C-17 pilot).

7.6.19. AG47Y – Airdrop-Personnel (Includes SATB-P).

7.6.19.1. Purpose: Continuation training for airdrop qualified crewmembers.

7.6.19.2. Description: See AFTTP 3-3.C-130H and AFMAN 11-2C-130HV3 for personnel airdrop procedures and AFTTP 3-3.C-130H for additional information.

7.6.19.3. OPR: AMC/A3T.

7.6.19.4. Training Media: Aircraft or USAF-certified WST.

7.6.19.5. Instructor: Not required for continuation training.

7.6.19.6. Additional Information: Loadmasters log AG49Y only when actual personnel are loaded, rigged, all checklists through the slowdown checklist are accomplished, and there is not a no-drop condition due to either loadmaster. Pilots may credit event if all checklists through the slowdown checklist are accomplished. If non-current for AG47Y, LMs are authorized to drop SATB-P without instructor supervision. Navigators log AG49Y for successful actual personnel or AG47Y for training bundle drops (see RTM).

7.6.20. AG49Y – Airdrop-Personnel (Actual).

7.6.20.1. Purpose: Continuation training for airdrop qualified crewmembers.

7.6.20.2. Description: See AFTTP 3-3.C-130H and AFMAN 11-2C-130HV3 for personnel airdrop procedures and AFTTP 3-3.C-130H for additional information.

7.6.20.3. OPR: AMC/A3T.

7.6.20.4. Training Media: Aircraft.

7.6.20.5. Instructor: Not required for continuation training.

7.6.20.6. Additional Information: Loadmasters log AG49Y only when actual personnel are loaded, rigged, all checklists through the slowdown checklist are accomplished, and there is not a no-drop condition due to either loadmaster. Pilots may credit event if all checklists through the slowdown checklist are accomplished. Navigators log AG49Y for successful actual personnel drops (see RTM).

7.6.21. AG50Y – Airdrop-Polar.

7.6.21.1. Purpose: Continuation training for mission-ready Polar Airdrop flight engineers.

7.6.21.2. Description: Accomplish the En-route and Airdrop checklists.

7.6.21.3. OPR: 109 OG/OST.

7.6.21.4. Training Media: Aircraft or USAF-certified WST.

7.6.21.5. Instructor: Not required for continuation training.

7.6.21.6. Additional Information: In the event of planned or unplanned no drop, the aircraft commander will determine if sufficient events were accomplished to credit AG50Y. **(T-3)**.

7.6.22. AG51Y – Airdrop-SKE.

7.6.22.1. Purpose: Continuation training for SKE-qualified mission-ready pilots and navigators. RVAD-certified crewmembers log AG21Y. Airdrop may be simulated as long as all checklists are completed.

7.6.22.2. Description: SKE formation airdrop. See AFMAN 11-2C-130HV3 for SKE formation airdrop procedures and AFTTP 3-3.C-130H for additional information.

7.6.22.3. OPR: AMC/A3T.

7.6.22.4. Training Media: Aircraft or USAF-certified WST.

7.6.22.5. Instructor: Not required for continuation training.

7.6.22.6. Additional Information: RVAD-certified crewmembers are not required to fly or track AG51Y. If RVAD crews fly in a wing position or equipment problems require a SKE airdrop, units may elect to credit AG51Y to accurately reflect training accomplished. Do not credit AG51Y and AG21Y on the same airdrop.

7.6.23. AG53Y – Airdrop-Visual.

7.6.23.1. Purpose: Continuation training for mission-ready pilots and navigators.

7.6.23.2. Description: This is a visual meteorological conditions (VMC) airdrop using visual procedures. See AFMAN 11-2C-130HV3 for visual airdrop procedures and AFTTP 3-3.C-130H for additional information. Actual airdrop may be simulated as long as all checklists are completed. This event is intended to be accomplished without the aid of the mission computer for CARP re-computation and guidance; however, visual

procedures used to verify MCADs may be used to satisfy this event at the discretion of the Sq/CC.

7.6.23.3. OPR: AMC/A3T.

7.6.23.4. Training Media: Aircraft or USAF-certified WST.

7.6.23.5. Instructor: Not required for continuation training.

7.6.24. AG61Y – Airdrop-Wireless Gate Release System (WGRS) Event.

7.6.24.1. Purpose: Continuation training for loadmasters to use the WGRS during an airdrop.

7.6.24.2. Description: Perform an airdrop using the WGRS. To receive credit an actual loadmaster initiated airdrop is completed.

7.6.24.3. OPR: AMC/A3T.

7.6.24.4. Training Media: Aircraft.

7.6.24.5. Instructor: Not required for continuation training.

7.6.25. AH09Y – High-to-Low Altitude Transition.

7.6.25.1. Purpose: Continuation training for mission-ready pilots and navigators.

7.6.25.2. Description: Log a high to low altitude transition event when completing the transition from a high altitude route (should be 10,000 feet AGL and above for training) to a low-altitude route to meet a TOT, TOA, or rendezvous.

7.6.25.3. OPR: AMC/A3T/A3TW

7.6.25.4. Training Media: Aircraft or USAF-certified WST.

7.6.25.5. Additional Information: See AFTTP 3-3.C-130H and/or AFMAN 11-2C-130HV3. May dual log with the appropriate SKE and Visual route events if specific event requirements are met. If local airspace restrictions or other limitations preclude flying a high to low altitude transition, units may credit this event in the simulator or through instructor-led briefing/discussion.

7.6.26. AH91Y – Polar Route.

7.6.26.1. Purpose: Continuation training for mission-ready Polar Airdrop pilots and navigators to maintain proficiency in Polar Airdrop procedures.

7.6.26.2. Description: Route or racetrack using polar CDS procedures.

7.6.26.3. OPR: 109 OG/OST.

7.6.26.4. Training Media: Aircraft or USAF-certified WST.

7.6.26.5. Instructor: Not required for continuation training.

7.7. Landing (AL) Events.

7.7.1. AL01Y – Landing.

7.7.1.1. Purpose: Training for pilots to maintain proficiency in landing the aircraft.

7.7.1.2. Description: Any landing accomplished (full stop, touch and go, stop and go).

7.7.1.3. OPR: AMC/A3T.

7.7.1.4. Training Media: Aircraft or Level C or better WST.

7.7.1.5. Instructor: Not required for continuation training.

7.7.2. AL13Y – Landing-Left Seat.

7.7.2.1. Purpose: On-going training for MPD pilots to maintain left-seat proficiency in landing the aircraft.

7.7.2.2. Description: Any landing accomplished (full stop, touch and go, stop and go).

7.7.2.3. OPR: AMC/A3T.

7.7.2.4. Training Media: Aircraft or Level C or better WST

7.7.2.5. Instructor: Not required for continuation training.

7.7.2.6. Additional Information: See applicable aircraft technical orders and AFMAN 11-2C-130HV3. Dual log with AL01Y and AL15Y (if flown at night) for the pilot flying the aircraft.

7.7.3. AL15Y – Landing-Night Unaided.

7.7.3.1. Purpose: Training for pilots to maintain proficiency in landing the aircraft at night without NVGs.

7.7.3.2. Description: Any unaided night landing accomplished (full stop, touch and go, stop and go) between the end of evening civil twilight and the beginning of morning civil twilight.

7.7.3.3. OPR: AMC/A3T.

7.7.3.4. Training Media: Aircraft or Level C or better WST.

7.7.3.5. Instructor: Not required for continuation training.

7.7.3.6. Additional Information: May dual log with AL01Y. Do not dual log with AN33Y. (T-2).

7.7.4. AL19Y – Landing-Right Seat.

7.7.4.1. Purpose: Training for MPD pilots to maintain right-seat proficiency in landing the aircraft.

7.7.4.2. Description: Any landing accomplished (full stop, touch and go, stop and go) from the right seat.

7.7.4.3. OPR: AMC/A3T.

7.7.4.4. Training Media: Aircraft or Level C or better WST.

7.7.4.5. Instructor: Not required for continuation training.

7.7.4.6. Additional Information: Dual log with AL01Y and AL15Y (if flown at night) for the pilot flying the aircraft.

7.7.5. AL23Y – Landing-Ski/Ice.

7.7.5.1. Purpose: On-going landing training for pilots to maintain proficiency with aircraft on skis.

7.7.5.2. Description: A ski landing made onto a prepared skiway, ski landing area, or in open snow.

7.7.5.3. OPR: 109 OG/OST.

7.7.5.4. Training Media: Aircraft.

7.7.5.5. Instructor: Not required for continuation training.

7.7.5.6. Additional Information: Co-pilots will log this event when performing either pilot monitoring or flying (if allowed by training restrictions) duties. **(T-2)**. If a co-pilot performs this event as pilot flying, they should dual log Landing (AL01Y). Not required for FTL E crewmembers.

7.7.6. AL25Y – Landing-Touch-and-Go.

7.7.7. AL27Y – Landing-Semi-Prepared Surface.

7.7.7.1. Purpose: Continuation training for pilots certified to land on semi-prepared surfaces.

7.7.7.2. Description: Landing on any semi-prepared airfield.

7.7.7.3. OPR: AMC/A3T.

7.7.7.4. Training Media: Aircraft.

7.7.7.5. Instructor: Not required for continuation training.

7.7.7.6. Additional Information: The PF may dual log with the appropriate normal landings.

7.7.8. AL51Y – Landing-Max Effort.

7.7.8.1. Purpose: Training designed to give pilots experience landing the aircraft at short airfields requiring max-effort procedures.

7.7.8.2. Description: Accomplish a max-effort full-stop landing procedure per AFTTP 3-3.C-130H on an appropriately marked landing zone of 3000 or more feet in length (zone may be marked on larger runways), where touchdown occurs within the first 500-feet of the marked zone.

7.7.8.3. OPR: AMC/A3T.

7.7.8.4. Training Media: Aircraft or Level C or better WST.

7.7.8.5. Instructor: Not required for continuation training.

7.7.8.6. Additional Information: See the C-130H technical orders (e.g. TO 1C-130(K)H-1) for detailed procedures and AFMAN 11-2C-130HV3 for training restrictions. See AFTTP 3-3.C-130H for techniques. May be dual logged with AL01Y by the PF. May be dual logged with AL15Y by the PF if accomplished at night.

7.7.9. AL53Y –Landing-Max Effort (Heavyweight).

7.7.9.1. Purpose: Training designed to give pilots experience landing a heavy-gross-weight aircraft at short airfields requiring max-effort procedures.

7.7.9.2. Description: Accomplish a max-effort full-stop landing procedure per AFTTP 3-3.C-130H at an aircraft gross weight of 115,000 pounds or greater on an appropriately marked landing zone of 3000 or more feet in length (zone may be marked on larger runways), where touchdown occurs within the first 500-feet of the marked zone.

7.7.9.3. OPR: AMC/A3T.

7.7.9.4. Training Media: Aircraft or Level C or better WST.

7.7.9.5. Instructor: Not required for continuation training.

7.7.9.6. Additional Information: Aircraft commanders and above need to perform pilot flying duties to credit this event. Both pilots may credit AL51Y (if accomplished at night). The pilot flying the aircraft may also dual log with the appropriate normal landings.

7.7.10. AL55Y – Landing-Max Effort (Night Unaided).

7.7.10.1. Purpose: Training designed to give pilots nighttime experience landing the aircraft at short airfields requiring max-effort procedures without NVGs.

7.7.10.2. Description: Accomplish an unaided nighttime max-effort full-stop landing procedure per AFTTP 3-3.C-130H on an appropriately marked landing zone of 3000 or more feet in length (zone may be marked on larger runways), where touchdown occurs within the first 500-feet of the marked zone.

7.7.10.3. OPR: AMC/A3T.

7.7.10.4. Training Media: Aircraft or Level C or better WST.

7.7.10.5. Instructor: Not required for continuation training.

7.7.10.6. Additional Information: See the C-130H technical orders (e.g. TO 1C-130(K)H-1) for detailed procedures and AFMAN 11-2C-130HV3 for training restrictions. See AFTTP 3-3.C-130H for techniques. May be dual logged with AL01Y, AL15Y, and appropriate max-effort events by the PF.

7.7.11. AL57Y – Landing-Max Effort (Semi-Prepared Surface).

7.7.11.1. Purpose: Training designed to support the Semi-Prepared Landing certification

7.7.11.2. Description: One-time training required for max-effort landing on a semi-prepared airfield surface. To qualify, all aircraft commanders qualified for max-effort landings accomplish their first semi-prepared airfield landing to the satisfaction of an IP.

7.7.11.3. OPR: AMC/A3T.

7.7.11.4. Curriculum Development: Unit/instructor pilot.

7.7.11.5. Training Media: Aircraft.

7.7.11.6. Instructor: Direct supervision by a semi-prepared landing certified IP is required.

7.7.11.7. Additional Information: Check the Airfield Suitability and Restrictions Report and Zone Availability Report to verify the suitability of any semi-prepared runway. See AFI 13-217. Aircraft commanders and above need to perform pilot flying duties to credit this event. Can be dual logged with appropriate max-effort events by both pilots. Additionally, the pilot flying the aircraft may dual log with appropriate normal landing events.

7.8. Night Vision Goggle (NVG) Aircraft (AN) Events.

7.8.1. AN01Y – NVG Sortie.

7.8.1.1. Purpose: Continuation training for NVG certified crewmembers using night vision goggles.

7.8.1.2. Description: For engineers, log an NVG Sortie when NVG mission items are accomplished and the aircrew uses the Combat Entry and Combat Exit checklists in conjunction with an NVG VLL to a simulated or actual NVG airdrop. For loadmasters, NVG airdrop of LCLA, heavy equipment, CDS, Personnel, NVG engine running on/off-load ERO (pallets or rolling stock only) or NVG Combat Offload satisfies this requirement. The aircraft commander determines when enough individual events are accomplished to credit AN01Y.

7.8.1.3. OPR: AMC/A3T.

7.8.1.4. Training Media: Aircraft or USAF-certified WST (flight engineer).

7.8.1.5. Instructor: If two loadmasters are N-MR for an NVG Sortie (AN01Y), but MR in all other events to be performed, only one instructor loadmaster is required.

7.8.1.6. Additional information: See AFTTP 3-3.C-130H and/or AFMAN 11-2C-130HV3.

7.8.2. AN03Y – NVG Airland Event (All).

7.8.2.1. Purpose: Continuation training for NVG-certified navigators and flight engineers using night vision goggles.

7.8.2.2. Description: Log an NVG Airland Event any time an NVG Airland or NVG max-effort event is flown.

7.8.2.3. OPR: AMC/A3T.

7.8.2.4. Training Media: Aircraft or USAF-certified WST.

7.8.2.5. Instructor: Not required for continuation training.

7.8.2.6. Additional information: See AFTTP 3-3.C-130H and AFMAN 11-2C-130HV3 for tactics, techniques, procedures, and restrictions. May dual log with AN01Y.

7.8.3. AN05Y – NVG Airdrop Event (All).

7.8.3.1. Purpose: Continuation training for low-level qualified, NVG airdrop certified pilots and navigators.

7.8.3.2. Description: An airdrop event or procedure to covert or overt lit DZ. See AFTTP 3-3.C-130H and/or AFMAN 11-2C-130HV3 for NVG airdrop procedures. Actual airdrop may be simulated as long as all checklists are completed. Visual NVG

procedures used to verify MCADs may be used to satisfy this event at the discretion of the Sq/CC.

7.8.3.3. OPR: AMC/A3T.

7.8.3.4. Training Media: Aircraft or USAF-certified WST.

7.8.3.5. Instructor: Not required for continuation training.

7.8.3.6. Additional Information: If requirements are met by crew position, crewmembers may dual log with AG15Y, AG03Y, AG47Y, or AG53Y. Both pilots may credit this event. See AFTTP 3-3.C-130H and AFMAN 11-2C-130HV3 for tactics, techniques, procedures, and restrictions.

7.8.4. AN11Y – NVG Takeoff (Pilot Flying).

7.8.4.1. Purpose: Continuation training for NVG certified pilots.

7.8.4.2. OPR: AMC/A3T.

7.8.4.3. Training Media: Aircraft or Level C or better WST.

7.8.4.4. Instructor: Not required for continuation training.

7.8.4.5. Additional Information: MPD pilots and above need to perform pilot flying duties to credit this event; additionally, takeoffs may be performed from either the left or right seat. MPD pilots are trained in pilot-flying NVG takeoffs and landings at the FTU. Dual log with AT59Y by the pilot flying the aircraft. See AFTTP 3-3.C-130H and AFMAN 11-2C-130HV3 for tactics, techniques, procedures, and restrictions.

7.8.5. AN13Y – NVG Takeoff, Max Effort (Pilot Flying).

7.8.5.1. Purpose: Continuation training for max-effort qualified, NVG-certified pilots.

7.8.5.2. OPR: AMC/A3T.

7.8.5.3. Training Media: Aircraft or Level C or better WST.

7.8.5.4. Instructor: Not required for continuation training.

7.8.5.5. Additional Information: MPs (Aircraft commanders) and above need to perform pilot flying duties to credit this event. Pilots flying and MPD pilots may credit this event and dual log AT61A. Additionally, the pilot flying the aircraft may dual log with AN11Y and AT59Y. See AFTTP 3-3.C-130H and AFMAN 11-2C-130HV3 for tactics, techniques, procedures, and restrictions.

7.8.6. AN21Y – NVG Low Level.

7.8.6.1. Purpose: Continuation training for low-level qualified, NVG certified crewmembers operating in the low altitude environment using single-ship or formation procedures and NVGs.

7.8.6.2. Description: Log an NVG VLL event when a minimum of a 20-minute visual route from acceleration to time over target (TOT), time of arrival (TOA), or rendezvous is accomplished when flying single ship or in formation on NVGs.

7.8.6.3. OPR: AMC/A3T.

7.8.6.4. Training Media: Aircraft or USAF-certified WST.

7.8.6.5. Instructor: Not required for continuation training.

7.8.6.6. Additional information: See AFTTP 3-3.C-130H and/or AFMAN 11-2C-130HV3. Both pilots may credit this event.

7.8.7. AN23Y – NVG Low-Level, Visual Formation (Lead).

7.8.7.1. Purpose: Continuation training for formation and element lead qualified, NVG certified pilots and navigators operating in the low altitude environment using visual formation procedures using NVGs.

7.8.7.2. Description: Log an NVG formation event when a minimum of a 20-minute visual route from assembly to a TOT, TOA, or rendezvous is accomplished when flying in visual formation.

7.8.7.3. OPR: AMC/A3T.

7.8.7.4. Training Media: Aircraft or USAF-certified WST.

7.8.7.5. Instructor: Not required for continuation training.

7.8.7.6. Additional Information: See AFTTP 3-3.C-130H and AFMAN 11-2C-130HV3 for tactics, techniques, procedures, and restrictions. Dual log with AN21Y. Both pilots may credit this event.

7.8.8. AN25Y – NVG Low-Level, Visual Formation (Wing).

7.8.8.1. Purpose: Continuation training for low-level qualified, NVG certified pilots and navigators operating in the low altitude environment using visual formation procedures using NVGs.

7.8.8.2. Description: Log an NVG formation event when a minimum of a 20-minute visual route from assembly to a TOT, TOA, or rendezvous is accomplished when flying in visual formation.

7.8.8.3. OPR: AMC/A3T.

7.8.8.4. Training Media: Aircraft or USAF-certified WST.

7.8.8.5. Instructor: Not required for continuation training.

7.8.8.6. Additional Information: See AFTTP 3-3.C-130H and AFMAN 11-2C-130HV3 for tactics, techniques, procedures, and restrictions. Dual log with AN21Y. Both pilots may credit this event.

7.8.9. AN31Y – NVG Approach (Instrument).

7.8.9.1. Purpose: Continuation training for NVG certified pilots.

7.8.9.2. Description: Practice instrument approach procedures while the flight deck crewmembers transition from an instrument approach to an NVG landing. See AFMAN 11-2C-130HV3 for procedures and AFTTP 3-3.C-130H for additional information.

7.8.9.3. OPR: AMC/A3T.

7.8.9.4. Training Media: Aircraft or USAF-certified WST.

7.8.9.5. Instructor: Not required for continuation training.

7.8.9.6. Additional Information: Both pilots may log this event. The pilot flying the approach may dual log with other instrument approach events. See AFTTP 3-3.C-130H and AFMAN 11-2C-130HV3 for TTPs and restrictions.

7.8.10. AN33Y – NVG Landing (Pilot Flying).

7.8.10.1. Purpose: Continuation training for NVG certified pilots.

7.8.10.2. OPR: AMC/A3T.

7.8.10.3. Training Media: Aircraft or Level C or better WST.

7.8.10.4. Instructor: Not required for continuation training.

7.8.10.5. Additional Information: MPD pilots and above need to perform PF duties to credit this event; additionally, landings may be performed from either the left or right seat. MPD pilots are trained in PF NVG takeoffs and landings at the FTU. Dual log with AL01Y by the pilot flying the aircraft. See AFTTP 3-3.C-130H and AFMAN 11-2C-130HV3 for TTPs and restrictions.

7.8.11. AN35Y – NVG Landing, Max Effort (Pilot Flying).

7.8.11.1. Purpose: Continuation training for max-effort qualified, NVG certified pilots.

7.8.11.2. OPR: AMC/A3T.

7.8.11.3. Training Media: Aircraft or Level C or better WST.

7.8.11.4. Instructor: Not required for continuation training.

7.8.11.5. Additional Information: MPs (aircraft commanders) and above need to perform PF duties to credit this event. The pilot flying and MPD pilot may credit this event and dual log AL51Y. Additionally, the pilot flying the aircraft may dual log with AN33Y, AL53Y (if heavyweight), and AL01Y. See AFTTP 3-3.C-130H and AFMAN 11-2C-130HV3 for TTPs and restrictions.

7.8.12. AN41Y – NVG Backing Event.

7.8.12.1. Purpose: Continuation training for loadmasters. Ensures proper CRM/TEM is being rehearsed between pilots and loadmasters.

7.8.12.2. Description: Perform aircraft backing on NVGs. May be accomplished on a ground aircraft trainer without an associated flying sortie.

7.8.12.3. OPR: AMC/A3T.

7.8.12.4. Training Media: Aircraft.

7.8.12.5. Instructor: Not required for continuation training.

7.8.12.6. Additional Information: All crew members that directly participate in aircraft backing may credit this event.

7.9. Approach (AP) Events.

7.9.1. AP07Y – Approach-Circling.

7.9.1.1. Purpose: Training for pilots to fly a non-precision IAP to one runway and then safely land on another runway (at the same airport) or opposite direction.

7.9.1.2. Description: Any circling approach may be credited if the crew could safely land out of the circling approach.

7.9.1.3. OPR: AMC/A3T.

7.9.1.4. Training Media: Aircraft or Level C or better WST.

7.9.1.5. Instructor: Not required for continuation training.

7.9.1.6. Additional Information: The entire IAP is not required; the portion from the final approach fix through decision height or missed approach is required to be flown to either a landing or an ATC coordinated missed approach procedure. May be dual logged with AP33Y.

7.9.2. AP15Y – Approach-Instrument.

7.9.2.1. Purpose: Training for pilots to fly Instrument Approach Procedures (IAP).

7.9.2.2. Description: Any precision (AP41Y) or non-precision (AP33Y) approach.

7.9.2.3. OPR: AMC/A3T.

7.9.2.4. Training Media: Aircraft or Level C or better WST.

7.9.2.5. Instructor: Not required for continuation training.

7.9.2.6. Additional Information: May be flown and credited if the crew could safely land out of the IAP. The entire IAP is not required; the portion from the final approach fix through decision height or missed approach is required to be flown to either a landing or an ATC coordinated missed approach procedure.

7.9.3. AP33Y – Approach-Non-Precision.

7.9.3.1. Purpose: Training for pilots to fly a non-precision IAP.

7.9.3.2. Description: Any VOR, TACAN, NDB, localizer, ARA, or ASR may be credited if the crew could safely land out of the approach.

7.9.3.3. OPR: AMC/A3T.

7.9.3.4. Training Media: Aircraft or Level C or better WST.

7.9.3.5. Instructor: Not required for continuation training.

7.9.3.6. Additional Information: May be flown and credited if the crew could safely land out of the IAP. The entire IAP is not required; the portion from the final approach fix through decision height or missed approach is required to be flown to either a landing or an ATC coordinated missed approach procedure.

7.9.4. AP35Y – Approach-Non-Precision (Auto-Pilot Off).

7.9.4.1. Purpose: Training for pilots to fly a non-precision IAP without using the auto-pilot.

7.9.4.2. Description: Any VOR, TACAN, NDB, localizer, ARA, or ASR may be credited if the crew could safely land out of the approach.

7.9.4.3. OPR: AMC/A3T.

7.9.4.4. Training Media: Aircraft or Level C or better WST.

7.9.4.5. Instructor: Not required for continuation training.

7.9.4.6. Additional Information: May be flown and credited if the crew could safely land out of the IAP. The entire IAP is not required; the portion from the final approach fix through decision height or missed approach is required to be hand flown to either a landing or an ATC coordinated missed approach procedure.

7.9.5. AP39Y – Approach-Non-Precision RMI Only (NDB/VOR/TACAN).

7.9.5.1. Purpose: Training for pilots to fly using an instrument approach procedure using a non-directional beacon.

7.9.5.2. Description: Any NDB, VOR, or TACAN may be credited if the crew could safely land out of the approach.

7.9.5.3. OPR: AMC/A3T.

7.9.5.4. Training Media: Aircraft or Level C or better WST.

7.9.5.5. Instructor: Not required for continuation training.

7.9.5.6. Additional Information: May be flown and credited if the crew could safely land out of the IAP. The entire IAP is not required; the portion from the final approach fix through decision height or missed approach is required to be flown to either a landing or an ATC coordinated missed approach procedure. May be dual logged with AP33Y. For units not co-located with an NDB, aircrews may fly a VOR or TACAN approach using RMI only procedures.

7.9.6. AP41Y – Approach-Precision.

7.9.6.1. Purpose: Training for pilots to fly precision IAPs.

7.9.6.2. Description: Any precision (precision approach radar (PAR), instrument landing system (ILS), microwave landing system (MLS) etc.) approach may be credited if the crew could safely land out of the IAP.

7.9.6.3. OPR: AMC/A3T.

7.9.6.4. Training Media: Aircraft or Level C or better WST.

7.9.6.5. Instructor: Not required for continuation training.

7.9.6.6. Additional Information: May be flown and credited if the crew could safely land out of the IAP. The entire IAP is not required; the portion from the final approach fix through decision height or missed approach is required to be flown to either a landing or an ATC coordinated missed approach procedure.

7.9.7. AP43Y – Approach-Precision (Auto-Pilot Off).

7.9.7.1. Purpose: Training for pilots to fly precision IAPs without using the auto-pilot.

7.9.7.2. Description: Any approved precision approach may be credited if the crew could safely land out of the IAP.

7.9.7.3. OPR: AMC/A3T.

7.9.7.4. Training Media: Aircraft or Level C or better WST.

7.9.7.5. Instructor: Not required for continuation training.

7.9.7.6. Additional Information: May be flown and credited if the crew could safely land out of the IAP. The entire IAP is not required; the portion from the final approach fix through decision height or missed approach is required to be hand flown to either a landing or an ATC coordinated missed approach procedure.

7.9.8. AP49Y – Approach-Self-Contained (Mission Computer/Flight Management System/Airborne Radar).

7.9.8.1. Purpose: Practice for navigators in guiding the aircraft to a safe landing using aircraft radar.

7.9.8.2. Description: Perform approaches under VMC (day or night) or ground radar monitoring during IMC (per the instrument procedures in AFMAN 11-2C-130HV3). Do not log ARAs when the pilot is making any other type of instrument approach. Credit the ARA if, in the opinion of the pilot, they could make a safe landing from minimums. See AFTTP 3-3.C-130H and/or AFMAN 11-2C-130HV3 for additional information.

7.9.8.3. OPR: AMC/A3T.

7.9.8.4. Training Media: Aircraft, WST, or SNS.

7.9.8.5. Instructor: Not required for continuation training.

7.9.9. AP55Y – Approach-Visual.

7.9.9.1. Purpose: Training for pilots to fly visual approaches.

7.9.9.2. Description: Any approach flown without reference to a published IAP. Credit the approach if the crew could safely land out of the approach.

7.9.9.3. OPR: AMC/A3T.

7.9.9.4. Training Media: Aircraft or Level C or better WST.

7.9.9.5. Instructor: Not required for continuation training.

7.9.10. AP91Y – Approach-Ski Self-Contained.

7.9.10.1. Purpose: Practice for pilots and navigators in guiding the aircraft to safe landing using aircraft radar in a polar environment.

7.9.10.2. Description: A self-contained, non-precision, instrument approach when the navigator directs the pilot through a let-down, traffic pattern, and final approach using the aircraft radar and other navigational aids installed on aircraft.

7.9.10.3. OPR: 109 OG/OST.

7.9.10.4. Training Media: Aircraft.

7.9.10.5. Instructor: Not required for continuation training.

7.9.10.6. Additional Information: Do not log ARAs when the pilot is making any other type of instrument approach. **(T-2)**. Credit the ARA if, in the opinion of the pilot, a safe landing can be made from minimums. Not required for FTL E crewmembers.

7.10. Start, Taxi, Take-Off (AT) Events.

7.10.1. AT59Y – Takeoff.

7.10.1.1. Description: Initial takeoff or takeoff following a touch-and-go landing.

7.10.1.2. Training Media: Aircraft or Level C or better WST.

7.10.2. AT61Y – Takeoff-Max Effort.

7.10.2.1. Purpose: Training designed to give pilots experience taking off from short and semi-prepared/austere airfields within a relatively short distance.

7.10.2.2. Description: Accomplish a max-effort takeoff. AT61A does not have to be accomplished from a short or semi-prepared airfield.

7.10.2.3. OPR: AMC/A3T.

7.10.2.4. Training Media: Aircraft or WST.

7.10.2.5. Instructor: Not required for continuation training

7.10.2.6. Additional Information: See the C-130H technical orders (TO 1C-130(K)H, *Flight Manual*) for detailed procedures and AFMAN 11-2C-130HV3 for training restrictions. May be dual logged with AT59Y by the PF.

7.10.3. AT65Y – Takeoff-Heavyweight Max Effort.

7.10.3.1. Purpose: Training designed to give pilots takeoff experience with a heavy-gross-weight aircraft.

7.10.3.2. Description: Accomplish a max-effort takeoff procedure per C-130H technical orders (e.g. TO 1C-130(K)H-1) and AFTTP 3-3.C-130H at an aircraft gross weight of 115,000 pounds or greater. AT65Y does not have to be accomplished from a short or semi-prepared airfield.

7.10.3.3. OPR: AMC/A3T.

7.10.3.4. Training Media: Aircraft or Level C or better WST.

7.10.3.5. Instructor: Not required for continuation training.

7.10.3.6. Additional Information: Aircraft commanders and above need to perform pilot flying duties to credit this event. Both pilots may credit AL51Y (if accomplished at night). The pilot flying the aircraft may also dual log with the appropriate normal landings.

7.10.4. AT69Y – Takeoff-Left Seat.

7.10.4.1. Purpose: Training for MPD pilots to maintain left-seat proficiency flying the aircraft.

7.10.4.2. Description: Any takeoff accomplished from the left seat.

7.10.4.3. OPR: AMC/A3T.

7.10.4.4. Training Media: Aircraft or Level C or better WST.

7.10.4.5. Instructor: Not required for continuation training.

7.10.4.6. Additional Information: Dual log with AT59Y.

7.10.5. AT77Y – Takeoff-Right Seat.

7.10.5.1. Purpose: Training for MPD pilots to maintain right-seat proficiency flying the aircraft.

7.10.5.2. Description: Any takeoff accomplished from the right seat.

7.10.5.3. OPR: AMC/A3T.

7.10.5.4. Training Media: Aircraft or Level C or better WST.

7.10.5.5. Instructor: Not required for continuation training.

7.10.5.6. Additional Information: Dual log with AT59Y.

7.10.6. AT81Y – Taxi-Aircraft Backing Event (Non-NVG).

7.10.6.1. Purpose: Continuation training for loadmasters. Ensures proper CRM/TEM is being rehearsed between pilots and loadmasters.

7.10.6.2. Description: Perform aircraft backing. May be accomplished on a ground aircraft trainer without an associated flying sortie.

7.10.6.3. OPR: AMC/A3T.

7.10.6.4. Training Media: Aircraft.

7.10.6.5. Instructor: Not required for continuation training.

7.10.6.6. Additional Information: All crew members that directly participate in aircraft backing may credit this event. Do not dual log with AN41Y.

7.10.7. AT91Y – Takeoff-Ski/Ice.

7.10.7.1. Purpose: On-going take-off training for pilots to maintain proficiency with aircraft on skis.

7.10.7.2. Description: A ski take-off made from a prepared skiway, ski landing area, or open snow.

7.10.7.3. OPR: 109 OG/OST.

7.10.7.4. Training Media: Aircraft.

7.10.7.5. Instructor: Not required for continuation training.

7.10.7.6. Additional Information: Co-pilots will log this event when performing either pilot monitoring or flying (if allowed by training restrictions) duties. **(T-2)**. If co-pilot performs this event as pilot flying, they should dual log Takeoff (AT59Y). Not required for FTL E crewmembers.

7.11. Abnormal Procedures (AZ) Events (FE, LM only). Accomplish these events utilizing Chapter 3 in TO 1C-130(K)H.

7.11.1. AZ13Y – Landing Gear Manual Extension.

7.11.1.1. Purpose: This event practices the crew reports and individual actions required to lower the gear without hydraulic or electrical assistance.

7.11.1.2. Description: This exercise demonstrates the capability of the landing gear to operate without hydraulic or electrical system assistance during extension and retraction. Reference TO 1C-130(K)H-1, for additional information on event execution.

7.11.1.3. OPR: AMC/A3T.

7.11.1.4. Training Media: Aircraft.

7.11.1.5. Instructor: Not required for continuation training.

7.11.1.6. Additional Information: Exercise may be accomplished in-flight or with an aircraft on jacks.

7.11.2. AZ15Y – Main Flap Manual Operation.

7.11.2.1. Purpose: This event practices crew reports and individual actions required to manually lower the main flaps.

7.11.2.2. Description: This event demonstrates an alternative method of lowering the flaps in the event of a system malfunction. Reference TO 1C-130(K)H-1 for additional information on maneuver execution.

7.11.2.3. OPR: AMC/A3T.

7.11.2.4. Training Media: Aircraft.

7.11.2.5. Instructor: Not required for continuation training.

7.11.2.6. Additional Information: Exercise may be accomplished before or after a flight.

7.12. Airfield Certification (CA) Events. Note: See Airfield Suitability and Restrictions Report and AMCI 11-211, *Destination Airfield Suitability Analysis* for more information on Certification Airfields and Special Pilot in Command Airports.

7.12.1. CA91Y – McMurdo Station Ice Runway, Antarctica (NZIR).

7.12.2. CA93Y – McMurdo Station Pegasus Field, Antarctica (NZPG).

7.12.3. CA94Y – McMurdo Station Phoenix Field, Antarctica (NZFX).

7.12.4. CA95Y – McMurdo Station Williams Field, Antarctica (NZWD).

7.13. Airdrop Certification (CD) Events.

7.13.1. CD01Y – Airdrop Certification (Aircraft Commander).

7.13.2. CD03Y – Airdrop Certification (Single Ship).

7.13.3. CD05Y – Airdrop Certification (Single-Ship IMC).

7.13.4. CD07Y – Airdrop Certification (Element Lead).

7.13.5. CD09Y – Airdrop Certification (Formation Lead).

7.13.6. CD11Y – Airdrop Certification (Formation).

- 7.13.7. CD13Y – Airdrop Certification (Instructor).
- 7.13.8. CD17Y – Airdrop Certification (Medium/High-Altitude).
- 7.13.9. CD21Y – Airdrop Certification (Polar).
- 7.13.10. CD31Y – PADS Operator Certification.
- 7.13.11. CD33Y – JPADS Phase I Certification.
- 7.13.12. CD35Y – JPADS Phase II Certification.
- 7.13.13. CD39Y – Extracted Container Delivery System (XCDS) Airdrop Certification.
- 7.13.14. CD41Y – Low Cost/Low Altitude (LCLA) Airdrop Certification.
- 7.13.15. CD42Y – Wireless Gate Release System (WGRS) Airdrop Certification.
- 7.13.16. CD43Y – Airdrop Certification (Boat).
- 7.13.17. CD45Y – Airdrop Certification (Dual Row).
- 7.13.18. CD51Y – Joint Airdrop Inspector Certification.

7.14. General Certification (CE) Events.

- 7.14.1. CE03Y – Concealed Carry Certification.
- 7.14.2. CE05Y – Flight Line Driver Certification.
- 7.14.3. CE09Y – ILS PRM Certification.
 - 7.14.3.1. Purpose: Special certification required for pilots operating at airports with ILS Precision Runway Monitoring (PRM) approach capability.
 - 7.14.3.2. Description: AFMAN 11-202V3 requires aircrews operating aircraft equipped with TCAS to receive training and be certified before operating at ILS PRM-capable airports. Training should be accomplished at the FTU to the maximum extent possible. When training is not accomplished at the FTU, it may be accomplished in-unit according to **paragraph 7.14.3.6** and the Sq/CC or designated representative certifies the pilot via electronic training record (e.g., GTIMS) or an AF Form 4324 as "ILS PRM-Certified".
 - 7.14.3.3. OPR: AMC/A3V.
 - 7.14.3.4. Training Media: Self-study of FAA-designated CBT and training materials.
 - 7.14.3.5. Instructor: Required to sign-off training accomplishment via GTIMS or AF Form 4324.
 - 7.14.3.6. Additional Information: Training program consists of a review of ILS PRM requirements defined in the *Aeronautical Information Manual*, **Part 5-4-14** and viewing the FAA slideshow, *Precision Runway Monitor (PRM) Pilot Procedures*, (all training resources are available for download on the FAA's website <http://www.faa.gov/training/testing/training/prm/>). The ILS PRM CBT is also located in ADLS, AMC Gateway, under "Aircrew Training" and titled "ILS Precision Runway Monitoring (PRM) Certification." (https://amc.adls.af.mil/kc/main/kc_frame.asp?blnWhatsNew=True&guid=)
- 7.14.4. CE11Y – Loadmaster Power-On Certification. T

7.14.5. CG11Y – Advanced Instrument School (AIS)/Instrument Refresher Course (IRC) Instructor Certification.

7.14.6. CG21Y – Crew Resource Management (CRM)/Threat and Error Management (TEM) Instructor Certification.

7.14.7. CG31Y – Night Vision Goggle (NVG) Academic Instructor Certification.

7.14.8. CG41Y – Self-Aid Buddy Care Instructor Certification.

7.14.9. CG51Y – Tactical Combat Casualty Care (TCCC) Level 1 Instructor Certification.

7.14.9.1. Purpose: Train and certify specified personnel to teach the TCCC curriculum in accordance with Assistant Secretary of Defense Health Affairs Memo, *Implementation of Tactical Combat Casualty Care*, 17 April 2018.

7.14.9.2. Description: Refer to DoDI 1322.24, *Medical Readiness Training*, for course requirements.

7.14.9.3. OPR: AF/SG

7.14.9.4. Training Media: CBT, Classroom, and Lab.

7.14.9.5. Instructor: Certified Medical Professional.

7.14.9.6. Additional Information: Course development and fielding projected for FY20. Once implemented, personnel required to be trained and certified will be directed through command channels. **(T-1)**.

7.14.10. CG52Y – Tactical Combat Casualty Care (TCCC) Level 2 Instructor Certification.

7.15. C-130 and Night Vision Goggle (NVG) Certification (CH and CJ) Events.

7.15.1. CH01Y – C-130H/H1 Differences Certification.

7.15.2. CH02Y – C-130H/H2 Differences Certification.

7.15.3. CH03Y – C-130H/H3 Differences Certification.

7.15.4. CH04Y – LC-130H Differences Certification.

7.15.5. CH05Y – WC-130H Differences Certification.

7.15.6. CH06Y – C-130H AMP-4 Landing Certification

7.15.7. CH07Y – C-130H Series 3.5 Differences Certification.

7.15.8. CH08Y – C-130H EPCS Certification.

7.15.9. CH09Y – C-130H NP2000 Differences Certification.

7.15.10. CH11Y – NVG Airland (Non-Assault) Certification.

7.15.11. CH13Y – NVG Assault Certification.

7.15.12. CH15Y – NVG Airdrop Certification.

7.15.13. CH17Y – NVG Formation Certification.

7.15.14. CH19Y – NVG Touch-and-Go Landing (Aircraft Commander) Certification.

7.15.15. CH23Y – HALO / HAHO Certification.

7.16. Aircraft Commander and Mobility Pilot Development Certification (CP) Events.

7.16.1. CP01Y – Aircraft Commander (AC) Tactics Certification.

7.16.2. CP03Y – Aircraft Commander Certification.

7.16.3. CP09Y – Aircraft Commander Touch-and-Go Landing Certification.

7.16.4. CP11Y – Global Reach Aircraft Commander Course (GRACC) Certification.

7.16.4.1. Purpose. Familiarize aircraft commander candidates with AMC Headquarters staff functions and global mission management activities in support of AMC's worldwide mobility mission sets.

7.16.4.2. Description. AMC pilots must attend GRACC. **(T-3)**. All other MAJCOM pilots are highly-encouraged to attend GRACC during upgrade and before certification to an aircraft commander. This event is an essential familiarization with the operational command and control structure, staff functions, and mission management oversight resident at the headquarters level. The course consists of a series of staff-level briefings and face-to-face interaction with the headquarters-level staff to provide each pilot with knowledge and tools needed as they execute their worldwide mission. Attendees are also provided a familiarization tour of certain headquarters facilities relating to HQ AMC, HQ 18 AF, 618 AOC (TACC), and HQ USTRANSCOM.

7.16.4.3. OPR: AMC/A3T.

7.16.4.4. Training Media. In-person attendance at Headquarters AMC, Scott AFB, IL.

7.16.4.5. Instructor. Headquarters-Level Staff Officer.

7.16.4.6. Additional Information. GRACC is transferable between all mobility weapon systems. If unable to complete CP11Y before AC certification, AMC units may schedule attendance up to 90 days post-certification with no special provisions required. Attendance beyond 90 days post-certification requires OG/CC approval. Further course details are available at <https://cs2.eis.af.mil/sites/10218/sitepages/home.aspx>.

7.16.5. CP15Y – Mobility Pilot Development (MPD) Phase I Certification.

7.16.6. CP17Y – Mobility Pilot Development (MPD) Phase II Certification.

7.17. Specialized Crew Certification (CQ and CS) Events.

7.17.1. CQ01Y – Airdrop Instructor (FTU) Certification.

7.17.2. CQ03Y – Airland Instructor (FTU) Certification.

7.17.3. CQ07Y – Dynamic Re-tasking Course (DRC) Instructor Certification.

7.17.4. CQ09Y – Element Lead (Two-Ship) Certification.

7.17.5. CQ15Y – Flight Evaluator Certification.

7.17.6. CQ17Y – Flight Instructor Certification.

7.17.7. CQ19Y – Multi-Element Flight (Formation) Lead Certification.

7.17.8. CQ21Y – Functional Check Flight (FCF) Certification.

7.17.9. CQ23Y – Instructor (FTU) Certification.

- 7.17.10. CQ30Y – Night Vision Goggle (NVG) Certification.
- 7.17.11. CQ31Y – Personal Reliability Program (PRP) Certification.
- 7.17.12. CQ33Y – Phoenix Banner/Silver/Copper Certification.
- 7.17.13. CQ34Y – PNAF (Aircraft Commander) Certification.
- 7.17.14. CQ35Y – PNAF (Basic Crewmember) Certification.
- 7.17.15. CQ37Y – PNAF (Courier) Certification.
- 7.17.16. CQ39Y – PNAF (Instructor) Certification.
- 7.17.17. CQ50Y – Tactical Data Link Certification.
- 7.17.18. CQ55Y – Unimproved Landing Certification.
- 7.17.19. CQ61Y – GRID Navigation Certification.
- 7.17.20. CQ63Y – Large Aircraft Infra-Red Counter Measures (LAIRCM) Certification.
- 7.17.21. CS01Y – Aerial Demo (Basic Crewmember) Certification.
- 7.17.22. CS03Y – Aerial Demo (Pilot Flying) Certification.
- 7.17.23. CS05Y – Aerial Demo (Pilot Monitoring) Certification.
- 7.17.24. CS31Y – MAFFS Basic Crewmember Certification. Applicable to any crewmember.
- 7.17.25. CS33Y – MAFFS Aircraft Commander Certification. Assigned to aircraft commanders upon completion of required MAFFS training.
- 7.17.26. CS35Y – MAFFS Instructor Certification. Assigned to instructor crewmembers upon completion of required MAFFS instructor training.
- 7.17.27. CS51Y – Aerial Spray Certification.
- 7.17.28. CS53Y – Aerial Spray Instructor Certification.
- 7.17.29. CS55Y – Aerial Spray Low Volume/High Volume/Ultra High Volume Certification.
- 7.17.30. CS57Y – Aerial Spray Ultra Low Volume Certification.
- 7.17.31. CS91Y – Ski/Ice Mission (Basic Crewmember) Certification. Assigned to any crewmember upon completion of required Ski/Ice Mission training program.
- 7.17.32. CS93Y – Ski/Ice Mission (Instructor) Certification. Assigned to any instructor crewmember upon completion of required ski/ice mission instructor training.

7.18. Tactical Certification (CT) Events.

- 7.18.1. CT01Y – Basic Aircrew Tactics Study (BATS) Certification.
- 7.18.2. CT03Y – Combat Aircrew Tactics Studies - Mobility Electronic Combat Officer Course (CATS-MECOC) Certification.
- 7.18.3. CT05Y – Radar Verified Airdrop (RVAD) Certification.
- 7.18.4. CT11Y – Wet Wing Defuel/Hot Refuel Certification.

7.18.5. CT21Y – Drop Zone Safety Officer (DZSO) Certification.

7.18.6. CT23Y – Landing Zone Safety Officer (LZSO) Certification.

7.19. Flight Surgeon (FF) Events.

7.19.1. FF00 – Sortie-Total Flight Surgeon.

7.19.2. FF01 – Sortie-Total Flight Surgeon (Day).

7.19.3. FF02 – Sortie-Total Flight Surgeon (Night).

7.19.4. FF11 – Sortie-Primary Aircraft Day Flight Surgeon.

7.19.5. FF12 – Sortie-Primary Aircraft Night Flight Surgeon.

7.19.6. FF21 – Sortie-Non-Primary Aircraft Day Flight Surgeon.

7.19.7. FF22 – Sortie-Non-Primary Aircraft Night Flight Surgeon.

7.20. General Ground Training and Computer Based Training (GB, GC, and GD) Events.

7.20.1. GC32Y – Combating Trafficking In Persons (CTIP).

7.20.1.1. Purpose: Training program provides all Airmen annual by-law training in compliance with DoDI 2200.01_AFI-36-2921, *Combating Trafficking in Persons (CTIP)* related to trafficking in persons.

7.20.1.2. Description: The CTIP program was developed to deter activities of Air Force service members, civilian employees, indirect hires, contract personnel, and command-sponsored dependents that would facilitate or support CTIP, domestically and overseas. DoD defines CTIP as the recruitment, transportation, transfer, harboring or receipt of persons by means of threat, use of force, coercion, abduction, fraud, deception, abuse or exploitation. **(T-0)**

7.20.1.3. OPR: AF/A1SRQ.

7.20.1.4. Training Media: CBT or In-Person Briefing.

7.20.1.5. Instructor: Unit-Identified Training Instructor for In-Person. N/A for CBT.

7.20.1.6. Additional Information: Refer to DoDI 2200.01_AFI-36-2921 for additional information. **Note:** ARMS is not the training system of record for this training, but may be used for tracking purposes in addition to the training system of record.

7.20.2. GC33Y – Crewmember Anti-Hijacking CBT.

7.20.2.1. Purpose: To provide aircrews with training on US Air Force policy and guidance on preventing and resisting aircraft piracy (hijacking).

7.20.2.2. Description: Course provides scenario-based training of anti-hijacking theory, guidance, procedures, and scenarios for crewmembers who are authorized by their commander to arm for anti-hijacking purposes.

7.20.2.3. OPR: AMC/A3T.

7.20.2.4. Instructor: Unit-designated instructor or SFS instructor using MAJCOM-approved training outline for classroom training. No instructor required for CBT or exercise participants.

7.20.2.5. Training Media: CBT on ADLS via AMC Gateway, classroom session, or participation in a hijack prevention exercise.

7.20.2.6. Additional Information: Per AFI 13-207-O, *Preventing and Resisting Aircraft Piracy (Hijacking)*, aircrew members (passenger carrying aircraft) will complete annually, not to exceed 365 days from previous date accomplished. **(T-2). Exception:** OG/CC may waive the requirement for crewmembers on a case-by-case basis not to exceed 24 months from previous date accomplished.

7.20.3. GC39Y – Force Protection.

7.20.3.1. Purpose: Provide Air Force members with basic awareness training related to force protection and anti-terrorism considerations.

7.20.3.2. Description: Provides general awareness-level training in Intro to Force Protection, Level I Antiterrorism Awareness training, Active Shooter training, and Counterintelligence Awareness training. All Airmen will complete annually; contractors not required to complete unless specified in a statement of work. **(T-1).**

7.20.3.3. OPR: AFSFC/S3M.

7.20.3.4. Training Media: CBT or in-person briefing using approved course outline.

7.20.3.5. Instructor: N/A for CBT. Designated instructor may provide in-person briefing using approved course outline.

7.20.3.6. Additional Information: Training References: DoDIO-2000.16V1_AFI 10-245-O, *Antiterrorism (AT) Program Implementation*, AFI 71-101V4, *Counterintelligence*, AFI 31-115, *Law and Order Operations*, AFTTP 3-4.6, *Active Shooter*, DoDD 5240.06, *Counterintelligence Awareness and Reporting (CIAR)*. **Note:** ADLS is the training system of record for this course. ARMS tracking is authorized in addition to ADLS, but is not a substitute for the ADLS tracking requirement.

7.20.4. GC43Y – Information Protection (Cyber Awareness Challenge).

7.20.4.1. Purpose: Training program designed to provide Air Force members with recurring training related to the importance of information assurance (IA) to the organization and to authorized users.

7.20.4.2. Description: AF-level training that addresses relevant laws, policies, and procedures; examples of external threats; examples of internal threats; how to prevent self-inflicted damage to system information security through disciplined application of IA procedures; prohibited or unauthorized activity on DoD systems; categories of information classification and differences between handling information on the NIPRNet or SIPRNet; and requirements and procedures for transferring data to/from a non-DoD network.

7.20.4.3. OPR: SAF/CIO A6.

7.20.4.4. Training Media: CBT (Cyber Awareness Challenge) on ADLS.

7.20.4.5. Instructor: N/A.

7.20.4.6. Additional Information: Tasking Authority: DoD 8570.01-M, *Information Assurance Workforce Improvement Program* and the Department of Homeland Security

National Cyber Security Division Program Management Office, *Customer Agency Guide Information Systems Security Line of Business (ISS LOB), Shared Service Centers for Tier 1 Security Awareness Training and FISMA Reporting*. All Airmen will complete annually. **(T-0)**. AADLS is the training system of record for this course. ARMS tracking is authorized in addition to ADLS, but is not a substitute for the ADLS tracking requirement.

7.20.5. GC47Y – Privacy Act Training.

7.20.5.1. Purpose: “By-law” training program designed to provide Air Force members with recurring training related to handling and protection of personally identifiable information (PII).

7.20.5.2. Description: Pursuant to AFI 33-332, *Air Force Privacy and Civil Liberties Program*, commanders must ensure base/unit personnel are trained annually regarding privacy and civil liberties subject matter to include handling, use, and protection of PII. **(T-0)**. All Airmen and federal contractors will complete training annually. **(T-0)**.

7.20.5.3. OPR: Base Privacy Manager or Unit Privacy Monitor (determined at the installation level).

7.20.5.4. Training Media: Developed and implemented at the installation level. Training may include in-person, slideshow, video, and/or CBT (e.g., cyber.mil web-based training, <https://public.cyber.mil/training/identifying-and-safeguarding-personally-identifiable-information-pii/>).

7.20.5.5. Instructor: Privacy Manager (base) or Privacy Monitor (unit).

7.20.5.6. Additional Information: Reference AFI 33-332 and consult Unit Privacy Monitor/Base Privacy Manager for locally-developed training requirements. Advanced training is required for personnel who maintain a System of Record (SOR). **Note:** ARMS is not the training system of record for this training, but may be used for tracking purposes in addition to the training system of record (maintained and reported by the Unit Privacy Monitor).

7.20.6. GC49Y – Sexual Assault Prevention and Response (SAPR)/Suicide Prevention Training (Green Dot).

7.20.6.1. Purpose: Provide recurring Total Force Awareness Training (TFAT) to all Air Force members related to SAPR and suicide prevention.

7.20.6.2. Description: [By-Law Requirement] Formalized training course that offers a comprehensive multi-faceted approach to preserving Air Force heritage by utilizing awareness and prevention education, recognizing and presenting effective victim advocacy, clarifying reporting options and the response process, promoting societal change through individual and community collaboration in accordance with DoDI 6495.02, *Sexual Assault Prevention and Response Program Procedures*, and methods for recognizing potential indicators and accessing available resources to combat suicide in the force. TFAT also includes resilience and suicide prevention training in compliance with AFI 90-5001, *Integrated Resilience*. **(T-0)**

7.20.6.3. OPR: AF/A1Z and Installation Sexual Assault Response Coordinator (SARC).

7.20.6.4. Training Media: CBT or in-person briefing (determined at the installation level).

7.20.6.5. Instructor: N/A for CBT. SARC-trained instructor for in-person briefing.

7.20.6.6. Additional Information: All Airmen will complete training annually per AFI 90-6001, *Sexual Assault Prevention and Response (SAPR) Program*. **(T-0)**. All personnel are required to be current in annual training prior to and throughout the duration of a deployment. **Note:** ARMS is not the training system of record for this training, but may be used for tracking purposes in addition to the training system of record.

7.20.7. GC51Y – Sexual Assault Prevention and Response (SAPR)/Suicide Prevention Post-Deployment Training.

7.20.7.1. Provide a focused “Return and Reunion” briefing for all personnel following a deployment.

7.20.7.2. Description: The SARC conducts post-deployment SAPR reintegration training within 30 days of members returning from a deployment.

7.20.7.3. OPR: Installation Sexual Assault Response Coordinator (SARC).

7.20.7.4. Training Media: In-person briefing (determined at the installation level).

7.20.7.5. Instructor: SARC-trained instructor.

7.20.7.6. Additional Information: Does not meet requirements for annual training. This is a post-deployment requirement per AFI 90-6001. All Airmen will complete this training post-deployment. **(T-0)**. **Note:** ADLS is the training system of record for this course. ARMS tracking is authorized in addition to ADLS, but is not a substitute for the ADLS tracking requirement.

7.20.8. GD02Y – ADS-B/Mode 5 Ground Training.

7.20.8.1. Purpose: Ground training session to teach pilots the fundamentals of Automatic Dependent Surveillance-Broadcast (ADS-B) and IFF Mode 5 operations and procedures.

7.20.8.2. Description: ADS-B equipment determines an aircraft’s position based on satellite navigation and periodically broadcasts details to enable tracking by both ground stations and other suitably equipped aircraft. Mode 5 is a military component of IFF that provides encrypted secure Mode S and ADS-B positioning to receiver stations. This event is a ground training session with an instructor (or CBT where developed) that provides the trainee with information on ADS-B and IFF Mode 5 background, equipment components, equipment operation, operational and airspace requirements, system limitations, procedures and exemptions, key loading, and tactical considerations.

7.20.8.3. OPR: AMC/A3T

7.20.8.4. Training Media: In-person training (one-on-one or group sessions), video, and/or CBT.

7.20.8.5. Instructor: Varies by MDS.

7.20.8.6. Additional Information: Training may be incorporated into initial and/or periodic refresher training sessions provided by ATS contractors or may be conducted in-unit using a locally-developed training program and instructor aircrew members.

7.20.9. GD05Y – AIR Card® User Training.

7.20.9.1. Purpose: Ensure the AIR Card® primary and alternate Agency Program Coordinators (APC) and users have a detailed knowledge and understanding of policies, guidance, and procedures related to the off-station procurement of aviation fuel and ground services, and understand the consequences of inappropriate actions.

7.20.9.2. Description: Aircraft commanders and flight engineers, complete initial AIR Card® user training in accordance with AFI 11-253, *Managing Off-Station Purchases of Aviation Fuel and Ground Services*. The course provides AIR Card® users with an understanding of the program, authorized purchases, documentation, and restrictions related to the card's use.

7.20.9.3. OPR: AF/A3TF.

7.20.9.4. Training Media: Online course hosted on the Joint Knowledge Online website, <https://jkodirect.jten.mil> (course number J4OP-US1185 or under the title AIR Card® User Training) or on the AMC/A3T SharePoint®: <https://eim2.amc.af.mil/org/a3T/default.aspx>.

7.20.9.5. Additional Information: All aircraft commanders and flight engineers complete initial training before using the AIR Card®; complete refresher training at least once every 3 years. **(T-1)**.

7.20.10. GD07Y – Aircraft Commander Responsibilities.

7.20.10.1. Purpose: Ensure aircraft commanders understand their responsibilities for mission execution, coordination with C2, and aircrew management.

7.20.10.2. OPR: AMC/A3T.

7.20.11. GD11Y – Aircraft Marshalling Training and Examination.

7.20.11.1. Purpose: Ensures crewmembers understand proper marshalling procedures to prevent aircraft taxi incidents.

7.20.11.2. Description: Review of AFMAN 11-218 followed by a test. All aircrew personnel will test within 30 days after reporting for duty following a permanent change of station (N/A if tested at a formal school within the previous 6 months). **(T-2)**.

7.20.11.3. OPR: AMC/A3T.

7.20.12. GD15Y – Aircraft Systems Training (Engineer).

7.20.12.1. Purpose: Continuation training is designed to refresh and/or improve the engineer's technical knowledge of aircraft systems, operational procedures, and unit mission.

7.20.12.2. Description: Flight engineers will complete an annual ground-training course covering aircraft systems using ATS contractor courseware. **(T-2)**. Aircraft systems will be arranged in two blocks of instruction. **(T-3)**. Each block of instruction will consist of

two days (eight hours each day). **(T-3)**. Block A will be taught on even years, Block B will be taught on odd years. **(T-3)**. Unit flight engineers will earn annual credit in ARMS for event GD15Y upon completion of each block of instruction. **(T-2)**. This requirement may be satisfied via attendance at an ATS Simulator site or via mobile training team. In addition, all C-130H units will review hostile environment repair procedures in AFI 11-2C-130V3 annually. **(T-3)**. Flight Engineer Systems Refresher (FESR) Block A (2 academic days / 16 hours total) will include: engines, props, air conditioning, pressurization, bleed air, anti-ice / de-ice, APU, (G150) Approach Plate Familiarization (annual requirement), and Hostile Environment Repair Procedures review. **(T-3)**. FESR Block B (2 academic days / 16 hours total) will include: hydraulics/cargo door and ramp, landing gear/brakes, flight controls, electrics (AC/DC), fire protection/detection, fuel, oxygen, (G150) Approach Plate Familiarization (annual requirement), and Hostile Environment Repair Procedures review. **(T-3)**.

7.20.12.3. Tracking Requirements: For GD15Y, FESR block A will fall on even years and FESR Block B will fall on odd years. **(T-2)**.

7.20.12.4. MAFFS/MASS special mission refresher training is a unit level responsibility.

7.20.12.5. OPR: AMC/A3T.

7.20.12.6. Curriculum Development: ATS Contractor, Contractor supplied Courseware. Courseware other than ATS Contractor supplied media requires AMC A3T approval.

7.20.12.7. Training Media: Academic and hands-on instruction. May be accomplished in aircraft if available.

7.20.12.8. Instructor: ATS contractor, authorized mobile training team, or 189 AW instructor flight engineer.

7.20.12.9. Additional Information: Completion of this training includes hostile environment repair training.

7.20.13. GD16Y – LC-130 Systems Training.

7.20.13.1. Purpose: Continuation training designed to improve a flight engineer's technical knowledge of LC-130 aircraft systems and operational procedures.

7.20.13.2. Description: Crew members will complete an LC-130 specific annual ground training course encompassing the ski system, NP2000, EPCS, and L1, L1A, and L2 differences.

7.20.13.3. OPR: 109 OG/OST.

7.20.13.4. Curriculum Development: ATS contractor, Unit.

7.20.13.5. Training Media: Lecture and hands-on training.

7.20.13.6. Instructor: LC-130 qualified FE instructor.

7.20.14. GD17Y – Aircrew Intelligence Training (AIT).

7.20.14.1. Purpose: Provide crews fundamentals of threat knowledge, visual recognition, and collection and reporting requirements. Enhance crewmember

understanding of threats to unit assets with a direct impact on mission success and aircrew survival.

7.20.14.2. Description: Course provides aircrew with details concerning how, when and what to include in mission reports (MISREP), Ops-Intel interface, request for information (RFI), escape and evasion procedures and the development and coordination of evasion plans of action (EPA).

7.20.14.3. OPR: AMC/ ISR Force Management Division (A2F).

7.20.14.4. Course Development: AMC/A2F, with tailoring by unit intelligence personnel (Intel).

7.20.14.5. Instructors: Certified unit intelligence trainer.

7.20.14.6. Training Media: Lecture and examination.

7.20.14.7. Additional Information: USAFWS (WIC) instructors, cadre, and students may credit GD17Y with the completion of formal weapons course syllabus instruction. See AFI 14-1020, *U Intelligence Mission Qualification and Readiness*.

7.20.15. GD19Y – Approach Plate Familiarization Course.

7.20.15.1. Purpose: Provide flight engineers with the knowledge and skill necessary to monitor departures and approaches and advise the pilots of deviations that compromise safety.

7.20.15.2. Description: The course includes a breakdown of standard DoD approach plates, an explanation of aircraft navigation equipment, departure and terminal arrival procedures, instrument approach types, the initial approach portion to the final approach portion, and final approach procedures.

7.20.15.3. OPR: AMC/A3T.

7.20.15.4. Curriculum Development: ATS contractor, unit.

7.20.15.5. Training Media: Instructor-led discussion.

7.20.15.6. Instructor: ATS FE instructor or unit-designated instructor.

7.20.15.7. Additional Information: Unit commanders may substitute G130 for this course. Units may elect to provide local training using an AIS graduate instead of an ATS instructor. Instructor flight engineers who have been trained by a qualified ATS instructor or an AIS graduate may with commander concurrence train other unit flight engineers. **Note:** Attendance at the IRC full course (test not required) satisfies this requirement.

7.20.16. GD25Y – Crew Resource Management (CRM)/Threat and Error Management (TEM) Initial Training.

7.20.16.1. Purpose: To provide aircraft and crew-specific initial CRM/TEM training, including effective PM and Verbalize, Verify, and Monitor (VVM) behaviors.

7.20.16.2. Description: Introduces common CRM/TEM core subjects, current CRM/TEM topic(s) of the year, effective PM behaviors, and relevant VVM skills. This training is normally conducted within a classroom with interactive exercises. See AFI

11-290, *Cockpit/Crew Resource Management Program*, and/or MAJCOM supplement, as applicable.

7.20.16.3. OPR: AMC/A3TO.

7.20.16.4. Training Media: CBT and WST/LS lesson.

7.20.16.5. Instructor: ATS Instructor.

7.20.16.6. Additional Information: Initial CRM/TEM training is normally conducted during formal school initial qualification training. Crewmembers upgrading in-unit require initial CRM/TEM training from a certified instructor in accordance with AFI 11-290. Initial CRM/TEM should be dual-logged to credit CRM/TEM Refresher for ARMS tracking purposes. Utilize the initial check ride completion date.

7.20.17. GD27Y – Crew Resource Management (CRM)/Threat and Error Management (TEM) Refresher Training.

7.20.17.1. Purpose: To provide classroom-presented CRM/TEM refresher training, including effective PM and VVM behaviors.

7.20.17.2. Description: Reinforces initial CRM/TEM training through an academic review of the CRM/TEM skills common core subjects, effective PM behaviors, and relevant VVM skills, with emphasis on CRM/TEM topic(s) of the year. See AFI 11-290, and/or MAJCOM supplement, as applicable.

7.20.17.3. OPR: AMC/A3TO.

7.20.17.4. Curriculum Development: AMC/A3T and ATS Contractor.

7.20.17.5. Training Media: Classroom and Aircrew Training Device.

7.20.17.6. Instructor: TS instructor (primary), or designated instructor qualified crewmember (Secondary)

7.20.17.7. Additional Information: Refer to AFI 11-290 and the associated MAJCOM supplement to employ USAF instructors to teach CRM/TEM. USAF IPs may instruct pilots, engineers, or loadmasters. USAF FEs and LMs may only instruct their crew position. Before instructing, the instructor is required to have accomplished the current year's GD27Y and be designated in writing by the OG/CC as a "CRM/TEM Instructor". In addition, designated CRM/TEM Instructors are required to complete AF-mandated ATS Instructor training. Contact local ATS to obtain CRM/TEM training materials. GD27Y CRM/TEM seats are typically pre-purchased under the ATS contract for assigned crewmembers. Therefore, units are expected to utilize ATS instructor-led GD27Y to the maximum extent possible. AF instructor-led training should be by exception only (e.g., when the ATS option is not available). **Note:** LM Completion of GD15Y, GX91Y, and GX93Y credits GD27Y.

7.20.18. GD29Y – C130 CRM/TEM Instructor Training.

7.20.18.1. Purpose: Qualifies new instructors (any crew position) as CRM/TEM instructors.

7.20.18.2. Description: A course of instruction designed for new unit aircrew instructors (any crew position) to become CRM/TEM Instructors. The TEM portion of CRM/TEM applies pending incorporation into AFI 11-290, or MAJCOM direction.

7.20.18.3. OPR: AMC/A3T.

7.20.18.4. Curriculum Development: ATS contractor.

7.20.18.5. Training Media: Lecture and WST.

7.20.18.6. Instructor: ATS contractor.

7.20.19. GD31Y – Emergency Nuclear Airlift Operations (ENAO) Training.

7.20.19.1. Purpose: Gives Regular Air Force airlift aircrews familiarity in the procedures for handling, protecting, and moving weapons of mass destruction during contingencies.

7.20.19.2. Description: One-time training, given at the FTU, which provides active component crewmembers information concerning the emergency movement of nuclear weapons.

7.20.19.3. OPR: AMC/A3T.

7.20.19.4. Training Media: Academics for all Regular Air Force crewmembers (N/A for AFRC and NGB members).

7.20.19.5. Curriculum Development: ATS contractor.

7.20.19.6. Instructor: ATS contractor and FTU.

7.20.19.7. Additional information: See AFMAN 13-526, *Nuclear Airlift Operations*.

7.20.20. GD33Y – Flight Examiner Course.

7.20.21. GD35Y – Flight Line Security and Drivers Training and Exam.

7.20.22. GD36Y – Flight Safety Briefing (Initial/Periodic).

7.20.23. GD39Y – Hazardous Cargo Training.

7.20.23.1. Purpose: To familiarize aircraft commanders and loadmasters with hazardous materials handling procedures, precautions, and restrictions specific to air transportation.

7.20.23.2. Description: Complete ATS/squadron provided instruction reviewing AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*. Use AFJI 11-204 in conjunction with AFMAN 24-204, *Preparing Hazardous Materials for Military Air Shipments*.

7.20.23.3. OPR: AMC/A3T.

7.20.23.4. Curricular Development: ATS contractor or squadron instructor.

7.20.23.5. Training Media: CBT.

7.20.23.6. Instructor: Qualified instructor loadmaster.

7.20.23.7. Additional Information: Aircraft commanders are not required to take a written test.

7.20.24. GD40Y – Human Relations Education (HRE)/Equal Opportunity (EO) Training.

7.20.24.1. Purpose: Training program to provide annual by-law training in compliance with AFI 36-2710, *Equal Opportunity Program*, related to unlawful discrimination, harassment, and reprisal by military personnel.

7.20.24.2. Description: The HRE/EO program was developed to educate military and civilian personnel in an effort to eradicate unlawful discrimination against, harassment of, intimidation of, or threatening of another Airman on the basis of race, color, religion, sex (including pregnancy, gender identity, and sexual orientation), national origin, age (40 or older), disability, genetic information, or reprisal. Required for all military and civilian Air Force (AF) personnel, including Air Force Reserve Command (AFRC) units. **(T-0)** This publication applies to Air National Guard (ANG) personnel in federal active duty status under Title 10, US Code, and in a duty status under Title 32, US Code, unless otherwise noted. It does not apply to contract employees (unless authorized by law or regulation to file a federal agency complaint), employees, or applicants of the Army and Air Force Exchange Service. **(T-0)**. Refer to AFI 36-2710. **(T-0)**

7.20.24.3. OPR: AFPC/EO.

7.20.24.4. Training Media: In-Person briefing.

7.20.24.5. Instructor: Appropriately-certified EO instructor.

7.20.24.6. Additional Information: Refer to AFI 36-2710, for additional information. **Note:** ARMS is not the training system of record for this training, but may be used for tracking purposes in addition to the training system of record.

7.20.25. GD41Y – Initial Qualification Academic Course.

7.20.26. GD45Y – Regulation/Directive Knowledge/Use.

7.20.27. GS01Y – Senior Staff Qualification Course.

7.20.28. GD47Y – Instructor Academic Training.

7.20.29. GD55Y – Instrument Refresher Course (IRC).

7.20.29.1. Purpose: To ensure pilots and navigators possess sufficient knowledge of all applicable directives, procedures, and techniques to assure safe and professional instrument flying.

7.20.29.2. Description: Guidance for the development of unit IRC programs, including topics and subject outlines, course length, instructor prerequisites, and methods of instruction is contained in AFMAN 11-210, *Instrument Refresher Program (IRP)*. Familiarity with AFMAN 11-210 is essential for unit program developers and IRC instructors. Log event upon completion of the IRC course and the instructor-led Hot Topics. However, the instrument exam is required to be completed within the flight evaluation eligibility period. See the Air Force Flight Standards Agency portal website for the current list of IRC topics. The website is located at the following: <https://cs2.eis.af.mil/sites/11874/IRP/Hot%20Topics/Forms/AllItems.aspx>.

7.20.29.3. OPR: AMC/A3T.

7.20.29.4. Curriculum Development: Air Force Flight Standards Agency and unit (local items).

7.20.29.5. Training Media: Per AFMAN 11-210.

7.20.29.6. Instructor: IRC-qualified instructor or AIS graduate.

7.20.30. GD56Y – Joint Airdrop Inspector (JAI) Initial Ground Training.

7.20.30.1. Purpose: Train select loadmasters as Joint Airdrop Inspectors per AFI 13-210_IP, *Joint Airdrop Inspection Records, Malfunction/Incidents, Investigations and Activity Reporting*.

7.20.30.1.1. Description: Trains selected loadmasters on aerial delivery manuals, technical orders, forms, and equipment and limitations.

7.20.30.1.2. OPR: AMC/A3TW.

7.20.30.1.3. Training Media: Hands-on training.

7.20.30.1.4. Instructor: Airdrop Load Inspector Certification Course instructor.

7.20.30.1.5. Additional Information: One-time training required only for loadmasters designated for JAI duties. JAI candidates must attend the Airdrop Load Inspector Certification course at Ft. Lee, VA, or receive the training from a mobile training team. (T-1). Students who complete this training should receive JAI certification, CD51Y.

7.20.31. GD57Y – JAI Refresher Training.

7.20.31.1. Purpose: Refresher training for JAI certified loadmasters.

7.20.31.2. Description: A minimum two-hour review of applicable publications, forms, and aerial delivery equipment per AFI 13-210_IP paragraph 6-4.

7.20.31.3. OPR: AMC/A3TW.

7.20.31.4. Training Media: Hands-on and lecture.

7.20.31.5. Instructor: JAI certified instructor.

7.20.31.6. Additional Information: Annual training required for active JAIs.

7.20.32. GD58Y – Joint Mission Planning System (JMPS) Advanced User Training.

7.20.33. GD59Y – Joint Mission Planning System (JMPS) Basic User Training.

7.20.34. GD61Y – Loadmaster Refresher Training.

7.20.34.1. Purpose: Continuation training for loadmasters.

7.20.34.2. Description: All loadmasters annually attend Loadmaster Refresher training (attend airland and airdrop course segments applicable to the crewmember's qualification). Complete refresher training according to ATS courseware. Loadmaster initial qualification and loadmaster mission qualification satisfy refresher training requirements for the annual training cycle for airland and airdrop qualifications, respectively.

7.20.34.3. OPR: AMC/A3T.

7.20.34.4. Curriculum Development: ATS and unit.

7.20.34.5. Training Media: Lecture and fuselage trainer or aircraft.

7.20.34.6. Instructor: Qualified instructor loadmasters or ATS instructors.

7.20.35. GD71Y – Requalification Course.

7.20.36. GD72Y – Safety Privilege Training.

7.20.37. GD73Y – Special Departure Procedure (SDP) Training.

7.20.38. GD75Y – Aircrew Tactics Training.

7.20.38.1. Purpose: To provide the crewmember with information necessary for effective and successful execution of the unit's assigned employment mission.

7.20.38.2. Description: GD75Y is administered using courseware developed by AMC/A3TW. The courseware is posted on the AMC Combat Operations SIPRNET website <https://intelshare.intelink.sgov.gov/sites/amca3d/amca3dt/default.aspx>. The course is based on information found in AFTTP 3-1 Threat Guide, *Threat Reference Guide and Countertactics*, AFTTP 3-3, *Combat Aircraft Fundamentals C-130H*, and AFMAN 11-2C-130HV3 as well as any other documents pertaining to the execution of the unit's mission. Additional information may be added to the course by the unit tactician, weapons officer (if applicable) or by the direction of the OG/CC. **Note:** OG/CCs may specify an alternate frequency for Tactics training, but not less than annual, provided unit crewmembers receive all GD75Y blocks of training annually.

7.20.38.3. OPR: AMC/A3TW.

7.20.38.4. Course Development: AMC/A3TW.

7.20.38.5. Training Media: Instructor-led lecture.

7.20.38.6. Instructor: Rated instructor required. The instructor must be a graduate of the USAF Weapons School (USAFWS), the USAF EC Combat Aircrew Tactics School, or the Advanced Airlift Tactical Training Center Aircrew course. **(T-2).**

7.20.38.7. Additional Information: Only graduates of the USAFWS, group/wing weapons and tactics flight commanders, or rated aircrew instructors appointed by the group/wing weapons and tactics flight commander are authorized to instruct GD75Y. Instructors who teach GD75Y may credit their annual requirement. USAFWS instructors and students may credit GD75Y annually upon completion of a formal weapons school course syllabus.

7.20.39. GD77Y – Theater Indoctrination (TI) Training.

7.20.39.1. Purpose: Provides theater-assigned and deploying/deployed aircrews with the information necessary to safely operate throughout the assigned geographic region.

7.20.39.2. Description: AFMAN 11-202V1 mandates minimum training requirements. Theater indoctrination training is developed by each MAJCOM for their specific area of responsibility (e.g., Pacific Air Forces, United States Air Forces in Europe, Air Forces Central). Permanently-assigned aircrews may accomplish this training in conjunction with local indoctrination training. Aircrews tasked to deploy to a specific theater of

operations complete the training no earlier than 60 days before arrival in the theater or may accomplish upon arrival, as coordinated between the unit and theater tasking authority.

7.20.39.3. OPR: MAJCOM/A3T (or equivalent).

7.20.39.4. Training Media: Various, as determined by the MAJCOM-approved training syllabus/guide.

7.20.39.5. Instructor: Various, as determined by the MAJCOM-approved training syllabus/guide.

7.20.39.6. Additional Information: One-time event for theater-assigned aircrews. Deploying aircrews complete training before or upon arrival for each deployment to a given theater. Units may supplement theater-developed training at the discretion of the deploying unit commander.

7.20.40. GD81Y – Unit Indoctrination Training.

7.20.40.1. Purpose: Each newly assigned aircrew member completes a unit indoctrination program before performing unsupervised primary aircrew duties. This is one-time training after a permanent change of station.

7.20.40.2. Description: This training is a requirement for all newly assigned and attached aircrew members. Each unit publishes specific ground and flight requirements. This training prepares crewmembers for the unit's operational mission and as a minimum, consists of ground training and a local orientation flight.

7.20.40.3. OPR: Unit.

7.20.40.4. Additional Information: Crewmembers do not have to be at the controls to credit the event. More than one crewmember may be trained at a time. This training should familiarize them with the local flying area, available facilities/support agencies, and introduce any unit/mission unique procedures.

7.20.41. GD83Y – Weather Avoidance Radar.

7.20.41.1. Purpose: Teach pilots and flight engineers how to use the installed radar without a navigator.

7.20.41.2. Description: Depending on unit aircraft mission and equipment, the pilots and flight engineer may be required to use the available radar to avoid thunderstorms or other severe weather. This course is designed to teach crewmembers how to use the radar, radar interpretation, and minor troubleshooting.

7.20.41.3. OPR: AMC/A3T.

7.20.41.4. Curriculum Development: ATS contractor.

7.20.41.5. Training Media: Lecture or CBT.

7.20.41.6. Instructor: ATS Contractor

7.20.41.7. Additional Information: AFMAN 11-2C-130HV3 guides aircrews on thunderstorms or other severe weather avoidance.

7.20.42. GD86Y – C-130H EPCS Difference Training.

7.20.42.1. Purpose: Provide EPCS differences training for C-130H pilots and flight engineers.

7.20.42.2. Description: EPCS differences ground training accomplished before the first EPCS flight.

7.20.42.3. OPR: AMC/A3TA.

7.20.42.4. Curriculum Development: See the AMC/A3TA SharePoint® for approved training materials.

7.20.42.5. Training Media: Lecture.

7.20.42.6. Instructor: EPCS certified instructor or as directed by the Sq/CC.

7.20.42.7. Additional Information: Should lead to CH08Y (EPCS) certification.

7.20.43. GD87Y – C-130H NP2000 Difference Training.

7.20.43.1. Purpose: Provide NP2000 differences training for C-130H pilots and flight engineers.

7.20.43.2. Description: NP2000 differences ground and flight training.

7.20.43.3. OPR: AMC/A3TA.

7.20.43.4. Curriculum Development: See the AMC/A3TA SharePoint® for approved training materials.

7.20.43.5. Training Media: Lecture, ground, and flight training.

7.20.43.6. Instructor: NP2000 certified instructor or as directed by the Sq/CC.

7.20.43.7. Additional Information: Should lead to CH09Y (NP2000) certification. Students must complete EPCS training before starting NP2000 training. (T-2). NP2000 ground and flight training should be conducted by a like specialty instructor.

7.20.44. GD88Y – C-130H Series 3.5 Difference Training.

7.20.44.1. Purpose: Provide 3.5 series engine differences training for C-130H pilots and flight engineers.

7.20.44.2. Description: 3.5 series engine differences ground and flight training.

7.20.44.3. OPR: AMC/A3TA.

7.20.44.4. Curriculum Development: See the AMC/A3TA SharePoint® for approved training materials.

7.20.44.5. Training Media: Lecture, ground, and flight training.

7.20.44.6. Instructor: 3.5 series certified instructor or as directed by the Sq/CC.

7.20.44.7. Additional Information: Should lead to CH07Y (H3.5) certification. 3.5 series ground and flight training should be conducted by a like specialty instructor. Navigators should attend ground training, but do not require certification.

7.20.45. GD98Y – Required Events Not Accomplished for Flight or Simulator.

7.20.46. GD99Y – Supervisory Status/Non-mission Ready (NMR).

7.21. Expeditionary Training (GE) Events.

7.21.1. GE01Y – Chemical, Biological Radiological, and Nuclear (CBRN) Defense CBT. (Not typically required for aircrew personnel based on AFI 10-2501, *Emergency Management Program*, Non-Exempt Listing).

7.21.2. GE03Y – Chemical, Biological Radiological, and Nuclear (CBRN) Defense (Hands-On) Training.

7.21.2.1. Purpose: Hands-on training in the use of CBRN (ground) defense equipment and associated procedures.

7.21.2.2. Description: Externally-driven ancillary training requirements defined by functional publication and/or guidance. Aircrew members comply with AFI 10-2501 requirements and refer to most current RTM for training frequency. When tasked to deploy for other than aircrew duties, crewmembers comply with AEF Online ERT checklist frequency found at <https://aef.afpc.randolph.af.mil/Predeployment.aspx>.

7.21.2.3. OPR: AF/Chemical, Biological, Radiological and Nuclear Modernization (A4CXR).

7.21.2.4. Training Media: Classroom/lab.

7.21.2.5. Instructor: Certified trainer.

7.21.2.6. Additional Information: Per AFI 10-2501 aircrew members are “non-exempt” status and require only GE03Y.

7.21.3. GE05Y – Law of War (Basic) CBT (Formerly LOAC).

7.21.3.1. Purpose: Periodic training for all Airmen on the Law of War.

7.21.3.2. Description: Requirement derived from AFI 51-401, *The Law of War*. Training course designed to provide basic understanding of the need for Law of War, describes the five principles of Law of War, and introduces the 10 Rules for Airmen.

7.21.3.3. OPR: AF/ Air Force Operations and International Law Directorate (JAO).

7.21.3.4. Training Media: CBT or briefing using downloaded training guide located on ADLS.

7.21.3.5. Instructor: Not required for CBT. Appropriately authorized instructor required for in-person presentation using downloaded training outline.

7.21.3.6. Additional Information. Aircrew members refer to most current RTM for required frequency, where indicated. Otherwise, comply with frequency requirement established by the ERT checklist found at <https://aef.afpc.randolph.af.mil/Predeployment.aspx>.

7.21.4. GE06Y – Law of War (Advanced) CBT.

7.21.4.1. Purpose: Periodic scenario-based training for specified Airmen on the Law of War.

7.21.4.2. Description: Requirement derived from AFI 51-401. Training covers legal requirements related to an individual’s mission-specific roles and responsibilities during armed conflict.

7.21.4.3. OPR: AF/JAO.

7.21.4.4. Training Media: CBT or briefing using downloaded training guide located on ADLS.

7.21.4.5. Instructor: Not required for CBT. Appropriately authorized instructor required for in-person presentation using downloaded training outline.

7.21.4.6. Additional Information: Crewmembers complete the “Combat Aircrew” training course. Aircrew comply with the frequency specified in the most current RTM, where published. Otherwise, comply with requirements published via the ERT Checklist located at <https://aef.afpc.randolph.af.mil/Predeployment.aspx>.

7.21.5. GE07Y – Use of Force (L-6) CBT.

7.21.5.1. Purpose: To provide aircrews with training on US Air Force policy and guidance on Use of Force.

7.21.5.2. Description: This training covers topics on Air Force assets, Use of Force policy, and the Use of Force Model as outlined in AFI 31-117, *Arming and Use of Force by Air Force Personnel*.

7.21.5.3. OPR: AMC/A3T.

7.21.5.4. Training Media: CBT on ADLS (L6–Use of Force) or via a qualified instructor using AF-approved training outline (e.g., group settings), both available via ADLS.

7.21.5.5. Instructor: Required only for group method using the AF-approved training outline downloaded from ADLS.

7.21.5.6. Additional Information: Failure to comply with Use of Force training requirements defined in AFI 31-117, may result in prosecution under Article 92 of the Uniform Code of Military Justice (or equivalent state law). Crewmembers will complete the “L6-Use of Force” CBT or attend an in-person briefing by a locally-designated instructor using the downloaded training outline, both located on ADLS, at the appropriate frequency prior to attending Small Arms training. **(T-1)** Each unit is responsible to provide use of force training for assigned personnel. In accordance with AFI 31-117, the use of force familiarization and ROE training conducted by combat arms during weapons training does not meet this requirement. Per AFI 13-117, Arming Group A personnel (e.g., aircrew members arming for anti-hijacking) personnel require Use of Force training annually not to exceed 12 months. Arming Group B personnel require Use of Force training prior to authorization to be armed and then annually thereafter as long as they are assigned to a deployable UTC (e.g., AEF Indicator (AEFI) that is posture- (P)-coded as A/DW (worldwide deployable), A/DX (deployed in place), YR/DW (enabler status), YR/DX (enabler status), etc.). **Note:** See AFI 31-117, AFI 36-2654, AMCI 10-403, *Air Mobility Command Force Deployment*, and AEF Online for latest classification, and validity period. Refer to most current RTM for training frequency, where published. Otherwise, refer to AEF Online ERT checklist for guidance regarding training frequency found at <https://aef.afpc.randolph.af.mil/Predeployment.aspx>.

7.21.6. GE11Y – Self-Aid and Buddy Care (SABC) CBT.

7.21.6.1. Purpose. Course provides basic knowledge to minimize injury and prevent death or disability in deployed environments or home station emergencies. It is required only for those personnel who are exempted by AFI 36-2644, *Self-Aid and Buddy Care Training*, Attachment 2.

7.21.6.2. Description. CBT that provides updated information on battlefield care concepts and the Individual First Aid Kit (IFAK) components. SABC CBT is a basic knowledge online training course.

7.21.6.3. OPR: AMC/SG

7.21.6.4. Training Media: ADLS and/or qualified instructor using AF-approved training outline (e.g., group settings).

7.21.6.5. Instructor: CBT or Instructor-Guided (e.g., group settings).

7.21.6.6. Additional Information. Non-exempt personnel are required to complete the “hands-on” course (GE12Y), which incorporates training from the CBT into the classroom training session. Line crewmembers are normally considered “non-exempt”, therefore, aircrew members are required to complete GE12Y, which includes the training provided by the CBT in the hands-on classroom training session. Refer to most current RTM for training frequency, where established. When not specified in the RTM or when tasked to deploy for other than aircrew duties, crewmembers comply with AEF Online ERT Checklist frequency found at <https://aef.afpc.randolph.af.mil/Predeployment.aspx>. Document training in accordance with AFI 36-2644 in addition to ARMS.

7.21.7. GE12Y – Self-Aid and Buddy Care (SABC) Hands-on Training.

7.21.7.1. Purpose: Course provides basic skills to minimize injury and prevent death or disability in deployed environments or home station emergencies.

7.21.7.2. Description: Hands-on training session provided by a trained classroom instructor that emphasizes skills performance to increase competence with battlefield care and use of individual first-aid kit (IFAK) components. Completion of this course satisfies requirement for both GE11Y and GE12Y. Per AFI 36-2644, all non-exempt personnel (e.g., aircrew members) must complete hands-on classroom training that also incorporates the training objectives covered by the SABC CBT. **(T-1)**.

7.21.7.3. OPR: AMC/SG.

7.21.7.4. Curriculum Development: HAF/SG and Unit-Level SG Course Owner.

7.21.7.5. Training Media: Hands-on session requires demonstration and use of various components found in the IFAK.

7.21.7.6. Instructor: Classroom/Lab using a qualified SABC Instructor and components of the IFAK in accordance with AFI 36-2644.

7.21.7.7. Additional Information: GE11Y is no longer a prerequisite for GE12Y. During hands-on training, trainees are provided a demonstration of proper techniques and procedures, then evaluated by their assigned instructor using a skills performance system or checklist. Refer to most current RTM for training frequency, where established. When not specified in the RTM or when tasked to deploy for other than

aircrew duties, crewmembers comply with AEF Online ERT checklist frequency found at <https://aef.afpc.randolph.af.mil/Predeployment.aspx>. Document training in accordance with AFI 36-2644 in addition to ARMS. **Note:** DoD is developing a new course, Tactical Combat Casualty Care (TCCC) course that will replace SABC when released. GE11Y and GE12Y will become obsolete upon implementation of the TCCC courses (GE21Y and GE22Y).

7.21.8. GE21Y – Tactical Combat Casualty Care (TCCC) Training (Level 1).

7.21.8.1. Purpose: Teach members essential skills required to administer basic life-saving medical care in a combat environment.

7.21.8.2. Description: Course is under development and will be released when available. Projected availability is FY20.

7.21.8.3. OPR: AF/SG.

7.21.8.4. Curriculum Development: AF/SG.

7.21.8.5. Training Media: Classroom and/or Lab.

7.21.8.6. Instructor: Certified TCCC Instructor.

7.21.8.7. Additional Information: Projected to replace SABC. Aircrew members refer to most current RTM for required frequency, where indicated. Otherwise, refer to AEF Online ERT checklist for guidance regarding training frequency found at <https://aef.afpc.randolph.af.mil/Predeployment.aspx>. **Note:** Course availability projected in FY20.

7.21.9. GE22Y – Tactical Combat Casualty Care (TCCC) Training (Level 2).

7.21.9.1. Purpose: Teach members essential skills required to administer life-saving medical care to others in a combat environment.

7.21.9.2. Description: Course is under development and will be released when available. Projected availability is FY20.

7.21.9.3. OPR: AF/SG.

7.21.9.4. Training Media: Classroom and/or Lab.

7.21.9.5. Instructor: Certified TCCC Instructor.

7.21.9.6. Additional Information: Aircrew members refer to most current RTM for required frequency, where indicated. Otherwise, refer to AEF Online ERT checklist for guidance regarding training applicability and frequency found at <https://aef.afpc.randolph.af.mil/Predeployment.aspx>. **Note:** Course availability projected in FY20.

7.22. Modular Aircraft Fire Fighting System (MAFFS)/Improved Modular Aircraft Fire Fighting System (I-MAFFS). See [Attachment 4](#) for event descriptions.

7.22.1. GF41Y – I-MAFFS Initial/Annual Refresher Training.

7.22.2. GF43Y – I-MAFFS Initial/Annual Loading Retardant Air Servicing Procedures Ground Training.

- 7.22.3. GF61Y – MAFFS Aircraft Performance Ground Training.
- 7.22.4. GF63Y – MAFFS Checklist Procedures Ground Training.
- 7.22.5. GF65Y – MAFFS CRM/RM/Aircrew Discipline/Crew Coord Ground Training.
- 7.22.6. GF67Y – MAFFS Emergency Procedures Ground Training.
- 7.22.7. GF69Y – MAFFS Ground and Pit Operations Ground Training.
- 7.22.8. GF71Y – MAFFS Hazards of Mountain Flying Ground Training.
- 7.22.9. GF73Y – MAFFS In-Flight Procedures Ground Training.
- 7.22.10. GF75Y – MAFFS System Components & Functions Ground Training.
- 7.22.11. GF77Y – MAFFS Annual Refresher Training.
- 7.22.12. GF79Y – MAFFS Chemicals Ground Training.
- 7.22.13. GF81Y – MAFFS Fire Tactics and Behavior Ground Training.
- 7.22.14. GF82Y – MAFFS FM Radio Operations/Flight Following Procedures Ground Training.
- 7.22.15. GF83Y – MAFFS Loading Retardant Air Servicing Procedures Ground Training.
- 7.22.16. GF85Y – MAFFS Operating in MAFFS Environment Refresher Training.
- 7.22.17. GF87Y – MAFFS Tanker Base Operations Ground Training.
- 7.22.18. GF89Y – MAFFS Communications and Dispatch Procedures Ground Training.

7.23. Communications Training and Communications Equipment (GH) Events.

- 7.23.1. GH01Y – Communications/COMSEC Procedures Ground Training.
 - 7.23.1.1. Purpose: Ensures crewmembers possess a thorough knowledge of all communication equipment/procedures and communications security (COMSEC) requirements.
 - 7.23.1.2. Description: This course includes a detailed discussion of unit equipped communication devices, their associated operations and procedures as applicable to peacetime and wartime communications operations. It includes the proper use, protection, disposition, and accountability of COMSEC material in accordance with AFMAN 17-1302-O, *Communications Security (COMSEC) Operations*.
 - 7.23.1.3. OPR: AMC/A3T. OCR: AMC/A6X.
 - 7.23.1.4. Curriculum Development: Units.
 - 7.23.1.5. Training Media: Lecture.
 - 7.23.1.6. Instructor: Qualified instructor, WIC graduate, or ATS instructor (if included in ATS contract).
- 7.23.2. GH03Y – COMSEC Emergency Action Plan (EAP) Dry-Run/Actual Event.
- 7.23.3. GH05Y – COMSEC Emergency Action Plan (EAP) Ground Training.
- 7.23.4. GH06Y – COMSEC Semi-Annual Reading Training.

7.23.5. GH07Y – HAVE QUICK Ground Training.

7.23.6. GH13Y – Secure Radio Ground Training.

7.24. LC-130 Ground Training (GL) Events.

7.24.1. GL91Y – Remote Refuel Ground Training.

7.24.1.1. Purpose: Remote Fueling is the process of fueling or defueling aircraft or transferring fuel to a ground storage system normally with engines running. Remote Refuel Ground Training provides aircrew with information required to safely and successfully accomplish this core LC-130 capability.

7.24.1.2. Description: Ground training in accordance with 109 AW local training guide.

7.24.1.3. OPR: 139AS/DOF.

7.24.1.4. Training Media: Power Point.

7.24.1.5. Instructor: Flight engineer instructor.

7.24.1.6. Additional Information: Normally taught during Ski Tactics Ground Training (GL93Y) training. All crew positions shall accomplish academic refresher training annually. **(T-2)**. A Remote Fueling Event (TW91Y) does not update this requirement.

7.24.2. GL93Y – Ski Tactics Ground Training.

7.24.2.1. Purpose: To provide crewmembers with information necessary for effective and successful execution of the LC-130 ski mission in polar environments.

7.24.2.2. Description: 109 AW instructors will administer GL93Y using courseware developed by 109 AW/OSK. **(T-3)**. The course focuses on unique skills required and the challenges experienced while operating in polar regions. The 109 AW developed Ski Tactics course material from years of experience operating in austere polar regions, AFTTP 3-3.C-130H, and 109 AW local supplements to AFMAN 11-2C-130HV3. Typical topics covered during Ski Tactics include, Assisted Take-Off (ATO), Ski Combat Offload, cold weather temperature correction, whiteout landing procedures, ROZ/IMC letdown procedures, and aerodrome study for McMurdo area special airfield certifications. In addition Ski Tactics will cover various “Hot Topics” items determined by 109 AW/OSK.

7.24.2.3. OPR: 109AW/OSK.

7.24.2.4. Training Media: Lecture.

7.24.2.5. Instructor: Rated instructor.

7.24.2.6. Additional Information: GL93Y will typically cover Remote Refuel ground training (GL91Y) and Communications/COMSEC Procedures ground training (GH01Y).

7.24.3. GL95Y – Arctic Survival Refresher Training.

7.25. Mobility Training (GM) Events.

7.25.1. GM01Y – Mobility Briefing

7.25.2. GM03Y – Mobility Folder Review.

7.25.2.1. Purpose: Ensure Air Force personnel are prepared for deployment to locations specified by tasking order.

7.25.2.2. Description: The unit commander prepares a unit for deployment in accordance with this manual, AFMAN 10-409-O, *Support to Adaptive Planning*, AFI 10-403, *Deployment Planning and Execution*, and AFI 36-129, *Civilian Personnel Management and Administration*. In addition to the aircrew-specific training items contained in this manual, Air Force members have Air Force-specific and theater-specific training that is required prior to a deployment. The UDM is tasked to ensure all personnel meet readiness training requirements.

7.25.2.3. OPR: Unit-Level UDM.

7.25.2.4. Training Media: N/A.

7.25.2.5. Instructor: N/A

7.25.2.6. Additional Information: See AFI 10-403, AEF Online ERT checklist found at <https://aef.afpc.randolph.af.mil/Predeployment.aspx>, and local guidance. Frequency of this event is determined by the installation deployment officer (IDO) and should be published in the Installation Deployment Plan (IDP).

7.25.3. GM09Y – Isolated Personnel Report (ISOPREP) Review.

7.25.3.1. Purpose: Generate (if necessary), review, and ensure accuracy of crewmembers' DD Form 1833, *Isolated Personnel Report*.

7.25.3.2. Description: Complete a periodic review of DD Form 1833 to maintain familiarization with the information and update, when required.

7.25.3.3. OPR: AMC/A3TW.

7.25.3.4. Instructor: Unit-level intelligence officer.

7.25.3.5. Additional Information. See Joint Publication 3-50, *Personnel Recovery*, located at [https://cs2.eis.af.mil/sites/12679/ACPL/Local Folders/Local RODN Kadena 33RQ S/JP%203-50%20Personnel%20Recovery.pdf#search=jp%203-50](https://cs2.eis.af.mil/sites/12679/ACPL/Local%20Folders/Local%20RODN%20Kadena%2033RQ%20S/JP%203-50%20Personnel%20Recovery.pdf#search=jp%203-50). Crewmembers must review the ISOPREP card within 90 calendar days prior to AEF deployments. (T-1).

7.25.4. GM11Y – Official Passport-Primary (No-Fee).

7.25.4.1. Purpose: Facilitate short-notice worldwide mobility response capability.

7.25.4.2. Description: Certain locations require no-fee passports (valid for five years) for entry, as communicated in the *DoD Foreign Clearance Guide*, <https://www.fcg.pentagon.mil/fcg.cfm>. In accordance with AFI 10-403, AMC/A3 designates that a primary no-fee passport is a mission-essential item for mobility aircrew readiness to support peacetime deployment/employment requirements and United Nations mission support. **Note:** US Department of State policy governs passport issuance. Refer to latest DoD Policy Memoranda regarding passport requests. **Note:** OG/CC may waive this mobility requirement when a crewmember has applied for and passport is pending or has applied for and was denied a primary official passport to

permit the crewmember to fly tasked missions to locations that do not require passports for entry/transit. Waivers should be documented using GTIMS for tracking purposes.

7.25.5. GM12Y – Official Passport-Secondary (No-Fee).

7.25.5.1. Purpose: Facilitate worldwide mobility response capability to locations requiring an entry visa.

7.25.5.2. Description: Certain locations require a no-fee passport (valid for four years) and entry visa, as communicated in the *DoD Foreign Clearance Guide*. In order to maintain short-notice worldwide mobility status, secondary passports may be required to facilitate entry visas for designated crewmembers. As entry visas often require long processing periods and submission of an official passport, a secondary passport enables crewmembers to remain worldwide mobile while one of their two passports is submitted for visa application processing. In accordance with AFI 10-403, AMC/A3 designates OG/CCs as the determination authority for secondary passport requirements. OG/CCs should document crewmembers designated to maintain a secondary official passport and track requested/denied applications for those crewmembers. **Note:** US Department of State policy governs passport issuance. Refer to latest DoD Policy Memoranda regarding passport requests.

7.25.6. GM21Y – Small Arms Training.

7.25.6.1. Purpose: Trains crewmembers in successful engagement of enemy targets within the range and capabilities of their assigned weapon.

7.25.6.2. Description: Course established to meet the requirements of AFI 36-2654 and AFI 31-117. Crewmembers are assigned an arming group based on their ground and/or in-flight arming requirements and complete training based on their arming requirement(s). Training frequency is determined by the crewmember's assigned arming group and/or purpose (e.g., anti-hijacking versus deployment). Additionally, pre-deployment requirements may apply (see AEF Online ERT checklist at <https://aef.afpc.randolph.af.mil/Predeployment.aspx>).

7.25.6.3. OPR: AMC/A4S.

7.25.6.4. Instructor: Qualified Security Forces Squadron Combat Arms instructor.

7.25.6.5. Training Aids: Academics and firing range exercise; includes use of force and live fire or simulator training. Simulator training may not be used for initial qualification (AFI 36-2654, AFI 31-117).

7.25.6.6. Additional Information: ARC may define alternate frequency requirements. Accomplish on either a 12 or 24 month cycle (dependent on assigned arming group) in accordance with AFI 36-2654. **Note:** Crewmembers are required to complete the AF-approved "L6-Use of Force" course via ADLS or in a group setting using an AF-approved instructor and course outline/presentation prior to attending GM21Y.

7.26. Night Vision Goggle (NVG) Ground Training (GN) Events.

7.26.1. GN01Y – NVG Initial Ground Training.

7.26.1.1. Purpose: Teaches crewmembers how to use NVGs and their limitations.

7.26.1.2. Description: Course of instruction emphasizes sound night operations using NVGs, addresses common NVG hazards, C-130 specific NVG capabilities and limitations, and the limitations involved in night low-level NVG-aided operations. Course may include any local hazards or limiting factors for NVG operations.

7.26.1.3. OPR: AMC/A3T.

7.26.1.4. Curriculum Development: AETC or local unit.

7.26.1.5. Training Media: Academic instruction to include hands-on training using a set of NVGs and an NVG tester.

7.26.1.6. Instructor: Any certified NVG instructor.

7.26.1.7. Additional Information: Directed by AFMAN 11-202V1.

7.26.2. GN03Y – NVG Refresher Ground Training.

7.26.2.1. Purpose: Provides refresher training on the proper use of NVGs and their limitations.

7.26.2.2. Description: Course of instruction emphasizes sound night operations using NVGs, address common NVG hazards, C-130 specific NVG capabilities and limitations, and the limitations involved in night low-level NVG-aided operations. Course includes local hazards and/or limiting factors for NVG operations.

7.26.2.3. OPR: AMC/A3T.

7.26.2.4. Curriculum Development: AMC/A3T.

7.26.2.5. Training Media: Academic Instruction.

7.26.2.6. Instructor: Any certified NVG instructor, WIC graduate, USAF NVG Academic Instructor Course graduate, or NVG certified IP or IN.

7.26.2.7. Additional Information: Directed by AFMAN 11-202V1.

7.27. GS01Y – Senior Officer Course (SOC).

7.28. GV41Y – Mass Casualty Exercise.

7.29. Simulator (GX and GY) Events.

7.29.1. GX29Y – Simulator-CRM/TEM Mission Oriented Simulator Training (MOST).

7.29.1.1. Purpose: To provide a practical, hands-on application of classroom-presented CRM/TEM refresher concepts (including effective PM and VVM behaviors) through problem solving and human factors issues during a realistic, demanding mission scenario.

7.29.1.2. Description: MOST event is accomplished in an appropriate ATD to reinforce CRM/TEM proficiency, effective pilot monitoring behaviors, and relevant VVM skills. See AFI 11-290 and/or MAJCOM supplement, as applicable.

7.29.1.3. OPR: AMC/A3TO.

7.29.1.4. Curriculum Development: ATS contractor.

7.29.1.5. Training Media: CBT and WST/LS lesson.

7.29.1.6. Instructor: ATS instructor.

7.29.1.7. Additional Information: The performance of each crewmember (student) is critically assessed and documented by simulator instructors/observers in accordance with AFI 11-290 and/or MAJCOM supplement, as applicable. Completion of GX91Y and GX93Y credits GX29Y.

7.29.2. GX71Y – Navigator Refresher Training (NRT).

7.29.2.1. Purpose: Periodic continuation ground training for navigators.

7.29.2.2. Description: Navigators complete as an annual refresher course provided by the ATS contractor. Accomplish the flight portion of this course in the WST or SNS. Satisfactory completion of C-130 ATS initial and requalification training course, navigator initial qualification (NIQ, NIQ-IU), satisfies the refresher course requirement for the semi-annual training cycle. Training incorporates the requirements of GX29Y and CRM/TEM simulator if a portion is flown in a WST.

7.29.2.3. OPR: AMC/A3T.

7.29.2.4. Curriculum Development: ATS contractor.

7.29.2.5. Training Media: Lecture, WST, and SNS.

7.29.2.6. Instructor: ATS instructor.

7.29.3. GX73Y – Simulator-Navigator Refresher (Ski-Qualified).

7.29.4. GX79Y – Simulator-Proficiency Sortie.

7.29.5. GX83Y – Simulator Refresher.

7.29.5.1. Purpose: Provide periodic refresher ground and flight training for pilots and flight engineers using a USAF-certified WST.

7.29.5.2. Description: Refresher training curriculum is developed and administered through ATS contract, incorporating requirements of GX29Y, CRM/TEM Simulator. **Note:** Satisfactory completion of the C-130 ATS qualification or requalification course satisfies the simulator refresher course requirement for the annual training cycle.

7.29.5.3. OPR: AMC/A3T.

7.29.5.4. Curriculum Development: ATS contractor.

7.29.5.5. Training Media: WST.

7.29.5.6. Instructor: ATS instructor.

7.29.5.7. Additional Information. Units or crewmembers who desire to practice specific events are expected to identify those requirements on the first day of training. The recommended minimum crew size for this course is an aircraft commander, MPD pilot, and flight engineer. A navigator should be included for a CRM/TEM simulator. If MAJCOMs authorize less than the recommended crew complement to attend refresher training, affected units are responsible to ensure that the ATS contractor can support the missing crewmember(s) or else the ATS contractor is not required to provide or credit the training.

7.30. Aircrew Flight Equipment (AFE) Training (LL and PP) Events. MAJCOMs may combine and/or supplement courses to fulfill their needs, unless otherwise noted in the event description. Refer to AFI 11-301V1 for basic course descriptions. Aircrew Flight Equipment Continuation Training (AFECT) event instruction may be consolidated as long as curriculum requirements are met and individual events are tracked by the designated identifiers in ARMS.

7.30.1. LL01 – AFE Familiarization.

7.30.1.1. Purpose: The event should familiarize aircrew members with local AFE policies and procedures to include equipment issue, use, local aircraft and equipment configurations (includes survival components), inspection and fit-check cycles, pre-flight, and post-flight requirements.

7.30.1.2. Description: One-time event, per every base assignment prior to the first flight. It should be conducted during aircrew in-processing.

7.30.1.3. OPR: AMC/A3T.

7.30.1.4. Unit: Squadron Aircrew Flight Equipment.

7.30.1.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.30.1.6. Instructor: Qualified AFE technician. The AFE technician does not need to be certified an AFECT instructor to conduct and sign off LL01. Technicians providing LL01 to assigned aircrew will be familiar with local AFE operations, aircraft and equipment configurations and signed off in the training business area/total force training records on the fundamentals of all equipment discussed in LL01. **(T-2)**.

7.30.1.7. Training Aids: Instructor based training with AFE training aids.

7.30.1.8. Additional Information: N/A.

7.30.2. LL03 – Emergency Egress Training, Non-Ejection Seat.

7.30.2.1. Purpose: Understand aircraft egress procedures.

7.30.2.2. Description: Evaluates aircrew and passenger ability to demonstrate proficiency in air and ground emergency egress procedures. Stress the importance of aircrew coordination, aircrew and passenger responsibilities and use of appropriate emergency egress equipment. Ensure aircrews are aware of their responsibilities for conducting safety and passenger briefings in accordance with AFMAN 11-202V3.

7.30.2.3. OPR: AMC/A3T.

7.30.2.4. Unit: Squadron Aircrew Flight Equipment.

7.30.2.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.30.2.6. Instructor: Aircrew Flight Equipment Officer (AFEO) or qualified instructor aircrew.

7.30.2.7. Training Aids: Aircraft and instructor based training with AFE training aids.

7.30.2.8. Additional Information: N/A.

7.30.3. LL04 – Aircrew Chemical, Biological, Radiological, Nuclear (ACBRN) Training.

7.30.3.1. Purpose: Understand ACBRN procedures.

7.30.3.2. Description: An academic and equipment training session in which the aircrew member demonstrates and performs donning, doffing, and buddy dressing procedures using ACBRN equipment. This training also includes information on hazards and limitations of wearing the equipment properly and improperly, preflight procedures, aircraft integration, and aircrew processing. Furthermore, instruction will include aircraft emergency considerations, limitations to consider during emergency ground egress, and the aircrew contamination control area (ACCA). **(T-2)**. Each aircrew will demonstrate procedures (e.g., complete dress out) for no less than one hour during the training event for initial and subsequent classes. **(T-2)**. Aircrew are required to process through ACCA during their initial LL04 event; subsequent classes require a minimum of 10 percent of aircrew demonstrating ACCA processing procedures. Crewmembers who accomplish initial ACBRN at a technical training unit (TTU), replacement training unit (RTU), or FTU receive credit for initial training on arrival at their permanent duty station. Aircrew may be credited with LL04 during local attack response exercises; provided all AFECT requirements and objectives are satisfied, (e.g., crewmember donned ACBRN equipment and subsequently processed through ACCA). **Note:** CBRN Defense Training (GE01Y/GE03Y) is a separate requirement that is not allowed to be combined with this training.

7.30.3.3. OPR: AMC/A3T.

7.30.3.4. Unit: Squadron Aircrew Flight Equipment.

7.30.3.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.30.3.6. Instructor: Qualified AFECT instructor

7.30.3.7. Training Aids: Instructor based training with AFE training aids.

7.30.4. LL05 – Egress Training with Aircrew Chemical, Biological, Radiological, Nuclear (ACBRN).

7.30.4.1. Purpose: LL05 Egress Training with ACBRN equipment.

7.30.4.2. Description: A one-time event, or after change of MDS to evaluate the aircrew's ability to demonstrate proficiency in the use of primary as well as secondary, air and ground egress procedures while wearing ACBRN equipment. Training stresses the unique changes in procedures to include added difficulties aircrew would and could experience as a result of wearing ACBRN equipment. This training shall be accomplished before the aircrew's ACBRN flight requirement. **(T-2)**. This event should be taught concurrently with LL04 so that the AFE instructor (LL04) can assist/guide the LL05 instructor if needed. Accomplishing this training also satisfies the requirements in LL03 if all LL03 objectives are met.

7.30.4.3. OPR: AMC/A3T.

7.30.4.4. Unit: Squadron Aircrew Flight Equipment.

7.30.4.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.30.4.6. Instructor: Aircrew Flight Equipment Officer (AFEEO) or qualified instructor aircrew.

7.30.4.7. Training Aids: Aircraft and instructor based training with AFE training aids.

7.30.5. LL06 – Aircrew Flight Equipment Training (AFET).

7.30.5.1. Purpose: To familiarize aircrew with aircrew flight equipment.

7.30.5.2. Description: An academic and equipment training event, in which aircrew members demonstrate their ability to locate, preflight, and use all aircrew and passenger AFE carried aboard unit aircraft or issued to aircrew members. This training includes the limitations and safety issues related to AFE. Additionally, include aircrew clothing items and information on hazards associated with improper wear and failure to use only authorized clothing and equipment items.

7.30.5.3. OPR: AMC/A3T.

7.30.5.4. Unit: Squadron Aircrew Flight Equipment.

7.30.5.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.30.5.6. Instructor: Qualified AFECT instructor.

7.30.5.7. Training Aids: Instructor based training with AFE training aids.

7.30.6. LL07 – Aircrew Flight Equipment (AFE) Fit Check.

7.30.6.1. Purpose: Ensure a comprehensive sizing and fit check of all individually sized/fitted AFE gear.

7.30.6.2. Description: Periodic training requirement that ensures AFE gear worn during flight in non-ejection seat aircraft will be fit checked and verified for size/fit (e.g., any sized/fitted item to include PLZT mounting, NVG mounting, ALEP). **(T-2)**. Fit checks for all non-ejection seat aircraft will also include ACBRN equipment. **(T-2)**. Refer to most current RTM for continuation training frequency. **Note:** Not required for crewmembers assigned to MAJCOM headquarters, NAF, 618 AOC (TACC), and USAF Expeditionary Center or BMC/BAQ aircrew unless specified in this AFMAN or AOR SPINS.

7.30.6.3. OPR: AMC/A3T.

7.30.6.4. Unit: Squadron Aircrew Flight Equipment.

7.30.6.5. Curriculum Development: None. AFE technician uses appropriate technical order references.

7.30.6.6. Instructor: Performed by 1P0X1 technicians who are task-certified in for the event, and all applicable equipment tasks involved in completing a detailed fit check (e.g., fundamentals, donning, fit, inspection, operational checkout, etc.). The AFE technician does not need to be a qualified AFECT instructor to conduct and sign off LL07.

7.30.6.7. Training Aids: None.

7.30.7. LL09 – 358 Series Quick Don Mask (QDM) Version 4/5 Difference Training. Reference Only.

7.30.8. PP15 – High Pressure Oxygen System (HPOS) Training.

7.31. Mission/Sortie (MB) Events.

7.31.1. MB03Y – Basic Sortie (Secondary Aircraft).

7.31.2. MB07Y – Day Celestial Sortie.

7.31.2.1. Purpose: On-going training for navigators to maintain proficiency in navigating the aircraft using celestial procedures.

7.31.2.2. Description: 1.5 hours or more utilizing celestial procedures.

7.31.2.3. OPR: 109 OG/OST.

7.31.2.4. Training Media: Aircraft or USAF-certified WST.

7.31.2.5. Instructor: Not required for continuation training.

7.31.3. MB09Y – Grid Navigation Sortie.

7.31.3.1. Purpose: Navigators use of an alternative system of navigation.

7.31.3.2. Description: Grid profile (day or night). This event uses a grid reference system for aircraft steering and should continue for at least a 2-hours. INs may credit a grid event on class I or II route. Grid profiles may also be logged as a navigational profile if requirements are met.

7.31.3.3. OPR: AMC/A3T.

7.31.3.4. Training Media: Aircraft, WST, or SNS.

7.31.3.5. Instructor: Not required for continuation training.

7.31.4. MB10Y – Proficiency Sortie.

7.31.4.1. Purpose: Proficiency sorties ensure crewmembers are familiar with the operation of C-130H aircraft.

7.31.4.2. Description: For navigators, flight engineers and loadmasters: Log proficiency sorties on local or operational missions that should include appropriate pre-mission planning, preflight according to flight publications, preparation of performance, take-off and landing data, weather and crew or passenger briefings, flight plan filing, post-mission procedures, and at least one takeoff and landing. Two crewmembers (occupying the same crew position) may log a sortie at the same time if the requirements of a proficiency sortie are met.

7.31.4.3. For pilots: Proficiency sorties allow pilots to practice instrument, transition, and emergency procedures while under the supervision of an IP or simulator IP. The following are the minimum required maneuvers to credit a proficiency sortie (comply with restrictions in AFMAN 11-2C-130HV3):

7.31.4.4. Aircraft commanders and MPD pilots: review of boldface emergency procedures, one precision approach, one non-precision approach, one no-flap approach and landing, one holding pattern or procedure turn, one circling approach (traffic permitting), one simulated engine-out go-around, one simulated engine-out landing, and one visual flight rules traffic pattern (weather permitting).

7.31.4.5. OPR: AMC/A3T.

7.31.4.6. Training Media: Aircraft or Level-C or better WST (See RTM for simulator restrictions).

7.31.4.7. Instructor: IP required for pilots if flown in the aircraft. IP not required if flown in the simulator under simulator IP supervision. IPs may log proficiency sortie without the supervision of an additional IP.

7.31.4.8. Additional Information (Pilots): Complete all maneuvers to an acceptable level of proficiency as determined by the IP to log MB10Y. Should weather, maintenance, or operational restrictions preclude completing the planned profile, the instructor determines whether the entire sortie is re-accomplished or those events not completed. Pilots need not accomplish all the events on a single sortie. Do not credit a proficiency sortie as the result of a failed evaluation.

7.31.5. MB14Y – Long Range Navigation Mission/Oceanic Sortie.

7.31.5.1. Purpose: Training event designed for navigators to practice AFMAN 11-2C-130HV3 enroute flight procedures for class II routes (as defined by FAA Order 8900.1, Volume 4, **Chapter 1**, Section 4 available at <https://fsims.faa.gov/PICDetail.aspx?docId=8900.1,Vol.4,Ch1,Sec4>).

7.31.5.2. Description: The basic navigation sortie consists of a minimum of two hours of class II procedures to allow the navigator to demonstrate all procedures and mission tasks normally encountered on a class II mission. These tasks include, but are not be limited to, mission planning, preflight fuel planning, equal time point (ETP) computation, chart preparation, deviation checks (if required), coast-out/in procedures, aircraft position fixing using appropriate/available navigation aids (normally, a minimum of one radar and one navigation aid fix), log work, dead reckoning, use of navigation systems/computers, pacing, in-flight fuel management, and other appropriate procedures. The self-contained navigation system (SCNS) and the global positioning system (GPS) positions are recorded, plotted, and evaluated for all fixes. A full-line log entry is accomplished at least once during MB14Y. A fix is accomplished at least once every hour on all class II routes. MB14Y may be accomplished day or night and over land or water.

7.31.5.3. OPR: AMC/A3T.

7.31.5.4. Training Media: Aircraft, WST, or SNS.

7.31.5.5. Instructor: Not required for continuation training.

7.31.5.6. Additional Information: The following items are required to log the event: Deviation check using the INU true heading (if required), recorded, plotted, and evaluated fix positions incorporating SCNS and the GPS, full-line log entry, and a position fix at least once every hour. The event may be accomplished day or night, over land or water. MAJCOMs may levy additional requirements.

7.31.6. MB28Y – Aircrew Chemical, Biological, Radiological, or Nuclear Task Qualification Trainer Sortie.

7.31.6.1. Purpose: Enable crewmembers to become aware of their limitations while wearing ACBRN.

7.31.6.2. Description: An exercise emphasizing hands-on training, dressed out in ACBRN equipment. To credit MB28Y, the aircrew member must don ACBRN gear and perform, at a minimum: aircraft preflight, at least one mission element (minimum one hour), and a critical phase of flight. The standard flight suit can be used in lieu of the CWU-66/P coverall. **(T-2)**. This event can be performed on all mission sets with all crewmembers dressed out with a safety observer present in the cockpit and cargo compartment. The cockpit safety observer will be a pilot of sufficient qualification as to be able to take over controls should one of the dressed out pilots become incapacitated (e.g., if the two pilots at the controls are both IPs, then the safety observer may be a FP. **(T-2)**. If the pilots at the controls are a basic AC and an FP, then the safety observer needs to be an AC at a minimum.). **(T-3)**. The specialty and qualification level for the cargo compartment observer is at the discretion of the Sq/CC.

7.31.6.3. OPR: AMC/A3T.

7.31.6.4. Training Media: Aircraft or WST. Every other event may be accomplished in the simulator. Currency can be maintained or regained in the simulator assuming the previous event was accomplished in the aircraft.

7.31.6.5. Instructor: Not required for continuation training. An instructor in like crew position is required to regain currency.

7.31.6.6. Additional Information: Applicable only to crew members filling a wing position or below. Exempted members include SOC graduates, BAQ/BMC, and FTU crewmembers unless theater SPINS or reporting instructions are more restrictive. Only one MB28Y may be logged per FDP. Crew members not current or qualified will not perform crew duties in combat zones. **(T-3)**. Crewmembers current upon day of deployment remain current through the end of the quarter following redeployment (e.g., if a crewmember returns from a deployment on 30 June, they remain current through 30 September and go non-current on 1 October unless an event was accomplished between 1 July – 30 September).

7.31.7. MB30Y – Oceanic/Overwater Sortie.

7.31.7.1. Purpose: To ensure pilots are proficient in oceanic procedures and familiar with evolving air traffic control (ATC) and 618 AOC (TACC) procedures necessary for worldwide mobility tasking's.

7.31.7.2. Description: Pilots may credit this event when logging primary, secondary, instructor, or evaluator time outside the 48 contiguous United States and completing a review of oceanic procedures, oceanic (non-FAA) airspace regulations, or other airspace considerations (NAT HLA, RNAV/RNP, AP1/2/3/4, etc.) for the intended route of flight. Emergency procedure planning, weather avoidance, and critical CRM/TEM activities associated with re-routing is also covered.

7.31.7.3. Additional information: Crewmembers performing instructor or evaluator duty may log this event provided appropriate airspace and oceanic procedures are instructed/evaluated during the sortie.

7.31.8. MB31Y – C-130H/H1 Sortie.

7.31.8.1. Purpose: Continuation training for mission-ready crewmembers certified in C-130H/H1.

7.31.8.2. Description: Accomplish a C-130H/H1 sortie. This event is optional if maintaining a single certification.

7.31.8.3. OPR: AMC/A3T.

7.31.8.4. Training Media: Aircraft or C-130H1 WST.

7.31.8.5. Instructor: Not required for continuation training.

7.31.9. MB32Y – C-130H2 Sortie.

7.31.9.1. Purpose: Continuation training for mission-ready crewmembers certified in the C-130H2.

7.31.9.2. Description: Accomplish a C-130H2 sortie. This event is optional if maintaining a single certification.

7.31.9.3. OPR: AMC/A3T.

7.31.9.4. Training Media: Aircraft or C-130H2 WST.

7.31.9.5. Instructor: Not required for continuation training.

7.31.10. MB33Y – C-130H3 Sortie.

7.31.10.1. Purpose: Continuation training for mission-ready crewmembers certified in the C-130H3.

7.31.10.2. Description: Accomplish a C-130H3 sortie. This event is optional if maintaining a single certification.

7.31.10.3. OPR: AMC/A3T.

7.31.10.4. Training Media: Aircraft or C-130H3 WST.

7.31.10.5. Instructor: Not required for continuation training.

7.31.11. MB35Y – C-130H Series 3.5 Sortie (Full Mod).

7.31.11.1. Purpose: Continuation training for mission-ready crewmembers certified in the C-130H Series 3.5 engine and propeller upgrades.

7.31.11.2. Description: Accomplish a C-130 Series 3.5 sortie. This event is optional if maintaining a single certification.

7.31.11.3. OPR: AMC/A3T.

7.31.11.4. Training Media: Aircraft or C-130H 3.5 WST.

7.31.11.5. Instructor: Not required for continuation training.

7.31.12. MB37Y – C-130H Series 3.5 Sortie (Prop-Only Mod).

7.31.12.1. Purpose: Continuation training for mission-ready crewmembers certified in the C-130H Series 3.5 propeller only upgrade.

7.31.12.2. Description: Accomplish a C-130 Series 3.5 sortie. This event is optional if maintaining a single certification.

7.31.12.3. OPR: AMC/A3T.

7.31.12.4. Training Media: Aircraft or C-130H 3.5 WST.

7.31.12.5. Instructor: Not required for continuation training.

7.31.13. MB39Y – C-130H Series 3.5 Sortie (Engine Only).

7.31.13.1. Purpose: Continuation training for mission-ready crewmembers certified in the C-130H Series 3.5 engine only upgrade.

7.31.13.2. Description: Accomplish a C-130H Series 3.5 sortie. This event is optional if maintaining a single certification.

7.31.13.3. OPR: AMC/A3T.

7.31.13.4. Training Media: Aircraft or C-130H 3.5 WST.

7.31.13.5. Instructor: Not required for continuation training.

7.31.14. MB50Y – Tactical Sortie.

7.31.14.1. Purpose: Continuation training for flight engineers and loadmasters.

7.31.14.2. Description: Flight engineers and loadmasters log a tactical sortie when they participate in a low-level, high-level, or composite tactical mission profile that uses the combat entry/exit checklists, or any of the airdrop checklists.

7.31.14.3. OPR: AMC/A3T.

7.31.14.4. Training Media: Aircraft or USAF-certified WST (for flight engineers).

7.31.14.5. Instructor: Not required for continuation training.

7.31.15. MB52Y – Integrated Mission Sortie.

7.31.15.1. Purpose: An integrated mission scenario is flown to ensure aircrews are familiar with integration with blue assets, to include Intel, C2ISR, CAF, SOF, etc.

7.31.15.2. Description: The sortie intends to provide aircrew with the experience required to operate and survive in a near-peer, A2/AD, or Contested, Degraded, Operationally limited (CDO) environment that requires integration with blue assets and Intel. To credit this event, mission planning and sortie shall include the following:

7.31.15.3. Mission Planning: Aircrew should participate in the mission planning process. Participation in a mission planning cell (MPC), while not mandatory, is highly recommended. In addition, objective area (OA) analysis, communications (HQII, Secure Voice, etc.), brevity, integration contracts, and kill box/keypad operations are discussed during the integrated brief/debrief and performed during the sortie. As part of the mission planning process, aircrew will develop a combat mission folder in accordance

with AFTTP 3-3C-130H and incorporate applicable products (e.g., Intel, air tasking order (ATO), special instructions (SPINS), threats, bullseye, restricted operating zones, killbox/keypad) **(T-3)**.

7.31.15.4. OSK/DOK and Intel Objective/Scenario Development: AMC/A3TW provides semi-annual scenario guidance. Mission planning includes input from OSK/DOK and Intel to develop desired learning objectives (DLO) and a realistic flying training plan for the sortie that replicates an advanced real-world threat country. This input can be in the form of either a pre-developed tactical scenario developed by OSK/DOK and Intel or approval by OSK and Intel to a scenario developed by the mission planning instructor.

7.31.15.5. Intel participation: Intel will participate in the scenario/objective development, mission planning cell, mission execution day (preferably MEP status on aircraft), and mission debriefing. **(T-3)**.

7.31.15.6. Blue Asset Integration: Mission planning, execution, and debrief includes C2, escort, and/or strike assets. If real-world assets are not available, this is provided by a scenario script developed by OSK and Intel or the mission planning instructor, and approved by OSK and Intel.

7.31.15.7. Threat Reaction Requirements: At a minimum, plan three threats from the following list: IR, air defense artillery (ADA), RF, airborne, jamming, passive detection, and/or nuclear threats. Furthermore, these threats will fit within the scenario flown. **(T-3)**.

7.31.15.8. Sorties should include formation (multi-element desired), SKE/VIS profile, tactical formation maneuvering (TFM), tactical arrivals, and max-effort landings. For loadmasters, participation in the pre-brief is required, including at least one loadmaster-led brief (examples: combat offload, LM airdrop procedures, backing, or ERO ops). A CRM/TEM element involving loadmasters is also required, such as reading a low-level/bullseye chart, assisting in tracking communications via the comm card, threat responses, or talking through a simulated emergency (without degrading actual aircraft performance or situational awareness). Additionally, for loadmasters, performing a tactical event during the sortie, such as a combat offload, airdrop, backing, or ERO, is required. The intent of the required items is not to be restrictive or limiting in the scenario, but to provide a framework for the development of a robust scenario.

7.31.15.9. Mission Debrief: Mission debrief includes an aircrew debrief analyzing success and failures of objectives, execution, Intel/blue asset integration, and scenario development.

7.31.15.10. OPR: AMC/A3T. OCR: AMC/A3TW.

7.31.15.11. Training Media: Aircraft or WST. Crews may credit in the WST provided it is a DMO mission and the above requirements are met. Furthermore, mission planning is conducted with Intel involvement and an OSK approved threat scenario script is provided to the OFT/WST operator. Currency may be regained via DMO mission. The minimum training media requirement is a secure sim facility.

7.31.15.12. Instructor: Not required for continuation training or to regain currency.

7.31.15.13. Crew Requirements. To log MB52Y, crewmembers must occupy a primary crew position or act as an augmenting crewmember for their MDS during the above-listed events. All members of the crew (e.g., pilots, navigators, flight engineers, loadmasters) will be actively integrated into the scenario, including mission planning. **(T-3).** The max crew complement allowed is basic plus two additional crew members, or an augmented crew compliment, whichever is higher. The intent is to fly the mission with the crew compliment as it would be flown in combat. Operational missions and validated exercises, where the required events were performed, count towards credit for MB52Y.

7.31.15.14. Additional Information: Applicable only to crew members filling a wing position or below. Exempted members include SOC graduates, BAQ/BMC, and FTU crewmembers unless theater SPINS or reporting instructions are more restrictive. Only one MB52Y may be logged per FDP. Crewmembers not current or qualified will not perform crew duties in combat zones. **(T-3).** Crewmembers current upon the day of deployment remain current through the end of the quarter following redeployment (e.g., if a crewmember returns from deployment on 30 June, they remain current through 30 September and go non-current on 1 October unless an event was accomplished between 1 July – 30 September).

7.31.16. MB53Y – Incomplete Integrated Mission Sortie (Maintenance).

7.31.17. MB54Y – Incomplete Integrated Mission Sortie (Weather).

7.31.18. MB55Y – Incomplete Integrated Mission Sortie (Operations).

7.31.19. MB56Y – Incomplete Integrated Mission Sortie (Other).

7.31.20. MB85Y – Tactical Datalink (TDL) Proficiency Sortie.

7.31.20.1. Purpose: Continuation training for crews to ensure they are proficient in using TDL in support of Full Spectrum Readiness (FSR) and COCOM requirements.

7.31.20.2. Description: Perform TDL operations on a sortie during a scenario developed by OST/OSK in line with unit mission requirements.

7.31.20.3. OPR: AMC/A3T.

7.31.20.4. Training Media: Aircraft or WST (if appropriate systems are installed).

7.31.20.5. Instructor: Not required for continuation training or to regain currencies.

7.31.21. MB90Y – Mission Management Sortie.

7.31.22. MB91Y – Ski Sortie.

7.31.22.1. Purpose: Ensure flight engineers and loadmasters are familiar with the operation of LC-130 aircraft performing the ski mission.

7.31.22.2. Description: Operational or training sortie that includes ski operations.

7.31.22.3. OPR: 109 OG/OST.

7.31.22.4. Training Media: Aircraft.

7.31.22.5. Instructor: Not required for continuation training.

7.31.22.6. Additional Information: Log when a ski takeoff and/or ski landing is accomplished. Two crewmembers (occupying the same crew position) may log at the same time if the requirements are met: Normal preflight, in-flight, and post-flight duties in LC aircraft.

7.31.23. MB93Y. LC-130 Flight Engineer Proficiency Sortie.

7.31.23.1. Purpose: LC-130 flight engineer emergency procedures refresher.

7.31.23.2. Description: LC-130 FEs perform and demonstrate proficiency in TO 1C-130(L)H-1 section III procedures under an FCF qualified instructor flight engineer.

7.31.23.3. OPR: 139 AS/DOF.

7.31.23.4. Training Media: LC-130 aircraft.

7.31.23.5. Instructor: FCF qualified instructor flight engineer.

7.31.23.6. Additional Information: Flight engineer dedicated training flight.

7.32. Spray Sortie (MS) Events. See [Attachment 5](#).

7.32.1. MS01Y – Spray Sortie.

7.32.2. MS03Y – Spray Sortie (Actual).

7.32.3. MS04Y – Spray Sortie (NVG).

7.32.4. MS05Y – Spray Sortie (Oil Spill).

7.32.5. MS07Y – Low Volume (LV)/High Volume (HV)/Ultra High Volume (UHV) Spray Sortie.

7.32.6. MS09Y – Ultra Low Volume (ULV) Spray Sortie.

7.33. Aircraft Communications Equipment (PC) Events.

7.33.1. PC35Y – HAVE QUICK Event.

7.33.1.1. Purpose: Ensures crewmembers possess a thorough knowledge of HAVE QUICK requirements.

7.33.1.2. Description: Training consists of properly configuring the radio for HAVE QUICK operation and making at least one transmission and reception using HAVE QUICK mode of operation with any source.

7.33.1.3. OPR: AMC/A3T.

7.33.1.4. Training Media: Aircraft.

7.33.1.5. Instructor: Not required for continuation training.

7.33.2. PC39Y – Secure Voice Event.

7.33.2.1. Purpose: Ensures crewmembers possess a thorough knowledge of secure voice requirements.

7.33.2.2. Description: Training consists of correctly loading Secure Voice equipment with the proper communication protocols and communicating with another station (ground or air, beyond the users' own aircraft) in the secure-voice mode.

7.33.2.3. OPR: AMC/A3T.

7.33.2.4. Training Media: Aircraft.

7.33.2.5. Instructor: Not required for continuation training.

7.34. Survival, Evasion, Resistance, Escape (SERE) (SS) Events. AFI 16-1301 is the parent regulation. In such a case where there is a conflict between this reference and the parent regulation, the parent regulation takes precedence. HQ OPR is AMC/A3TW; wing OPR is OSS/OSK. Courseware and guidance provided by AMC/A3TW (POC: MAJCOM SERE functional manager).

7.34.1. SS01 – Local Area Survival.

7.34.1.1. Purpose: Provide familiarity with local SERE policies and procedures and preparation for deployment. Identify environmental aspects that could affect an aircrew member in a local area, survival scenario. Identify personnel recovery tactics, techniques, and procedures applicable to local area flying operations.

7.34.1.2. Description: SS01 is a one-time requirement, to be accomplished before the first flight at each base of assignment.

7.34.1.3. OPR: AMC/A3TW.

7.34.1.4. Additional Information: Each unit is responsible for tailoring training to meet unit needs.

7.34.2. SS02 – Combat Survival Training (CST).

7.34.2.1. Purpose: Mandatory for mobility personnel required to maintain currency in S-V80-A SERE TTPs. Academics and field training designed for crewmembers whose duties require them to fly over or deploy to enemy territory. CST provides the crewmember an opportunity to demonstrate their ability to operate aircrew flight equipment, employ survival/evasion techniques, and rescue procedures under combat conditions.

7.34.2.2. Description: See AFI 16-1301 and AFI 16-1301 AMC Supplement.

7.34.2.3. OPR: AMC/A3TW.

7.34.2.4. Additional Information: This course is taught by 1T0x1 SERE specialists or other personnel trained per SERE training plans validated by the SERE MAJCOM functional manager.

7.34.3. SS03 – Conduct after Capture (CAC).

7.34.3.1. Purpose: Mandatory for mobility personnel required to maintain currency in S-V80-A SERE TTPs.

7.34.3.2. Mission Ready (MR)/Combat Mission Ready (CMR) and personnel assigned to combat-coded units receive CAC with a currency not to exceed 36 months between events. CAC is completed before being awarded MR status. See AFI 16-1301 and MAJCOM supplements.

7.34.3.3. OPR: AMC/A3TW.

7.34.3.4. Additional Information: This course is taught by 1T0x1 SERE specialists or other personnel trained per SERE training plans validated by the SERE MAJCOM functional manager and approved by the career field manager (HAF/A3TS).

7.34.4. SS05 – Water Survival Training

7.34.4.1. Purpose: To provide aircrews with the training necessary for ditching or bail out over water situation.

7.34.4.2. Description: Mission Ready (MR)/Combat Mission Ready (CMR) and personnel assigned to combat-coded units receive water survival training with a currency not to exceed 36 months between events. Water survival training is completed before being awarded mission-ready status. See AFI 16-1301 and MAJCOM supplements.

7.34.4.3. OPR: AMC/A3TW.

7.34.4.4. Aircrews demonstrate proficiency in TTP for survival and recovery from a water environment using weapons system-specific survival equipment. This training should be conducted in natural waters (pond, lake, or ocean) or an environmental pool if logistically possible. Training in swimming pools is authorized if overall training objectives are not compromised. Water survival training utilizes the demonstration and performance method of instruction.

7.34.5. SS06 – Emergency Parachuting Training (Refresher).

7.34.5.1. Purpose: Aircrew training geared towards the critical post ejection/egress and parachute malfunction procedures while suspended under the parachute canopy.

7.34.5.2. Description: All personnel assigned to aircraft with parachutes, as a means of egress or bailout, will complete this training. **(T-1). Exception:** Not required if no parachute is on board the aircraft for that crewmember. See AFI 16-1301 and MAJCOM supplements.

7.34.5.3. OPR: AMC/A3TW.

7.34.6. SS33 – Arctic Survival Training (AST) MTT Course

7.34.6.1. Purpose: Mandatory for mobility personnel assigned to the 109 AW. **(T-2).** Training designed for crewmembers, and operations and maintenance members whose duties require them to fly over or deploy to the Arctic and Antarctic territories.

7.34.6.2. Description: AST provides the member an opportunity to demonstrate their ability to operate aircrew flight equipment, employ survival techniques, and rescue procedures under extreme cold, barren, Arctic/Antarctic conditions.

7.34.6.3. OPR: 109 OG/OST

7.34.6.4. Training Media: Lecture and briefings before deployment to Greenland, hands-on training at Raven Camp AST site location.

7.34.6.5. Instructor: SERE qualified instructors/1T0X1 will be primary instructors with AFE/1P0X1 providing assistance. **(T-2).**

7.34.6.6. Additional Information: 109 AW mobility personnel whose duties include operating in the Arctic and Antarctic regions will complete this training within two years of attaining Ski Mission certification. **(T-2)**.

7.34.7. SS35 – Emergency Parachuting Training (Initial) (S-V80-B).

7.34.7.1. Purpose: One-time aircrew training geared towards the critical post ejection/egress and parachute malfunction procedures while suspended under the parachute canopy. Taught in conjunction with Initial Combat Survival (SS20, S-V80-A). Previously, EPT was part of S-V80-A. The courses were recently separated with SS35 being a one-day course normally completed immediately before formal combat survival training. For crewmembers that previously completed EPT as part of Initial Combat Survival training, use the completion date for SS20 as the date for SS35.

7.34.7.2. Description: All personnel assigned to aircraft carrying parachutes as a means of egress or bailout will complete this training. **(T-1)**. See AFI 16-1301 and MAJCOM supplements.

7.34.7.3. OPR: AMC/A3TW.

7.35. Tactical Ground Training Events.

7.35.1. TG02Y – VTRAT Initial Training.

7.35.1.1. Purpose: Initial training for crewmembers.

7.35.1.2. Description: Ground training designed to teach crewmembers the basics of ADA and man-portable air defense systems (MANPADS) recognition and avoidance. The course is taught in a group setting (approximately 3 hours) followed by approximately 30 minutes of individual VTRAT simulator time.

7.35.1.3. OPR: AMC/A3TW.

7.35.1.4. Training Media: VTRAT device.

7.35.1.5. Additional Information: See AFTTP 3-1.Threat Guide and AFTTP 3-3.C-130H. This event is only mandatory for units co-located with a VTRAT device. Crewmembers (including SOC graduates) accomplish this event before flying in deployed/tactical (combat) environments.

7.35.2. TG03Y – VTRAT Refresher.

7.35.2.1. Purpose: Continuation training for mission qualified crewmembers.

7.35.2.2. Description: Refreshes crewmembers on basics of ADA and MANPADS recognition and avoidance.

7.35.2.3. OPR: AMC/A3TW.

7.35.2.4. Training Media: VTRAT device.

7.35.2.5. Additional Information: See AFTTP 3-1.Threat Guide and AFTTP 3-3.C-130H. Event is only mandatory for units co-located with a VTRAT device. Crewmembers (including SOC graduates) accomplish this event prior to flying in deployed/tactical (combat) environments.

7.36. Tactical Aircraft Training (TW) Events. Accomplish arrival and departure events according to AFTTP 3-3.C-130H and/or AFMAN 11-2C-130HV3.

7.36.1. TW01Y – Tactical Departure.

7.36.1.1. Purpose: These departures used to perform single ship high and low altitude tactical departure TTPs not limited to, but including, spiral ups, low-altitude departures, and direct climbs.

7.36.1.2. Description: A tactical departure as specified in AFTTP 3-3.C-130H and AFMAN 11-2C-130HV3.

7.36.1.3. OPR: AMC/A3T. OCR: AMC/A3TW.

7.36.1.4. Training Media: Aircraft or USAF-certified WST.

7.36.1.5. Instructor: Not required for continuation training.

7.36.1.6. Additional Information: Both pilots (pilot flying and pilot monitoring) may log this event. If both pilots are current and qualified, these maneuvers may be flown on continuation training and operational missions with passengers on board.

7.36.2. TW03Y – Tactical Departure (High Altitude).

7.36.2.1. Purpose: Used to perform single ship high altitude tactical departure TTPs not limited to, but including, spiral ups, and direct climbs.

7.36.2.2. Description: A tactical departure as specified in AFTTP 3-3.C-130H and AFMAN 11-2C-130HV3 to an altitude of 10,000 feet MSL or higher.

7.36.2.3. OPR: AMC/A3T. OCR: AMC/A3TW.

7.36.2.4. Training Media: Aircraft or USAF-certified WST.

7.36.2.5. Instructor: Not required for continuation training.

7.36.2.6. Additional Information: Both pilots (pilot flying and pilot monitoring) may log this event. If both pilots are current and qualified, these maneuvers may be flown on continuation training and operational missions with passengers on board.

7.36.3. TW05Y – Tactical Departure (Low Altitude).

7.36.3.1. Purpose: Used to perform single ship low altitude tactical departure TTPs.

7.36.3.2. Description: A tactical departure as specified in AFTTP 3-3.C-130H and AFMAN 11-2C-130HV3 at an altitude below 2,500 feet AGL.

7.36.3.3. OPR: AMC/A3T. OCR: AMC/A3TW.

7.36.3.4. Training Media: Aircraft or USAF-certified WST.

7.36.3.5. Instructor: Not required for continuation training.

7.36.3.6. Additional Information: Both pilots (pilot flying and pilot monitoring) may log this event. If both pilots are current and qualified, these maneuvers may be flown on continuation training and operational missions with passengers on board.

7.36.4. TW10Y – Tactical Route (SKE Lead).

7.36.4.1. Purpose: Continuation training for SKE lead and element-lead certified aircraft commanders and navigators. Although not lead certified, MPD pilots log this event per the RTM.

7.36.4.2. Description: Log a SKE lead event when a minimum of a 20-minute SKE route from assembly to a TOT, TOA or rendezvous is accomplished when flying in the formation lead position or element lead position. May be flown single-ship as long as lead procedures and techniques are used.

7.36.4.3. OPR: AMC/A3T.

7.36.4.4. Training Media: Aircraft or USAF-certified WST.

7.36.4.5. Instructor: Not required for continuation training.

7.36.4.6. Additional Information: See AFMAN 11-2C-130HV3 for SKE formation procedures and AFTTP 3-3.C-130H for additional information.

7.36.5. TW11Y – Tactical Route (SKE Wing).

7.36.5.1. Purpose: Continuation training for SKE qualified pilots and navigators using SKE formation procedures.

7.36.5.2. Description: Log a SKE formation event when a minimum of a 20-minute SKE route from assembly to a TOT, TOA or rendezvous is accomplished when flying in SKE formation.

7.36.5.3. OPR: AMC/A3T.

7.36.5.4. Training Media: Aircraft or USAF-certified WST.

7.36.5.5. Instructor: Not required for continuation training.

7.36.5.6. Additional Information: See AFMAN 11-2C-130HV3 for SKE formation procedures and AFTTP 3-3.C-130H for additional information. Credit only if two or more aircraft are in the formation.

7.36.6. TW12Y – Tactical Route (SKE/IMC).

7.36.6.1. Purpose: Continuation training for mission ready pilots and navigators using SKE / IMC procedures. May be flown single ship.

7.36.6.2. Description: Log a SKE / IMC event when a minimum of a 20-minute SKE or IMC route from assembly (or simulated assembly) to a TOT, TOA or rendezvous is accomplished when flying in SKE formation or using IMC procedures.

7.36.6.3. OPR: AMC/A3T/A3TW

7.36.6.4. Training Media: Aircraft or USAF-certified WST.

7.36.6.5. Instructor: Not required for continuation training.

7.36.6.6. Additional Information: See AFTTP 3-3.C-130H and/or AFMAN 11-2C-130HV3 for SKE formation procedures.

7.36.7. TW20Y – Tactical Route [Day Visual Low Level (VLL)].

7.36.7.1. Purpose: Continuation training for mission airdrop qualified pilots and navigators operating in the low altitude environment using visual single-ship or formation procedures during daylight.

7.36.7.2. Description: Log a visual low-level day event when a minimum of a 20-minute route from assembly to a TOT, TOA or rendezvous is accomplished when flying single-ship or in formation using day visual procedures.

7.36.7.3. OPR: AMC/A3T.

7.36.7.4. Training Media: Aircraft or USAF-certified WST.

7.36.7.5. Additional Information: See AFTTP 3-3.C-130H and/or AFMAN 11-2C-130HV3.

7.36.8. TW21Y – Tactical Route [Formation Day Wing Visual Low Level (VLL)].

7.36.8.1. Purpose: Continuation training for mission qualified pilots and navigators operating in the low altitude environment using visual formation procedures during daylight.

7.36.8.2. Description: Log a visual low-level formation day event when a minimum of a 20-minute visual route from assembly to a TOT, TOA or rendezvous is accomplished when flying in a visual formation.

7.36.8.3. OPR: AMC/A3T.

7.36.8.4. Training Media: Aircraft or USAF-certified WST.

7.36.8.5. Additional Information: See AFTTP 3-3.C-130H and/or AFMAN 11-2C-130HV3 for visual formation procedures. Dual log with TW20Y.

7.36.9. TW22Y – Tactical Route [Formation Lead Visual Low Level (VLL)].

7.36.9.1. Purpose: Continuation training for lead and element lead certified pilots and navigators. Although not lead certified, MPD pilots log this event per the RTM. May be flown during the day or on NVGs.

7.36.9.2. Description: Log a visual formation lead event when a minimum of a 20-minute visual route from assembly to a TOT, TOA or rendezvous is accomplished when flying in the formation lead or element lead position. May be flown single ship as long as lead procedures and techniques are used.

7.36.9.3. OPR: AMC/A3T.

7.36.9.4. Training Media: Aircraft or USAF-certified WST.

7.36.9.5. Additional Information: See AFTTP 3-3.C-130H and/or AFMAN 11-2C-130HV3 for visual formation procedures. Dual log with TW20Y and TW21Y (day) or AN21Y and AN23Y (night).

7.36.10. TW25Y – Tactical Large Force Employment.

7.36.10.1. Purpose: Ensures aircrew apply force integration concepts in a multi-platform environment.

7.36.10.2. Description: Any mission where aircrew applies large force employment tactics, techniques, and procedures. To receive credit, the mission shall include multiple MDSs in both planning and flying. **(T-3)**. Examples include Exercise RED FLAG, Joint Forcible Entry, and Battalion Mass Tac Week. Can be logged on operational missions if the multiple-MDS intent is met. Creditable via DMO-linked missions when working with other MDSs, such as when participating in Exercise VIRTUAL FLAG.

7.36.10.3. OPR: AMC/A3T.

7.36.10.4. Training Media: Aircraft or WST.

7.36.10.5. Instructor: Not required for continuation training or to regain currency.

7.36.10.6. Operational Missions: Operational missions and validated exercises, where the multiple-MDS requirement is met, may count towards TW25Y.

7.36.10.7. Additional Information: None.

7.36.11. TW31Y – Threat Event (IR).

7.36.11.1. Purpose: Continuation training for crewmembers to recognize and defeat infra-red (IR) guided threats.

7.36.11.2. Description: Proper application of tactics, techniques, and procedures to recognize and defeat an IR-guided threat (e.g., MANPADS, SA-9/13). Includes proper employment of aircraft countermeasures systems (actual or simulated release of expendables) if equipped. See AFTTP 3-1.Threat Guide, AFTTP 3-1.C-130, AFTTP 3-3.C-130H and/or AFMAN 11-2C-130HV3 for tactics, techniques and procedures.

7.36.11.3. OPR: AMC/A3T.

7.36.11.4. Curriculum Development: Unit (aircraft commander if single ship or formation mission commander).

7.36.11.5. Training Media: Aircraft, WST or VTRAT.

7.36.11.6. Instructor: Not required for continuation training.

7.36.11.7. Additional Information: Applies only to units whose aircraft are ADS-equipped, unless otherwise directed by the Sq/CC or appropriate operations training supervisor. May be verbally debriefed by any IP or IN.

7.36.12. TW32Y – Threat Event (Optical).

7.36.12.1. Purpose: Continuation training for crewmembers to recognize and defeat optical guided threats.

7.36.12.2. Description: Proper application of tactics, techniques and procedures to recognize and defeat an optical guided threat (e.g., Air Defense Artillery (ADA), small arms). See AFTTP 3-1 and AFTTP 3-3.C-130H, for tactics, techniques and procedures.

7.36.12.3. OPR: AMC/A3T.

7.36.12.4. Curriculum Development: Unit (aircraft commander if single ship or formation mission commander).

7.36.12.5. Training Media: Aircraft, WST or visual threat recognition and avoidance trainer (VTRAT).

7.36.12.6. Instructor: Not required for continuation training.

7.36.12.7. Additional Information: May be verbally debriefed by any IP or IN.

7.36.13. TW33Y – Threat Event (Radar).

7.36.13.1. Purpose: Continuation training for crewmembers to recognize and defeat radar-guided threats.

7.36.13.2. Description: Proper application of tactics, techniques and procedures to recognize and defeat radar-guided threats. Normally the aircrew reacts because of an ADS or radar warning receiver (RWR) indication or threat call, but this may be simulated by any crewmember.

7.36.13.3. OPR: AMC/A3T.

7.36.13.4. Curriculum Development: Unit.

7.36.13.5. Training Media: Aircraft or WST.

7.36.13.6. Instructor: Not required for continuation training.

7.36.13.7. Additional Information: Applies only to units whose aircraft are RWR equipped, unless otherwise directed by the Sq/CC or appropriate operations training supervisor. May be verbally debriefed by any IP or IN.

7.36.14. TW34Y – Threat Event (GPS-Denied Environment).

7.36.14.1. Purpose: Provide periodic training to enable aircrews operating with GPS to understand and employ countermeasures that limit impacts to navigation and/or mission execution during GPS-hampered/denied situations.

7.36.14.2. Description: Training activity to provide aircrews with knowledge of indicators and responses related to GPS-tampering, spoofing, jamming, etc. to enable continued effective aircraft operations within the environment. Perform a tactical route (minimum of 20 minutes from takeoff to TOT/TOA) and airdrop without using the GPS as a contributing solution. To log credit, a minimum of one airdrop must use a manually updated solution provided by a radar update. **(T-3)**.

7.36.14.3. OPR: AMC/A3TWA.

7.36.14.4. Training Media: Aircraft or level-C or better simulator.

7.36.14.5. Instructor: Not required for continuation training.

7.36.14.6. Additional Information. N/A.

7.36.15. TW35Y – Threat Response Event.

7.36.15.1. Purpose: Continuation training for crewmembers to recognize and defeat threats to their aircraft.

7.36.15.2. Description: Proper application of tactics, techniques, and procedures to recognize and defeat threats. Normally the aircrew reacts because of an onboard ADS warning or visual threat acquisition, but this may be simulated by any crewmember.

7.36.15.3. OPR: AMC/A3T.

7.36.15.4. Curriculum Development: Unit.

7.36.15.5. Training Media: Aircraft or WST.

7.36.15.6. Instructor: Not required for continuation training.

7.36.15.7. Additional Information: May be verbally debriefed by any IP or IN. Dual log with TW31Y, TW32Y, TW33Y, or TW34Y.

7.36.16. TW40Y – Combat Descent.

7.36.16.1. Purpose: Continuation training for qualified pilots, navigators and flight engineers. Crewmembers should attempt to practice combat descents from 2,500 feet AGL and above.

7.36.16.2. Description: Provides a capability to transition from medium altitude altitudes to a low-altitude approach or slowdown point and airdrop to avoid threats or airspace restrictions. See AFTTP 3-3.C-130H, TO 1C-130(K)H-1-1/-1 and/or AFMAN 11-2C-130HV3 for additional information. This event is a basic proficiency event. Once trained, MPD pilots may accomplish pilot-flying duties from either seat. May be dual logged with TW41Y.

7.36.16.3. OPR: AMC/A3T.

7.36.16.4. Training Media: Aircraft or USAF-certified WST.

7.36.16.5. Instructor: Not required for continuation training.

7.36.16.6. Additional Information: Both pilots may log this event. If both pilots are current and qualified, this maneuver may be flown on continuation training and operational missions with passengers on board.

7.36.17. TW41Y – Tactical Descent (Penetration/Rapid).

7.36.17.1. Purpose: Continuation training for qualified pilots, navigators, and flight engineers. Crewmembers should attempt to practice penetration or rapid descents from 10,000 feet above ground level (AGL) and above.

7.36.17.2. Description: Provides a capability to transition from upper altitudes to a low-altitude approach or slowdown point and airdrop. See AFTTP 3-3.C-130H, technical orders (e.g. TO 1C-130(K)H-1-1/-1) and/or AFMAN 11-2C-130HV3 for additional information. This event is a basic proficiency event. Once trained, MPD pilots may accomplish pilot-flying duties from either seat.

7.36.17.3. OPR: AMC/A3T.

7.36.17.4. Training Media: Aircraft or USAF-certified WST.

7.36.17.5. Instructor: Not required for continuation training.

7.36.17.6. Additional Information: Both pilots may log this event. If both pilots are current and qualified, this maneuver may be flown on continuation training and operational missions with passengers on board.

7.36.18. TW50Y – Tactical Arrival.

7.36.18.1. Purpose: These arrivals are used to perform single ship TTPs not limited to, but including over-heads, straight-ins, beams, very-low arrivals, spirals, and teardrops.

7.36.18.2. Description: A Tactical Arrival as specified in AFTTP 3-3.C-130H and AFMAN 11-2C-130HV3.

7.36.18.3. OPR: AMC/A3T.

7.36.18.4. Training Media: Aircraft or USAF-certified WST.

7.36.18.5. Instructor: Not required for continuation training.

7.36.18.6. Additional Information: Both pilots (pilot flying and MPD pilot) may log this event. If both pilots are current and qualified, these maneuvers may be flown on continuation training and operational missions with passengers on board. TW41Y may be dual logged with this event.

7.36.19. TW51Y – Tactical Arrival (High Altitude).

7.36.19.1. Purpose: Used to perform single ship high altitude tactical arrival TTPs not limited to, but including, spiral downs and penetration descents.

7.36.19.2. Description: A tactical arrival as specified in AFTTP 3-3.C-130H and AFMAN 11-2C-130HV3 from an altitude of 10,000 feet MSL or higher.

7.36.19.3. OPR: AMC/A3T.

7.36.19.4. Training Media: Aircraft or USAF-certified WST.

7.36.19.5. Instructor: Not required for continuation training.

7.36.19.6. Additional Information: Both pilots (pilot flying and MPD pilot) may log this event. If both pilots are current and qualified, these maneuvers may be flown on continuation training and operational missions with passengers on board.

7.36.20. TW52Y – Tactical Arrival (Low Altitude).

7.36.20.1. Purpose: Used to perform single ship low altitude tactical arrival TTPs.

7.36.20.2. Description: A tactical arrival as specified in AFTTP 3-3.C-130H and AFMAN 11-2C-130HV3 from an altitude below 2,500 feet AGL.

7.36.20.3. OPR: AMC/A3T.

7.36.20.4. Training Media: Aircraft or USAF-certified WST.

7.36.20.5. Instructor: Not required for continuation training.

7.36.20.6. Additional Information: Both pilots (pilot flying and MPD pilot) may log this event. If both pilots are current and qualified, these maneuvers may be flown on continuation training and operational missions with passengers on board.

7.36.21. TW61Y – Combat Onload/Offload Event.

7.36.21.1. Purpose: Continuation training for pilots and loadmasters. Ensures proper CRM/TEM is being rehearsed between pilots and loadmasters.

7.36.21.2. Description: Perform any currently approved combat onload or offload. May be accomplished on a ground aircraft trainer without an associated flying sortie.

7.36.21.3. OPR: AMC/A3T.

7.36.21.4. Training Media: Aircraft.

7.36.21.5. Instructor: Not required for continuation training.

7.36.21.6. Additional Information: All crew members that directly participate in the combat onload/offload may credit this event. OSTs, with help from OSKs, will develop training profiles based on the unit mission requirements. **(T-3)**. May be counted as an NVG event if accomplished with NVGs. Dual log with TW63Y, TW65Y, TW67Y, TW69Y, or TW71Y.

7.36.22. TW63Y – Combat Offload Event (Method A).

7.36.22.1. Purpose: Continuation training for pilots and loadmasters. Ensures proper CRM/TEM is being rehearsed between pilots and loadmasters.

7.36.22.2. Description: Perform a Combat Offload Method A. May be accomplished on a ground aircraft trainer without an associated flying sortie.

7.36.22.3. OPR: AMC/A3T.

7.36.22.4. Training Media: Aircraft.

7.36.22.5. Instructor: Not required for continuation training.

7.36.22.6. Additional Information: All crew members that directly participate in the combat offload may credit this event. OSTs, with help from OSKs, will develop training profiles based off the unit mission requirements. **(T-3)**. May be counted as an NVG event if accomplished with NVGs.

7.36.23. TW65Y – Combat Offload Event (Method B).

7.36.23.1. Purpose: Continuation training for pilots and loadmasters. Ensures proper CRM/TEM is being rehearsed between pilots and loadmasters.

7.36.23.2. Description: Perform a Combat Offload Method B. May be accomplished on a ground aircraft trainer without an associated flying sortie.

7.36.23.3. OPR: AMC/A3T.

7.36.23.4. Training Media: Aircraft.

7.36.23.5. Instructor: Not required for continuation training.

7.36.23.6. Additional Information: All crew members that directly participate in the combat offload may credit this event. OSTs, with help from OSKs, will develop training profiles based off the unit mission requirements. **(T-3)**. May be counted as an NVG event if accomplished with NVGs.

7.36.24. TW67Y – Onload/Offload (Bare Tine Forklift) Event.

7.36.24.1. Purpose: Continuation training for loadmasters. Ensures proper CRM/TEM is being rehearsed between loadmasters and loading personnel.

7.36.24.2. Description: Perform a bare tine forklift onload or offload. May be accomplished on a ground aircraft trainer without an associated flying sortie.

7.36.24.3. OPR: AMC/A3T.

7.36.24.4. Training Media: Aircraft.

7.36.24.5. Instructor: Not required for continuation training.

7.36.24.6. Additional Information: May be conducted with engines running or shut down. OSTs, with help from OSKs, will develop training profiles based on the unit mission requirements. **(T-3)**. May be counted as an NVG event if accomplished with NVGs.

7.36.25. TW69Y – Onload/Offload (Covert Operations) Event.

7.36.25.1. Purpose: Continuation training for loadmasters. Ensures proper CRM/TEM is being rehearsed between loadmasters and loading personnel.

7.36.25.2. Description: Perform an onload or offload at night with NVGs. May be accomplished on a ground aircraft trainer without an associated flying sortie.

7.36.25.3. OPR: AMC/A3T.

7.36.25.4. Training Media: Aircraft.

7.36.25.5. Instructor: Not required for continuation training.

7.36.25.6. Additional Information: May be conducted with engines running or shut down. OSTs, with help from OSKs, will develop training profiles based on the unit mission requirements. **(T-3)**.

7.36.26. TW71Y – Onload/Offload (Winching) Event.

7.36.26.1. Purpose: Continuation training for loadmasters. Ensures proper CRM/TEM is being rehearsed between loadmasters and loading personnel.

7.36.26.2. Description: Perform a winching onload or offload. May be accomplished on a ground aircraft trainer without an associated flying sortie.

7.36.26.3. OPR: AMC/A3T.

7.36.26.4. Training Media: Aircraft.

7.36.26.5. Instructor: Not required for continuation training.

7.36.26.6. Additional Information: May be conducted with engines running or shut down. OSTs, with help from OSKs, will develop training profiles based on the unit mission requirements. **(T-3)**. May be counted as an NVG event if accomplished with NVGs.

7.36.27. TW73Y – Wet Wing Defuel / Hot Refuel Event.

7.36.27.1. Purpose: Continuation training for crews certified to perform Wet Wing Defuel / Hot Refuel operations.

7.36.27.2. Description: Log after performing a full iteration of the Wet Wing Defuel/Hot Refuel checklist. May be accomplished on a ground aircraft trainer without an associated flying sortie.

7.36.27.3. OPR: AMC/A3T.

7.36.27.4. Training Media: Aircraft or WST.

7.36.27.5. Instructor: Not required for continuation training.

7.36.28. TW91Y – Remote Refueling Event.

7.36.28.1. Purpose: Record aircrew accomplishment. Remote Fueling is the process of fueling or defueling aircraft or transferring fuel to a ground storage system normally with engines running.

7.36.28.2. Description: Aircraft refuel/defuel from aircraft tanks to support remote Arctic/ Antarctic operations.

7.36.28.3. OPR: 109 OG/OST.

7.36.28.4. Training Media: Aircraft.

7.36.28.5. Instructor: Not required for continuation training.

7.36.28.6. Additional Information: Accomplishment of a Remote Fueling Event (TW91Y) or completion of Remote Refuel ground training (GL91Y) updates TW91Y requirement. Crewmembers scheduled for remote fueling operations that have not performed a remote fueling event within 180 days shall re-accomplish GL91Y. **(T-2).**

7.37. Unit Defined ("X") Events. Contact MAJCOM ARMS functional for a list of allocated unit-defined codes by location. Unit-defined events for all MAF units begin with "X", are five characters long with the second, third, and fourth characters allocated as numbers and or letters with the final character as a "Y". Once allocated by the MAJCOM, unit-defined events may be managed at the local level within the allocated codes and are not captured in the MAJCOM's ARMS database. They should be judiciously considered and/or approved at the OG/CC level and published in local guidance documenting event identifiers, associated ARMS nomenclature, volume, currency, and/or frequency. OG/CCs should periodically review during the TRP, established X-events for continued relevancy to the unit's mission and document those reviews (when accomplished) in the TRP minutes along with any specific actions taken.

JOSEPH T. GUASTELLA, Lt Gen, USAF
Deputy Chief of Staff, Operations

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

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AF Form 1522, *ARMS Additional Training Accomplishment Report*

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AF Form 4324, *Aircraft Assignment/Aircrew Qualification Worksheet*

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Abbreviations and Acronyms

AC—Aircraft Commander

ACBRN—Aircrew Chemical Biological Radiological and Nuclear

AD—Airdrop

ADA—Air Defense Artillery

ADS—Aircraft Defensive System

AE—Aeromedical Evacuation

AETC—Air Education and Training Command

AF—Air Force

AFE—Aircrew Flight Equipment

AFECT—Aircrew Flight Equipment Continuation Training

AFRC—Air Force Reserve Command

AGL—Above Ground Level

AMC—Air Mobility Command

ANG—Air National Guard

ARA—Airborne Radar Approach

ARC—Air Reserve Component (ANG and AFRC)

ARMS—Aviation Resource Management System

ASCT—Aerial Spray Certification Training

AT—Academic Training

ATD—Aircrew Training Device

ATS—Aircrew Training System
AWADS—Adverse Weather Aerial Delivery System
BAQ—Basic Aircraft Qualified
BMC—Basic Mission Capable
CBRN—Chemical, Biological, Radiological, and Nuclear
CBT—Computer-Based Training
CC—Commander (ARC: Appropriate Operations Supervisor)
CDS—Container Delivery System
CEA—Career Enlisted Aviator
COMSEC—Communications Security
CONUS—Continental United States
COR—Contracting Officer Representative
CP—Copilot
CPT—Cockpit Procedures Trainer
CRM—Crew Resource Management
CSO—Combat Systems Officer
CST—Combat Survival Training
CT—Continuation Training
CTD—Celestial Training Device
CUR—Currency
DO—Deputy Commander for Operations
DoD—Department of Defense
EGB—Electronic Grade Book
EPT—Emergency Parachuting Training
ESD—Evaluation Standards Document
ETCA—Education and Training Course Announcements
FAIP—First Assignment Instructor Pilot
FE—Flight Engineer
FEB—Flying Evaluation Board
FEF—Flight Evaluation Folder
FP—Flight Pilot
FTL—Flying Training Level

FTU—Formal Training Unit

GRACC—Global Ready Aircraft Commander Course

GT—Ground Training

GTIMS—Graduate Training Integration Management System

HAHO—High Altitude High Opening

HALO—High Altitude Low Opening

HARMS—Host Aviation Resource Management System

HQ—Headquarters

IF—Instructor Flight Engineer

IL—Instructor Loadmaster

ILS—Instrument Landing System

IMC—Instrument Meteorological Conditions

IN—Instructor Navigator

IP—Instructor Pilot

IQT—Initial Qualification Training

IR—Infrared

IRC—Instrument Refresher Course

ISOPREP—Isolated Personnel Report

JA/ATT—Joint Airborne/Air Transportability Training

JAI—Joint Airdrop Inspector

JPADS—Joint Precision Airdrop System

LAD—Loadmaster Aerial Delivery

LCLA—Low Cost/Low Altitude

LM—Loadmaster

LRT—Loadmaster Refresher Training

LZ—Landing Zone

MAFFS—Modular Airborne Fire Fighting System

MF—Mission Flight Engineer

MAJCOM—Major Command

MC—Mission Commander

MCAD—Mission Computer Airdrop

MDS—Mission Design Series (e.g., C-130 vice HC-130)

MLS—Microwave Landing System
MOB—Main Operating Base
MP—Mission Pilot
MPD—Mobility Pilot Development
MQT—Mission Qualification Training
MR—Mission Ready
MSL—Mean Sea Level
Mx—Maintenance
N/A—Not Applicable
NAF—Numbered Air Force
NGB—National Guard Bureau
NIQ—Navigator Initial Qualification
N-MR—Non-Mission Ready
NVG—Night Vision Goggles
OCONUS—Outside the Continental United States
OFT—Operational Flight Trainer
OG—Operations Group
OG/CC—Operations Group Commander
OPR—Office of Primary Responsibility
OSA—Operational Support Aircraft
PAA—Primary Aircraft Authorization
PAI—Primary Aircraft Inventory
PCS—Permanent Change of Station
PF—Pilot Flying
PFT—Programmed Flying Training
PIQ—Pilot Initial Qualification
PIN—Pilot Instructor
PM—Pilot Monitoring
POC—Point of Contact
PR—Progress Review
PRM—Precision Runway Monitoring
PTT—Part Task Trainer

RAP—Ready Aircrew Program
RDS—Records Disposition Schedule
RM—Risk Management
RPL—Required Proficiency Level
RTM—RAP Tasking Message
RTRB—Realistic Training Review Board
RVAD—Radar Verified Airdrop
RWR—Radar Warning Receiver
SARM—Squadron Aviation Resource Management
SARMS—Squadron Aviation Resource Management System
SATB—Standard Airdrop Training Bundle
SCNS—Self-Contained Navigation System
Sim—Simulator
SKE—Station Keeping Equipment
SNS—Satellite Navigation Station
SOC—Senior Officers Course
Sq/CC—Squadron Commander
Sq/DO—Squadron Operations Officer
TACC—Tanker/Airlift Control Center
TCAS—Traffic Alerting and Collision Avoidance System
TEM—Threat and Error Management
TG—Training Guide
TL—Training Level
TOT—Time-Over-Target
TRP—Training Review Panel
TTU—Technical Training Unit
UNQ—Unqualified
UPT—Undergraduate Pilot Training
USAF—United States Air Force
USAF EC—United States Air Force Expeditionary Center
USAFSAM—USAF School of Aerospace Medicine
USAFWS—USAF Weapons School

VMC—Visual Meteorological Conditions

VLL—Visual Low-Level

VTRAT—Visual Threat Recognition and Avoidance Trainer

VVM—Verbalize, Verify, Monitor

Wg/CC—Wing Commander

WST—Weapon System Trainer

Wx—Weather

Terms

Academic Training (AT)—A course of instruction that includes, but is not limited to, classroom instruction related to aircraft systems and operation, flight characteristics and techniques; performance; and normal, abnormal, and emergency procedures. Generally, academic courses should be completed before simulator training.

Adverse Weather Aerial Delivery System (AWADS)—An avionics and radar system designed to allow aircrews to perform aerial delivery missions during instrument meteorological conditions (IMC). This term is no longer in use and is now referred to as RVAD.

Aerial Spray Certification Training (ASCT)—Aircrew training and certification program for crewmembers at units designated to perform the specialty airborne spray mission.

Aeromedical Evacuation (AE)—The movement of patients under medical supervision to and between medical treatment facilities by air transportation.

Airborne Radar Approach (ARA)—A non-precision approach accomplished by a navigator directing the pilot through a letdown using onboard radar as the primary equipment.

Aircraft Commander (AC)—Pilot who has been certified to perform "pilot-in-command" duties.

Aircraft Systems Refresher—Any of several crew position unique systems refresher courses.

Aircrew Training Device (ATD)—Hands-on training aids including, but not limited to, cockpit procedure trainers (CPT), part-task trainers (PTT), satellite navigation station (SNS), operational flight trainers (OFT), and weapons systems trainers (WST).

Aircrew Training System (ATS)—An integrated qualification, upgrade, and continuation training program for crewmembers. Civilian contractors conduct most academic and ATD training while USAF conducts all flight training and flight evaluation.

Airdrop (AD) Mission—A flight that involves the delivery of cargo or personnel by airdrop methods.

Airdrop Procedure—Log an event when a successful airdrop is accomplished.

Airland Mission—A flight that involves the delivery of cargo or personnel between airfields.

Airman—All uniformed members of the US Air Force (officer or enlisted; regular, reserve or guard) regardless of rank, component, or specialty and Department of the Air Force civilians.

Ancillary Training—Guidance or instruction that contributes to mission accomplishment, but is separate from an Air Force specialty or occupational series.

Annual Training—Training required in the next year after training was accomplished (e.g., 1 Jan 20 to 31 Dec 20). If training is accomplished anytime in 2020, the next training is due by 31 Dec 21. For 109 AW, the ground training year is defined as 1 April to 31 March.

Basic Aircraft Qualified (BAQ)—A crewmember who has satisfactorily completed Phase I training and is qualified to perform limited aircrew duties in the unit aircraft, but is not mission qualified in the unit assigned aircraft.

Basic Mission Capable (BMC)—A crewmember who has satisfactorily completed Phase I and Phase II training. The BMC crewmember does not maintain MR status but maintains familiarization in the unit operational mission. The BMC crewmembers maintain qualifications so that they are worldwide deployable and may be used for Phase 1 (airland operations). BMC crewmembers should be able to attain full qualification (MR) in the unit mission within 30 days if needed.

Biennial—Training required in the second year after training was accomplished (e.g., 1 Jan 20 to 31 Dec 22). If training is accomplished anytime in 2020, the next training is due by 31 Dec 22.

Certify/Certification—The process of documenting that an individual is trained and qualified to perform in a given capacity. Normally accomplished by the Sq/CC.

Class I Navigation—Any enroute flight operation that is conducted entirely within operational service volumes of International Civil Aviation Organization's (ICAO) standard navigational aids.

Class II Navigation—Any enroute flight operation that is not categorized as Class I navigation.

Cockpit Procedures Trainer (CPT)—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.

Communications Security (COMSEC)—COMSEC material, other than equipment or devices, that assists in securing communications and which is required in the production, operation, or maintenance of COMSEC systems and their components. Examples are keys, codes, and authentication information in physical or electronic form, call signs, frequencies, and supporting documents.

Computer-Based Training (CBT)—Ground training system that uses computer-generated graphics or text in conjunction with interactive programs as the primary medium of instruction.

Container Delivery System (CDS)—Equipment or materiel rigged and airdropped from the aircraft using roller conveyors and gravity extraction.

Continuation Training (CT)—Ground and flight training events necessary to BAQ, BMC, or MR status. The continuation training program provides crewmembers with the volume, frequency, and mix of training necessary to perform the unit's missions.

Contracting Officer Representative (COR)—Member of the wing or group staff designated to verify and evaluate contractor performance according to the ATS quality assurance program plan, mandated by Federal Acquisition Regulations (FAR).

Conversion Training—Training necessary to qualify unit personnel in a different MDS aircraft (generally a new MWS) or mission employment system. The requirement is dependent on unit designed mission capability and qualification training may require an evaluation or AF Form 8.

Copilot MAFFS Training Airdrop Event—Plan, brief, and fly a MAFFS airdrop profile consisting of a minimum of two simulated (dry) airdrops and one actual (wet) airdrop while following a United States Forest Service lead plane.

Crew Resource Management (CRM)—Training concept that emphasizes team effectiveness by enhancing individual and crew performance in communication, situational awareness, effective leadership and management, and crew coordination.

Critical Phases of Flight—Takeoff, low-level (below MSA), airdrop, approach, and landing.

Cross-Flow Crewmember—A crewmember who has military flying experience with the majority of flying experience in a weapon system other than the C-130.

Currency Event—Flying continuation training events with prescribed maximum interval-between-accomplishment shown in the "CUR" column.

Cycle—The 17-month interval based on the in-flight evaluation completion date.

Difference Training—Training necessary to qualify an individual in a different aircraft or mission employment system within the same MDS in which currently qualified. Qualification does not require an evaluation or AF Form 8.

Direct Supervision—A crewmember is considered under direct supervision when flying with an instructor in the same crew position. For pilots, the IP occupies one of the pilot seats. For other crew positions, the instructor is required to be readily available to assume the primary duties if required.

Dry Pass—Planned aerial delivery pass in which no equipment or personnel exit the aircraft.

Education and Training Course Announcements (ETCA)—Reference for formal courses giving MAJCOM procedures, security requirements, reporting instructions, clothing requirements, and location information. Located at: <https://cs2.eis.af.mil/sites/app10-ETCA/SitePages/Home.aspx>.

Event or Task—A training item to be accomplished. Several events or tasks constitute a training profile.

Familiarization Item—An item completed by demonstration, observation or in-seat experience. Proficiency is not required.

Flight Examiner—A crewmember certified according to AFMAN 11-202V1 and AFI 11-202V2, to administer evaluations.

Flight Surgeon (FS)—Medical doctor qualified to perform flight surgeon duties and has current aeronautical orders in that Air Force specialty code.

Flying Training Level (FTL)—A standard assigned to crewmembers by the squadron commander, based upon experience, directing flying continuation training requirements.

Formal School—An Air Force unit designated to conduct qualification training; synonymous with Flying Training Unit (FTU).

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 training forms related to the specific course. Training courses listed in ETCA. Formal courses may be conducted using the secondary method (in-unit) of training.

Formal Training—Any ETCA or ATS course leading to certification or qualification. Different from remedial or unit-directed training in that formal training has a syllabus and MAJCOM directed or approved course of instruction.

Formation—Two or more aircraft under the command of a designated mission commander or formation leader, operating in close proximity to each other.

Heavy Equipment Drop—Equipment or materiel rigged and airdropped from the aircraft using roller conveyors, side rails, and parachute extraction systems.

High Altitude—10,000' MSL to 17,999' MSL.

Initial Qualification Training (IQT)—Training needed to qualify a crewmember for basic crew duties in an assigned position for a specific aircraft, without regard for the unit's operational mission.

Instructor—A crewmember who is certified according to AFMAN 11-202V1 and AFI 11-202V2, to train other crewmembers of like crew position.

Legacy—C-130 aircraft variants H/H1/H2/H2.5/H3/H3.5.

Low Altitude—1000 feet AGL to 2499 feet AGL.

Mass CDS—For training, four or more CDS bundles.

Medium Altitude—2500 feet AGL to 9,999 feet MSL.

Mission Qualification Training (MQT)—The training necessary to qualify a crew member in a specific crew position to perform the command or unit operational mission. MQT completion is a prerequisite for MR status.

Mission-Ready (MR)—A mission-ready crewmember is defined as one who is available for operational tasking and deployment, qualified (completed crew position qualification training, unit indoctrination, and applicable continuation training), and certified in the unit's mission(s) according to the unit's designed operational capability (DOC) statement. The crewmember is required to be current in all ground and flying training prescribed in **Chapter 2** through **Chapter 4** (as appropriate).

Modular Airborne Fire Fighting System (MAFFS)—Specialized equipment mounted in the cargo compartment used to dispense flame retardants in support of joint firefighting missions with the US Forest Service.

Night Event—Log a night event when accomplished between the end of evening civil twilight and the beginning of morning civil twilight, as published in the *Air Almanac*.

Night Sortie—Log a night sortie when the mission takeoff or landing is accomplished between the end of evening civil twilight and the beginning of morning civil twilight, as published in the *Air Almanac*.

Non-current—Failure to meet the minimum prescribed requirements in a training period for a currency event.

Non—Mission-Ready (N-MR)—A crewmember that is unqualified, non-current or incomplete in required continuation training, or not certified to perform the unit mission. **Note:** BMC and BAQ crewmembers current, qualified, and appropriately certified are MR even though they may not be fully trained, qualified, or certified in all aspects of the unit's mission.

NVG Crewmember—Any crewmember that has completed NVG ground and flying training as prescribed in **Chapter 5** of this manual.

Off-Station Training Flight—Any training mission that remains overnight (RON) at a base other than at home station, or carries cargo or passengers.

Open Snow—A continuous area of relatively smooth snow allowing for LC-130 ski operations. No skiway markings or grooming has been done in this area.

Operational Flight Trainer (OFT)—A crew training device that does not fully duplicate a cockpit or portion of the aircraft. Examples of OFTs include cockpit procedure trainers, satellite navigation stations, or fuselage trainers.

Operational Service Volume—The three-dimensional volume of airspace surrounding an ICAO standard airway's navigation facility that is available for operational use. Within that area, a signal of usable strength exists and conforms to flight inspection signal strength and course quality standards, including frequency protection.

PADS Operator—A trained and certified pilot or navigator that is authorized to use JPADS equipment and procedures to direct guided or unguided I-CDS airdrops from C-130H, C-130J, and C-17 aircraft.

Part Task Trainer (PTT)—A device used to practice a specific task such as cargo loading training.

Pilot Flying (PF)—The pilot at the flight controls who is in direct maneuvering control of the aircraft.

Pilot Monitoring (PM)—In addition to MDS-specific T.O. guidance, the PM is the pilot at the flight controls who is not in direct maneuvering control of the aircraft, yet is primarily responsible to actively monitor the aircraft's current/projected flight path and energy state, intervening if necessary.

Polar Airdrop—Primary method of airdrop qualification is through the FTU at Little Rock AFB. Run-ins for polar airdrop originate from an ARA. No formation, low-level routes, curvilinear approaches, or personnel airdrops are allowed.

Primary Aircraft Authorization (PAA)—Aircraft authorized for the performance of the operational mission. The PAA forms the basis for the allocation of operating resources to include manpower, support equipment, and flying-hour funds. The operating command determines the PAA required for their assigned missions.

Primary Aircraft Inventory (PAI)—Aircraft assigned to meet the primary aircraft authorization. PAI also includes test and training requirements.

Primary method—Training conducted at a designated location using a MAJCOM approved syllabus, e.g., initial qualification courses conducted at Little Rock AFB.

Proficiency—The degree of skill achieved from accomplishing a prescribed minimum number of training events to accomplish the unit's mission.

Proficiency Advance—The ATS contractor site manager (for ATS academic training taught at the FTU) or the flying squadron DO may waive requisites with the training curriculum or “Total Number Required” repetitions for highly skilled crewmembers if recommended by their instructor.

Quarter—Any of four three-month periods defined as 1 January to 31 March, 1 April to 30 June, 1 July to 30 September, and 1 October to 31 December.

Radar Verified Airdrop (RVAD)—An airdrop procedure using radar updates; intended to perform aerial delivery missions in both VMC and IMC. This certification replaces AWADS.

Refresher Simulator—Simulator training emphasizing aircraft systems, normal and emergency procedures, and mission-specific training requirements.

Remote Fueling Operations—Aircraft refuel/defuel and fuel delivery from aircraft tanks or internal tanks used to support remote Arctic/Antarctic operations with aircraft engines running (not to include the APU) that require special operating procedures and equipment.

Requalification Training—Training required to qualify crewmembers in an aircraft/mission in which they have been previously qualified.

Secondary Method—Training conducted at a location not designated as an FTU using MAJCOM approved syllabus, e.g., mission qualification course or instructor upgrade conducted at a line unit.

Semi-annual—The 6-month training periods from 1 January to 30 June and 1 July to 31 December. For 109 AW, the semi-annual periods are 1 April to 30 September and 1 October to 31 March.

Significant Training Event—A training event directly contributing to qualification and upgrade, e.g., CBT lesson, WST, ground training, flight.

Simulated Airdrop—A maneuver during which all standard procedures and signals are followed, but an aerial release is not made. Applicable doors or ramp need not be opened. Similar to a dry pass.

Ski ARA—A self-contained, non-precision, instrument approach where the navigator directs the pilot through a let-down, traffic pattern, and final approach using the aircraft radar and other navigational aids installed on the aircraft.

Ski Combat Offload Training—Ski combat offload training prepares aircrews to offload unusual cargo loads in the polar environment and other locations with limited material handling equipment. Ski combat offload procedures and the checklists are included in AFMAN 11-2C-130HV3.

Ski Landing—A landing made onto a prepared skiway, open snow or sea ice on skis. Copilots are not authorized to perform ski landings; however, they log the event when performing pilot monitoring duties.

Ski Landing Area—A designated area for LC-130 ski operations that does not meet the criteria of a skiway but is marked and maintained per proper directives. It may permit ski operations without a search and rescue aircraft.

Ski Operations—Ski operational sorties include a ski takeoff and/or ski landing from a prepared skiway, open snow or sea ice landing area. Ski combat offload and remote fueling operations may, also, be conducted.

Ski Sortie—Log when a ski takeoff and/or ski landing is accomplished.

Ski Takeoff—A takeoff from a prepared skiway, open snow or sea ice on skis. Pilots and copilots log this event. Copilots are not authorized to perform ski takeoffs; however, they log this event when performing pilot monitoring duties.

Skiway—A designated area for LC-130 ski operations that is marked and maintained per proper directives and has a published instrument approach procedure

Special Mission—Any mission requiring special qualification or specific unit missions that include MAFFS, Spray, Ski, Weather, etc.

Special Qualification—A qualification above mission qualification required to accomplish a special mission.

Specialized Training—Training for specialized tactics, weapons systems, or flight responsibilities.

Standard Airdrop Training Bundle (SATB)—A 15-pound training bundle that may be dropped to simulate personnel, equipment, or CDS airdrops.

Successful Airdrop—Score airdrop events for unilateral training as successful if the training load lands within the AFMAN 11-2C-130HV2 authorized (corrected) circular error for the load type. For other than unilateral training, see AFI 11-231.

Supervised Training Status—A crewmember flies under instructor supervision as designated by the Sq/CC or flight examiner. This status is usually a result of a loss of currency or qualification, or due to evaluation resulting in other than qualification level 1.

Threat and Error Management (TEM)—TEM is a systems approach that builds multiple layers of defense logically designed to identify, prevent and trap threats and/or mitigate inevitable threats, errors, and undesired aircraft states.

Training devices—All trainers, computer-assisted instruction, sound-on-slide programs, videos, and mockups designed to prepare students for flight training or augment prescribed continuation training.

Training level (TL)—A standard assigned to crewmembers, by the Sq/CC, directing continuation- training requirements.

Training Review Panel (TRP)—A panel used to review staff and crew management actions necessary to complete the squadrons' flight and ground training programs.

Transition (TX) Training—Training necessary to qualify unit personnel in a different MDS aircraft or mission employment system. Transition training is a shortened version of initial qualification training that gives aircrew members cross-flowing from another military aircraft

credit for acquired aviation proficiency. For combat delivery C-130 aircraft, transfer between C-130H, C-130 AMP, and C-130J requires transition training using specific courseware.

Triennial—Training required in the third year after training was accomplished (e.g., 1 Jan 20 to 31 Dec 23). If training is accomplished anytime in 2020, the next training is due by 31 Dec 23.

Unqualified—A crewmember is unqualified under the following circumstances:

- 1**—Failure to successfully pass an evaluation according to AFMAN 11-2C-130HV2, or
- 2**—Failure to accomplish an evaluation in the time frame required by AFMAN 11-2C-130HV2, or
- 3**—Non-current flight training events over six months as specified by this AFMAN, or
- 4**—Unqualified due to commander directed downgrade according to AFI 11-202V2, or
- 5**—Never qualified in the aircraft.

Upgrade Training—Training to qualify a crewmember in a higher crew qualification (e.g., aircraft commander, instructor, or evaluator) or specialized certification (e.g., grid, HALO, or NVG).

Verbalize, Verify, and Monitor (VVM)—A three-step, closed-loop system of communication designed to significantly reduce aircrew errors.

Weapon System Trainer (WST)—Device that provides a synthetic flight and tactics environment in which aircrews learn, develop, improve, and integrate skills associated with their crew position.

Attachment 2

AIRCREW TRAINING DOCUMENTATION

A2.1. General Information. This attachment provides additional guidelines for proper training documentation. Document training electronically via GTIMS (or a MAJCOM-approved electronic alternative) or manually using the AF Form 4022. **Note:** Use of GTIMS provides suitable training documentation and ARMS interface, which relieves the requirement for printed records in most situations. The following forms are used for training documentation (either electronically or in printed form): AF Form 4023, *Aircrew Training Progress Report*, AF Form 4024, *Aircrew Training Accomplishment Report*, AF Form 4025, *Aircrew Summary/Close-out Report*, and the AF Form 1522. Retain records per the requirements specified in this manual and local guidance.

A2.1.1. Documentation. Initiate a training folder in the GTIMS or EGB for ETCA formal training courses (formal school or in-unit), mission-ready certification, special qualification, certification training, in-unit upgrade program to the next higher crew qualification, requalification training (formal school or in-unit), and all corrective action or additional training. If the training can be accomplished on one mission, a training folder is not required. Once approved for use by MAJCOM/A3T (or equivalent), FTUs and units may use the training management system or other government-approved electronic systems (e.g., EGB, GTIMS) instead of AF Forms 4022, 4023, 4024, and 4025.

A2.1.1.1. The unit operations officer may waive the training folder requirement if corrective action or additional training is limited. If initiated, the instructor or flight examiner who evaluated the aircrew member's performance enters comments pertinent to the training deficiency on AF Form 4023/EGB/GTIMS or the training guide. Use the existing AF Form 4022 for end-of-course evaluations that result in additional training.

A2.1.1.2. For a crewmember undergoing more than one training program in a short period, the unit may combine all training into one AF Form 4022; e.g., an experienced C-130 instructor aircraft commander returning to fly may have the unit indoctrination and applicable airland or mission qualification training, formation lead training, and instructor requalification training combined in one folder.

A2.1.2. Access to Training Records. Squadrons should maintain training folders for their personnel in a location readily accessible at all times to instructors and supervisory personnel. Students may review their folder(s) during normal duty hours. Web-based EGB provides worldwide access to instructors and supervisory personnel. Instructors, aircraft commanders, training office personnel, ops officers, and commanders may obtain access through the MATS contractor's portal. Contact the local MATS contractor site manager for access.

A2.1.3. Instructor Procedures. The instructor or trainer should review the EGB before all training periods. Those areas not previously accomplished, or areas where additional training is required, are noted for possible inclusion during the current training period.

A2.1.4. Training Folder Review. Operations officers will review active training folders quarterly. **(T-2).** Flight commanders or squadron training representatives will conduct a

monthly review. (T-2). Monthly and quarterly reviews will be annotated in the EGB or the training guide. (T-2).

A2.1.5. Completion of Training. Upon completion of formal training leading to qualification (whether accomplished at the FTU or in-unit), an AF Form 4025 will be placed in the individual's training folder, as specified in the MAJCOM supplement. (T-2). See [paragraph A2.5.1](#)

A2.1.5.1. Formal School Disposition of Training Records. Formal schools will send the original AF Form 4022/EGB/GTIMS with all training records to the student's gaining unit within ten working days of the student's graduation or departure. (T-2). Sq/CC or designated representative will review formal school training records and enter appropriate comments on the training guide progress record or AF Form 4023. (T-2).

A2.1.5.2. Disposition of Training Records. All squadron training offices that do not maintain permanent training records retain all AF Form 4022 contents until one year after training closeout and then return them to the crewmember. AF Forms 4022, 4023, 4024, 4025, or training guides are not allowed to be inserted into FEFs. Refer to the Air Force Records Disposition Schedule (RDS) located at <https://www.my.af.mil/afrims/afrims/afrims/rims.cfm> for further guidance.

A2.1.6. AF Forms Use. If training guides are not used, AF Forms 4022, 4023, or 4024 are used for ATS and formal school courses. (T-2).

A2.1.7. AF Forms Overprints. Units may use overprint versions of AF Forms 4022, 4023, 4024, or 4025 per AFI 33-360.

A2.1.8. Non-flying Training. For purposes of training documentation, "classroom only" training conducted at the unit should be identified as academic training (AT). Instructors will consider ground training (GT) to be all academic training conducted outside the classroom. (T-2). Instructors will document academic training conducted while performing flying duties as Flying Training. (T-2).

A2.1.9. AF Form 4022 Closure. The training folder is considered closed upon the successful completion of the final event required by the training program. Final training events include flight evaluation; instructor validation of training (i.e., "sign-off" flight); and/or squadron commander certification.

A2.2. Instructions for AF Form 4022. This folder is constructed of hard stock paper. The inside cover has tables for documenting training. AF Forms 4023, 4024, 4025, training guides, and additional information (waivers, etc.) are attached through the centered holes of the folder. Obtain a folder through the AF publications distribution system (see web site address on the first page of this manual). **Note:** Formal school instructors using ATS courseware are not required to complete the following sections of the AF Form 4022: Ground training summary, written evaluations, and flying training summary if this information is tracked by other means and sent to the gaining unit with AF Form 4022.

A2.2.1. Trainee Information (cover). Provides trainee and course information.

A2.2.1.1. Name and grade. Self-explanatory.

A2.2.1.2. Aircrew position. Self-explanatory. (For crewmembers in an upgrade program, enter the aircrew position to which they are upgrading).

A2.2.1.3. Unit of assignment. Self-explanatory.

A2.2.1.4. Type of training. Enter formal course title or, for special mission qualification, enter type, e.g., formation lead. For other types of training, enter a descriptive identifier.

A2.2.1.5. Class number. Enter the formal school class number; otherwise, leave blank.

A2.2.1.6. Course number: Enter only the ETCA formal course number, e.g., "C130PIQ123". Otherwise, leave blank.

A2.2.2. Ground Training Summary (inside left). This section provides a chronological record of ground training events. Record non-flying training events. Entries are required for CTD, OFT, PTT, WST, or GT. Entries are required on the AF Form 4022 for in-unit academic instruction conducted according to formal school courseware. Identify classroom academic training as AT.

A2.2.2.1. Date. Self-explanatory.

A2.2.2.2. Training period. Enter sequentially numbered training period designators, e.g., "CPT-1," "WST-2," "GT-3," or specific course identifier.

A2.2.2.3. Status. Enter incomplete (INC) and the reason, e.g., "INC-MX" (maintenance) or "INC-WX" (weather); otherwise, leave blank.

A2.2.2.4. Instructor or trainer (qualification). Enter the name of the instructor or trainer and aircrew qualification, e.g., aircraft commander (AC), instructor pilot (IP), instructor navigator (IN).

A2.2.2.5. Training time. Self-explanatory. Do not include time normally associated with pre-briefing and debriefing.

A2.2.3. Training Period Designators. Codes to describe training periods. Formal training schools may use more descriptive designators if required.

A2.2.4. Written Evaluations. Record data for the in-flight evaluation required to complete the training program.

A2.2.4.1. Date. Enter the date the written evaluation was satisfactorily completed.

A2.2.4.2. Type. Enter the AFMAN 11-2C-130HV2 description or other appropriate identifiers.

A2.2.4.3. Grade. Enter according to AFMAN 11-2C-130HV2.

A2.2.5. Performance Evaluation Summary. Record data on required evaluations including reevaluations (if applicable).

A2.2.5.1. Date recommended. Enter the date recommended for a performance evaluation (CPT, OFT, WST, or flight).

A2.2.5.2. Type evaluation. Enter AFMAN 11-2C-130HV2 evaluation description or other appropriate identifiers.

A2.2.5.3. Instructor (qualification). Enter the name and aircrew qualification of the instructor recommending the student for an evaluation.

A2.2.5.4. Operations review. With the initials of the reviewer, indicate a records review has been accomplished following recommendation for an evaluation. **Note:** Flight commanders or supervisors accomplish reviews during formal training courses. Sq/CC or operations officer reviews before flight evaluations.

A2.2.5.5. Date evaluated. Enter the date the evaluation was completed.

A2.2.5.6. Evaluator. Self-explanatory.

A2.2.5.7. Grade. Enter according to AFMAN 11-2C-130HV2.

A2.2.6. Flying Training Summary. This section provides a chronological record of flying training sorties. Log all sorties scheduled even if canceled by external factors such as weather (Wx) or maintenance (Mx).

A2.2.6.1. Date. Self-explanatory. On operational missions, enter inclusive dates, e.g., 28 Jul - 7 Aug 20.

A2.2.6.2. Training period. Enter sequentially numbered training period designators, e.g., "S-1," "AD-1," "O-2". Formal schools may use a syllabus-directed training event identifier.

A2.2.6.3. Status. Enter "INC" and reasons, "Wx," "Mx," or "PRO" when an additional training flight, over those remaining, is required to accomplish lost training events originally scheduled for that period (INC-Wx); otherwise, leave blank.

A2.2.6.4. Instructor (qualification). Enter the name and aircrew qualification of the instructor.

A2.2.6.5. Mission time. Enter the total flight-time of the training or operational mission in the top half of the block. If documentation of seat-time is required, enter the flight-time the trainee was actually in the seat in the lower half of the block.

A2.2.6.6. Cumulative time. Use this block to enter the individual's total cumulative flight-time in the specific training course. Enter total cumulative flight-time in the top half of the block and, if required, the total cumulative seat-time in the lower half of the block. If seat time is not applicable, leave the lower half of the block blank.

A2.2.7. Performance and Knowledge Standards. (For use with AF Form 4024, see [paragraph A2.4.11](#))

A2.2.8. Grading Codes. (For use with AF Form 4024, see [paragraph A2.4.8](#))

A2.3. Instructions for the AF Form 4023. This form provides a narrative description of training missions and is also used for documenting operations review of training progress. File AF Forms 4023 on the left side of the AF Form 4022 in order with the most recent flight on top. **Note:** AF Form 4023 or a training guide may be used to record training.

A2.3.1. Training Period and Date (Item 1). The training period is either ground, simulator, or flight, e.g., AT-1, GT-1, SIM-3, S-4. Also, annotate the date the training occurred.

A2.3.2. AT, GT, FLY, and ATD (Items 2, 4, and 6). Annotate the amount of time spent on training. Obtain a running total (Items 3, 5, and 7) by adding previous totals to the current training period time. Annotate classroom academic training periods as AT and tabulate under the ground training block.

A2.3.3. Total Training Time (Item 8). Keep a running total of all training time (add Items 3, 5, and 7) by adding previous totals to the current training period time. **Note:** Formal school instructors are not required to record the time on the AF Form 4023 if the time is tracked by other means.

A2.3.4. Remarks and Recommendations (Item 9). Describe the mission scenario to accurately document each event (e.g., payload, type airdrops, type and number of approaches). Local overprints are authorized. Comments elaborate on trainee strengths and weaknesses, identify problem areas, record unusual circumstances, and indicate student progress. Recommendations are specific and include tasks requiring further training and the type of training required. If more space is required for annotating remarks, draw vertical arrows through the sortie information heading section (Items 1 through 8) of the following block of form and continue remarks.

A2.3.5. Instructor Block (Item 10). Instructors print and sign their name and annotate their rank and crew qualification.

A2.3.6. Students Block (Item 11). Students print and sign their name.

A2.3.7. Reviewer Block (Item 12). For operations reviews, Sq/CCs, operations officers, or flight commanders print and sign their name and indicate their position. Flight commanders may use their initials in the review block after reviewing individual AF Form 4023 entries.

A2.3.7.1. Monthly and Quarterly Reviews. In addition to reviewing all AF Form 4023 entries, the flight commander or squadron training representative conducts a monthly review of active status AF Form 4022s. The Sq/CC or operations officer review active status AF Form 4022s at least once each calendar quarter. Document reviews on an AF Form 4023. The reviewer annotates "monthly review" or "quarterly review," as applicable, in the training period block. Write comments concerning the trainee's progress, status, or recommendations in the mission profile, comments, and recommendations block. Also, see [paragraph A2.6.4.4](#)

A2.3.7.2. Monthly and quarterly reviews are not required for FTU courses except in documented cases of unsatisfactory progress. ATS personnel review the student's records and ensure all required training is completed before entering flight training. If problems are encountered during the flying phase, the squadron conducts reviews necessary to document unsatisfactory progress.

A2.3.8. AF Form 4023s are completed and reviewed by the student before the next training period.

A2.4. Instructions for the AF Form 4024. This form tracks, for each sortie, individual event and task accomplishment and grades. Units overprint event and task listings, the total number of repetitions required, and the required proficiency level (RPL) for each event and task. Simulator, ground training, and flight training events may be combined on a single AF Form 4024 provided they are separated and labeled in the training event/task listing column. Maintain AF Form 4024s on the right side of AF Form 4022s. **Note:** The AF Form 4024 is optional if a training guide is used to record training.

A2.4.1. Name. Self-explanatory.

A2.4.2. Crew Position. Self-explanatory.

A2.4.3. Course or Phase of Training. Enter the ETCA formal course identifier, e.g., C130PIQ. For special mission qualification, enter the type and identify the method of training, e.g., WST training, flying training.

A2.4.4. Sortie. Enter sortie number, e.g., S-1, S-2, CPT-1.

A2.4.5. Date.

A2.4.6. Training Event and Task Listing. Reflects the tasks and subtasks in the training program that require specific student performance or knowledge proficiency standards.

A2.4.7. Number Accomplished. Reflects the number of times an event was accomplished on that sortie.

A2.4.8. Grade. Enter a "B", "F", "P", "S", or "U," as appropriate.

A2.4.8.1. "B"; Briefing item only.

A2.4.8.2. "F"; Familiarization item; proficiency is not required. The OG/CC determines whether "F" items are completed by a briefing, demonstration, observation, or actual accomplishment.

A2.4.8.3. "P"; Proficient; the crewmember has achieved the required proficiency level.

A2.4.8.4. "S"; Satisfactory; the crewmember has not achieved the required proficiency level but progress is satisfactory.

A2.4.8.5. "U"; Unsatisfactory; the crewmember was previously proficient but has regressed or progress is unsatisfactory.

A2.4.9. Total Number Required. Indicates the total repetitions of an event or task required by the course syllabus.

A2.4.10. Total Number Accomplished. Total of the number of repetitions accomplished.

A2.4.11. Required Proficiency Level. RPL for the specific event and task. Each event and task has a performance standard designated for the required proficiency level the crewmember is required to achieve. In addition, each event and task may have (optional) a knowledge standard designated and used in the same manner as a performance standard. The standards for specific events are either listed in the applicable master task list (MTL) and evaluation standards document (ESD) for each weapon system or identified in this manual. For those weapons systems that do not have any RPL listing, all events are required to have an RPL of "3" for performance and "C" for knowledge (if knowledge standards are used in addition to performance standards). **Exception:** One-time events required for familiarization and not listed in the MTL and ESD or specific weapon system instruction do not have performance and knowledge standard assigned. Performance and knowledge standards are listed in [Table A2.1](#)

A2.4.11.1. Regression. Once a crewmember has received "P" for an event, the only subsequent grade allowed for that event is either "P" or "U". Regression occurs when a maneuver is graded "U" after having achieved "P" in the same task. Regression from a "P" to a "U" requires an explanation in the student's training folder. The overall grade is at the instructor's discretion. For regression, the student is required to regain proficiency

before the end of the block of training to be recommended for a flight evaluation (when applicable) or certification (when applicable).

A2.4.11.2. Proficiency Advance. To recommend a crewmember for a flight evaluation (when applicable) or certification (associated with the completion of training), the final grade for each event is required to meet the RPL and the total number accomplished normally meets or exceeds the total number required. **Exception:** Highly proficient crewmembers may be “proficiency advanced” and the total number accomplished may be less than the total number required.

Table A2.1. Event and Task Standards.

| Event and Task Performance Standard | | |
|--|-----------------------------------|--|
| Code | Performance is: | Definition: |
| 1 | Extremely Limited | The individual can do most activities only after being told or shown how. |
| 2 | Partially Proficient | The individual can do most of the behaviors, but not necessarily to the desired levels of speed, accuracy, and safety. |
| 3 | Proficient | The individual can do and show others how to do the behavior in an activity at the minimum acceptable levels of speed, accuracy, and safety without the assistance of an instructor. For copilots, proficiency may involve actual aircraft control or copilot duties only. For instructors, proficiency includes the ability to demonstrate, instruct, and supervise ground and flight activity. |
| 4 | Highly Proficient | The individual can do behaviors in an activity at the highest level of speed, accuracy, and safety. |
| Event and Task Knowledge Standard | | |
| Code | Knowledge of: | Definition: |
| A | Facts and Nomenclature | The individual can identify basic facts and terms about the subject and when used with a performance code can state nomenclature, simple facts, or procedures involved in an activity. |
| B | Principles and Procedures | The individual can explain the relationship of basic facts and state general principles about the subject and when used with a performance code, can determine step-by-step procedures for sets of activities. |
| C | Analysis and Operating Principles | The individual can analyze facts and principles and draw conclusions about the subject and when used with a performance code, can describe why and when each activity is done and tell others how to accomplish activities. |

| | | |
|---|--------------------------------|---|
| D | Evaluation and Complete Theory | The individual can evaluate conditions and create new rules or concepts about the subject and when used with a performance code, can inspect, weigh, and design solutions related to the theory involved with activities. |
|---|--------------------------------|---|

A2.5. Instructions for AF Form 4025.

A2.5.1. For each formal school training program leading to a qualification, a summary and close-out report are to be completed detailing the individual's strengths, weaknesses, overall performance, and other pertinent information. This report is filed in the crewmember's training folder. For in-unit training and training programs leading to certification, this form is optional.

A2.5.2. Comments on this form should not reflect personal opinions or biases. All comments are required to be supported by information contained in the AF Forms 4023, AF Forms 4024, or training guides as applicable. **(T-2)**. At formal schools, the instructor accomplishes the AF Form 4025 and the Sq/CC's signature is optional.

A2.6. Aircrew Training Guides (TG).

A2.6.1. The ATS contractor should develop a TG. Units may also produce TGs, but will coordinate development through appropriate MAJCOM for approval with an info copy sent to AMC/A3T. **(T-2)**.

A2.6.2. Initiating TGs. Training and resource management personnel in each unit will initiate a TG on crewmembers before they enter any phase of qualification training. **(T-2)**. These TGs will be inserted in the EGB. **(T-2)**.

A2.6.3. Complete the training progress record portion of the TG in sufficient detail to specify areas of training accomplished, areas needing improvement, recommended specific study areas for the trainee, and recommended training for the next training period. When the trainee attains sufficient knowledge, experience, and prerequisites for an upgrade, the instructor will recommend an evaluation and state: "Recommend evaluation for (crew position)" on the training progress record. **(T-2)**. Trainees will not be recommended for an evaluation if a TG required event is incomplete or requires corrective action. **(T-2)**.

A2.6.3.1. On missions without an instructor or examiner, the senior qualified counterpart (e.g., aircraft commander for FPQs, qualified loadmaster for FLQ) will accomplish required training for those areas not requiring an instructor. **(T-2)**. Annotate applicable training information in the TG.

A2.6.3.2. When an initial qualification flight evaluation is not successful and additional training is required, the flight commander will annotate deficient areas on reproduced pages of the appropriate TG and training progress record. **(T-2)**. This mini- TG will be placed in the AF Form 4022 and used to document the completion of additional training. **(T-2)**.

A2.6.3.3. After training, when all requirements of the TG are met, fill-out an AF Form 4025 per [paragraph A2.5](#) Maintain the TG and associated AF Form 4025 in a training folder according to [paragraph A2.1.5.2](#)

A2.6.4. Review Procedures.

A2.6.4.1. Instructors and students will review the TG after each training period and discuss training accomplished, problem areas, and immediate goals. **(T-2)**. The following are areas that should be covered in the comments' section:

A2.6.4.1.1. Pilots:

A2.6.4.1.1.1. AD missions. List the number and types of drops.

A2.6.4.1.1.2. Applicable NVG Phase of training. Include the number of NVG landings, low-level routes, and the number or types of NVG drops.

A2.6.4.1.2. Navigators:

A2.6.4.1.2.1. AD missions. Include number and type of drop.

A2.6.4.1.2.2. Applicable NVG Phase of training. Include the number and types (verbal, reduced verbal cues) of ARAs, low-level routes, and the number and type of NVG drops (when applicable).

A2.6.4.1.3. Loadmasters:

A2.6.4.1.3.1. Operational flights or static loads. Enter a general description of the payload, the number of pallets, rolling stock cargo (trucks, engines, tanks, etc), floor-loaded general cargo, and passengers, e.g., eight pallets and five passengers.

A2.6.4.1.3.2. AD missions. Enter the words "no drop" when the load did not exit the aircraft.

A2.6.4.1.3.3. Personnel AD missions. Enter the number of personnel dropped on each pass, e.g. "first pass-2," "second pass-2,".

A2.6.4.1.3.4. Heavy equipment drop missions. Enter a general description of the load, e.g., "type V, sequential platform (one mass load, one jeep)". The instructor or trainer will sign and enter the crewmember qualification on the training progress record. **(T-2)**. The trainee will initial the training progress record. **(T-2)**.

A2.6.4.2. The flight commander or squadron training representative will conduct a monthly review of TGs. **(T-2)**. This review will be indicated by entering initials and date in the review block of the TG. **(T-2)**.

A2.6.4.3. The commander or operations officer will review active TGs at least once each calendar quarter and before an evaluation. **(T-2)**. This review will be a separate entry on the TG and will include comments on weak areas and upgrade potential. **(T-2)**. Indicate review by signing the instructor-trainer block of the training progress record, and enter "quarterly review" in the training period identifier block.

A2.6.4.4. Records of crewmembers, not receiving training (but in active status), will be reviewed monthly and quarterly as indicated above. **(T-2)**. If applicable, the statement, "no training accomplished during this period," the reason why, and the projected date when training will resume will be entered on the student's training progress record. **(T-2)**.

A2.6.5. Disposition of TGs. Place completed TGs in AF Form 4022 and maintain according to [paragraph A2.1.5.2](#)

Attachment 3

C-130 ATS COURSES

A3.1. ATS Courseware Availability. Courseware availability is subject to change according to mission requirements and the ATS contract. AETC maintains a list of formal school courses in the Education and Training Course Announcement (ETCA). The site address is <https://cs2.eis.af.mil/sites/app10-ETCA/SitePages/Home.aspx>.

A3.2. Courses Available.

A3.2.1. Combined Courses. Combined courses are shown in **Table A3.1**

Table A3.1. Combined Courses.

| Course | Qualification |
|-------------|--|
| NA/LU | Navigator/Aircraft Commander Lead Upgrade. Upgrades crewmembers to tactical formation lead certification. |
| PF/D-H1 | H-1 Conversion (Difference Training). Teaches crewmembers how to operate the C-130H1 aircraft. |
| NF/D-H2 | H-2 Conversion (Difference Training). Teaches crewmembers how to operate the C-130H2 aircraft. |
| PNF/D-H3 | H-3 Conversion (Difference Training). Teaches crewmembers how to operate the C-130H3 aircraft. |
| PFIP | Pilot/Flight Engineer Instructor Preparatory Course. Prerequisite for the pilot/flight engineer instructor course (PIN/FIN); contains the aircraft systems information required to complete PIN. |
| PN/IRC | Pilot/Navigator Instrument Refresher Course. Course completion fulfills AFMAN 11-202V1 requirements. |
| PNFL/RT | Simulator Refresher Course - H Model. Course completion fulfills AFMAN 11-202V1 requirements. |
| RVAD Course | Teaches crewmembers about associated procedures for the radar verified airdrops. |

A3.2.2. Pilot Courses. Pilot courses are shown in **Table A3.2**

Table A3.2. Pilot Courses.

| Source | Course | Qualification | MR and Certified ARMS Designation |
|--------|--------|---------------|-----------------------------------|
|--------|--------|---------------|-----------------------------------|

| UPT | PIQ | Pilot | FPQ (left-seat qual; right-seat mission) |
|--|-----|--------------------|--|
| International or Helicopter Cross-Flow | PXA | Aircraft Commander | MP |
| Non-Mobility or Mobility Cross-Flow – No Tactical Experience | PXB | Aircraft Commander | MP |
| Mobility Cross-Flow – Previous Tactical Experience | PXC | Aircraft Commander | MP |
| Requalification/AC Upgrade | PRA | Aircraft Commander | MP |
| MPD AC Upgrade | PCO | Aircraft Commander | MP |
| Requalification | PRB | Aircraft Commander | MP |
| Instructor | PIN | Instructor Pilot | IP |

A3.2.2.1. FTU Pilot Courses. FTU pilot courses are shown in [Table A3.3](#)

Table A3.3. FTU Pilot Courses.

| Course | Qualification |
|---|--|
| PIQ Pilot Initial Qualification | Qualifies UPT graduates in the C-130. Associated with MPD. |
| PXA International or Helicopter Cross-Flow | Qualifies new pilots in the C-130. |
| PXB. Non-Mobility or Mobility Cross-Flow (No Tactical Experience) | Qualifies new pilots in the C-130. |
| PXC Experienced Mobility Pilot Cross-Flow (tactical experience) | Qualifies new pilots in the C-130. |

| | |
|--|---|
| PRA. Pilot Requalification (4 - 8 years) | Qualifies pilots in the C-130 who have been unqualified 39 months at the end of a non-flying assignment or 48 months at the end of any active flying assignment to 8 years (see AFMAN 11-202V1). Over 8 years, students use PXA, PXB, or PXC. |
| PCO. Pilot Check-out Course | Qualifies MPD pilots in pilot-flying max-effort landings plus other items as defined by the student's requirements. Associated with MPD upgrade to Aircraft Commander. |
| PRB. Pilot Requalification | Qualifies pilots in the C-130 who have been unqualified up to 39 months at the end of a non-flying assignment or 48 months at the end of any active flying assignment (see AFMAN 11-202V1). |
| PIN. Pilot Instructor Qualification | Qualifies pilots as instructors. |

A3.2.2.2. Senior Officer Pilot (SOP) Courses

A3.2.2.2.1. SOP-A. Senior Officer Pilot Initial Qualification, Restricted – Airland academic and simulator training conducted at the FTU. Initial qualification course that provides academic training at the FTU followed by flying training (WST or aircraft when WST is not available) at the unit for the senior officer pilot, who was not previously qualified as a C-130E/H aircraft commander and whose position requires operational flying. SOP-A graduates receive an AF Form 1256, *Certificate of Training*, and AF Form 4025. Graduates will fly with an IP and may fly airland operations to primary runways under the direct supervision of an IP (**T-2**). SOP-A pilots will not participate in max-effort, NVG, combat, low-level, formation, and airdrop events. (**T-2**). Sq/CCs should assign SOP-A pilots to BAQ status and FTL-E. SOP-A pilots are exempt from continuation training events they are not qualified to perform.

A3.2.2.2.2. SOP-B. Senior Officer Pilot Initial Qualification, Restricted – Academic instruction to include simulator training and FTU airland flight training culminating in a flight evaluation. Graduates will fly with an IP. (**T-2**). Initial qualification course that provides academic and flying training at the FTU (WST or aircraft when WST is not available) for the senior officer pilot, who was not previously qualified as a C-130E/H aircraft commander and whose position requires operational flying. Graduates receive a restricted AF Form 8 per AFI 11-202V2. Upon course completion, SOP-B pilots may fly airland operations to primary runways under the direct supervision of an IP. SOP-B pilots will not participate in max-effort, NVG, combat, low-level, formation, and airdrop events. (**T-2**). Sq/CCs should assign SOP-B pilots to BAQ status and FTL-E. SOP-B pilots are exempt from continuation training events they are not qualified to perform.

A3.2.2.2.3. SOP-C1. Senior Officer Pilot Requalification, Unrestricted – Academic instruction to include simulator training and FTU airland flight training culminating in a flight evaluation. Graduates may fly basic airland and/or max-effort/NVG operations without an IP. Formal school course that re-qualifies the senior officer pilot, who was previously qualified as a C-130E/H aircraft commander, as a C-130H

FP (includes NVG airland and max-effort airland) with restrictions from flying formation and airdrop. SOP-C1 pilots receive a restricted AF Form 8 that allows them to fly unsupervised on non-combat airland missions, including the use of NVGs and max-effort take-off/landing events (with or without NVGs). SOP-C1 pilots will not participate in combat, formation, low-level, and airdrop events. **(T-2)**. Sq/CCs should assign SOP-C1 pilots BMC status and FTL-A/B/C (as determined by the OG/CC). SOP-C1 pilots are exempt from continuation training events for which they are not qualified to perform. **Note:** If assigned to FTL-E, SOP-C1 pilots will be under the direct supervision of an IP for all flights. **(T-2)**.

A3.2.2.2.4. SOP-C2. Senior Officer Pilot Requalification/Airland, Unrestricted – Formal school course that re-qualifies the senior officer pilot as a C-130 MP (including NVG, max- effort, aircraft defensive systems, and visual threat recognition) with restrictions from flying formation and airdrop. SOP-C2 pilots receive a restricted AF Form 8 that allows them to fly unsupervised on airland missions, including the use of NVGs and max-effort take-off/landing events (with or without NVGs) and in combat operations. Sq/CCs should assign SOP-C2 pilots BMC status and FTL-A/B/C (as determined by the OG/CC). SOP-C2 pilots are exempt from continuation training events for which they are not qualified to perform. **Note:** If assigned to FTL-E, SOP-C2 pilots will be under the direct supervision of an IP for all flights. **(T-2)**.

A3.2.2.3. Continuation / In-Unit Pilot Courses.

A3.2.2.3.1. ACRP Aircraft Commander Requalification Prerequisite. Ground training prerequisite for the aircraft commander qualification (PRA and PRB) course.

A3.2.2.3.2. MLS Microwave Landing System. MLS instruction.

A3.2.2.3.3. PAV Pilot Weather Avoidance. Familiarizes pilots on radar operations.

A3.2.3. Navigator Courses.

A3.2.3.1. FTU Navigator Courses.

A3.2.3.1.1. NIN-Navigator Instructor Qualification. Qualifies navigators as instructors.

A3.2.3.1.2. NIQ-Navigator Initial Qualification. Qualifies or requalifies navigators in the C-130.

A3.2.3.1.3. NRQ-Navigator Requalification. Requalifies navigators on the C-130.

A3.2.3.2. Senior Officer Navigator Courses.

A3.2.3.2.1. SON-A. Senior Officer Navigator Course (Acad/Sim Only) – Airland academic and simulator training conducted at the FTU and in-unit flight training and evaluation. Graduates will fly with an IN. **(T-2)**.

A3.2.3.2.2. SON-B. Senior Officer Navigator Course (Acad/Sim/Flying) – FTU airland academic and simulator training and FTU flight training with restricted AF Form 8. Graduates will fly with an IN. **(T-2)**.

A3.2.3.2.3. SON-C1. Senior Officer Navigator Qualification Course – Airland academic, simulator and FTU flight training, which results in an AFMAN 11-2C-130HV2 flight evaluation. Formal school course that re-qualifies the senior officer navigator, who was previously qualified in the C-130E/H, as a C-130H FN. SON-C1 navigators receive an AF Form 8 that allows them to fly unsupervised on non-combat airland and overwater missions to primary runways. Participation in max-effort, NVG, combat, low-level, formation, and airdrop events is prohibited. SON-C1 navigators should be assigned BMC status and FTL-A/B/C (as determined by the OG/CC). SON-C1 navigators are exempt from continuation training events they are not qualified to perform. **Note:** If assigned to FTL-E, SON-C1 navigators are restricted to SON-A/B events and are required to fly under the direct supervision of an IN for all flights.

A3.2.3.2.4. SON-C2. Senior Officer Navigator Qualification and Airland Course – Formal school course that re-qualifies the senior officer navigator, who was previously qualified in the C-130E/H, as a C-130H MN. SON-C2 navigators receive an AF Form 8 that allows them to fly unsupervised on all mission sets except formation and airdrop events. SON-C2 navigators should be assigned BMC status and FTL-A/B/C (as determined by the OG/CC). SON-C2 navigators are exempt from continuation training events they are not qualified to perform. **Note:** If assigned to FTL-E, SON-C2 navigators are restricted to SON-A/B events and are required to fly under direct supervision of an IN for all flights.

A3.2.3.3. Continuation / In-Unit Navigator Courses.

A3.2.3.3.1. NIP. Navigator Instructor Preparatory. An in-unit, prerequisite for the navigator instructor (NIN) course.

A3.2.3.3.2. NRT. Navigator Refresher Training. Annual refresher training for navigators.

A3.2.3.3.3. NRX/Y. Navigator Refresher Training (C-130H2/H3). Annual refresher training for C-130H2 navigators.

A3.2.3.3.4. NHO. Navigator HALO/HAHO. Used to train navigators in HALO airdrop procedures. Academics and flying training are taught in-unit only.

A3.2.4. Flight Engineer (FE) Courses.

A3.2.4.1. FTU Flight Engineer Courses.

A3.2.4.1.1. FIQ. Flight Engineer Initial and Mission Qualification. Qualifies flight engineers in C-130 aircraft and airdrop mission.

A3.2.4.1.2. FIN. Flight Engineer Instructor Qualification. Qualifies flight engineers as instructors.

A3.2.4.2. Continuation / In-Unit Flight Engineer Courses.

A3.2.4.2.1. FHR. Flight Engineer Aircraft Systems Refresher Course - H Model. Annual academic training designed to re-familiarize flight engineers with C-130H aircraft systems and normal and emergency procedures.

A3.2.4.2.2. FHX. Flight Engineer Aircraft Systems Refresher Course - H-2 Model. Annual academic training designed to re-familiarize flight engineers with C-130H2 aircraft systems and normal and emergency procedures.

A3.2.4.2.3. FHY. Flight Engineer Aircraft Systems Refresher Course - H-3 Model. Annual academic training designed to re-familiarize flight engineers with C-130H3 aircraft systems and normal and emergency procedures.

A3.2.4.2.4. HER. Flight Engineer Hostile Environment Repair - H Model. Taught in conjunction with flight engineer aircraft systems refresher (FHR).

A3.2.4.2.5. HEX. Flight Engineer Hostile Environment Repair - H-2 Model. Taught in conjunction with flight engineer aircraft systems refresher (FHX).

A3.2.4.2.6. HEY. Flight Engineer Hostile Environment Repair - H-3 Model. Taught in conjunction with flight engineer aircraft systems refresher (FHY).

A3.2.4.2.7. IRE. Flight Engineer Instrument Refresher - H Model. Taught in conjunction with flight engineer aircraft systems refresher (FHR).

A3.2.4.2.8. IRX. Flight Engineer Instrument Refresher – H-2 Model. Taught in conjunction with flight engineer aircraft systems refresher (FHX).

A3.2.4.2.9. IRY. Flight Engineer Instrument Refresher – H-3 Model. Taught in conjunction with flight engineer aircraft systems refresher (FHY).

A3.2.5. Loadmaster Courses.

A3.2.5.1. FTU Loadmaster Courses.

A3.2.5.1.1. LIN. Loadmaster Instructor Qualification. Qualifies LMs as instructors.

A3.2.5.1.2. LIQ. Loadmaster Mission Qualification. Qualifies loadmasters in C-130 aircraft and airdrop mission.

A3.2.5.2. Continuation / In-Unit Loadmaster Courses.

A3.2.5.2.1. LAD. Loadmaster Aerial Delivery Refresher Training. Airdrop training.

A3.2.5.2.2. LRT. Loadmaster Refresher Training. Includes airland and aerial delivery training.

A3.2.5.2.3. LIP. LM Instructor Preparatory. An in-unit, prerequisite for LM instructors (LIN).

A3.3. C-130 Course Numbering System. Training Management System (TMS) identifier codes consist of 11 characters. Characters 1-5 are the Aircraft Type and are shown in [Table A3.4](#) Characters 6-8 are the Type of Training and are shown in [Table A3.5](#) Character 9 displays the characterization of training and is shown in [Table A3.6](#) Characters 10-11 are the training location as identified by the personnel accounting symbol code (for example Little Rock, AR is LP). A full example is C130HPXA3LP = C-130H, International Pilot Transition, Initial and Mission Qualification at Little Rock AFB, AR.

Table A3.4. Aircraft Type.

| | |
|-------|---------|
| C130H | H-2/H-3 |
| C130J | J |
| C130M | AMP |

Table A3.5. Type Training.

| | |
|--|--------------------------------|
| Pilot Initial Qualification (SUPT Grad) | PIQ (MPD) |
| Aircraft Commander Qualification | PRA (Also requal 5 to 8 years) |
| Requalification | PRB (39 months to 5 years) |
| TX 1 (International or Helicopter) | PXA |
| TX 2 (Non-Mobility or Mobility Pilot w/no Tac) | PXB |
| TX 3 (Experienced Mobility Pilot with Tac) | PXC |
| Instructor Pilot | PIN |
| Senior Officer Pilot | SOP |
| Pilot Conversion Training | PCT |
| Pilot Check-Out | PCO |
| Navigator Qualification | NIQ |
| Navigator Requalification | NRQ |
| Instructor Navigator Qualification | NIN |
| Senior Officer –Navigator | SON |
| Flight Engineer Qualification | FEQ |
| Instructor Flight Engineer | FIN |
| Loadmaster Qualification | LMQ |
| Instructor Loadmaster | LIN |
| Loadmaster Conversion Training | LCT |

Table A3.6. Training Characterization.

| | |
|---|---|
| 0 | Not Applicable. |
| 1 | Initial Qualification. |
| 2 | Initial and Single Ship Mission Qualification. |
| 3 | Initial and Formation Mission Qualification. |
| 4 | Single Ship Mission Qualification. |
| 5 | Formation Mission Qualification. |
| A | Senior Officer Familiarization Course (academic only). |
| B | Senior Officer Familiarization Course (flying course w/restricted AF Form 8). |
| C | Senior Officer Initial Qualification Course. |

Attachment 4

MODULAR AIRBORNE FIRE FIGHTING SYSTEM (MAFFS) AND IMPROVED MODULAR AIRBORNE FIRE FIGHTING SYSTEM (I-MAFFS)

A4.1. The MAFFS mission is performed jointly by the ANG, AFRC, and US Forest Service (USFS) personnel. The USFS serves as the lead federal agency in this partnership. This section establishes initial and continuation training requirements for MAFFS certified C-130H crewmembers. MAFFS instructor certification guidance is also included. OG/CCs of MAFFS wings may provide additional guidance or clarification in local training procedures. However, this guidance cannot change or modify the MAFFS training program outside of the waiver authority listed within this section or the MAFFS training syllabus. Changes to MAFFS training guidance is approved by AMC/A3 in coordination with NGB/A3 and AFRC/A3 to ensure training continuity within the MAFFS wings.

A4.1.1. Proposed MAFFS syllabus changes and updates by any MAJCOM/A3-designated MAFFS wing are forwarded to appropriate MAJCOM/A3T, or equivalent, for coordination. NGB/A3M and AFRC/A3M forward syllabus updates or change requests to AMC/A3T for consideration, coordination, and final approval. AMC/A3T maintains the master files and approves syllabus changes or updates upon receipt of coordination from NGB/A3M and AFRC/A3M. The final syllabus approval authority is AMC/A3T in coordination with NGB/A3M and AFRC/A3M.

A4.1.2. Conduct MAFFS Certification for pilots, navigators, flight engineers, and loadmasters per the approved training syllabus. Upon completion of training, as detailed in this manual and the syllabus, crewmembers are certified for MAFFS missions. Because C-130H mission qualified crewmembers are already evaluated on visual low-level and airdrop operations per AFMAN 11-2C-130HV2, additional flight evaluations are not required to certify MAFFS aircrew.

A4.2. Authority for MAFFS Certification and Waivers for Continuation Training. Crewmembers are selected for MAFFS training via the semi-annual TRP process. The OG/CC uses the review and certification (R&C) process to validate training and certify crewmembers for MAFFS operations annually. The OG/CC is the waiver authority for MAFFS aircrew continuation training requirements per [paragraph A4.7](#)

A4.3. Time Period for Mission Certification Training. MAFFS initial certification and continuation training is conducted on an annual basis in coordination with the USFS. Due to the challenge of scheduling a training event of this nature, there is no specified training time limit. However, MAFFS training generally occurs before 31 May of each year.

A4.4. MAFFS Training Prerequisites. For all crew positions, crewmembers are highly experienced, airdrop qualified C-130 MR crewmembers. Pilots will be formation and visual low level qualified. **(T-2).** Crewmembers should be available to complete the required training and respond to mission tasking during the wildfire season. Aircrew are designated by the OG/CC for course entry. Crewmembers will meet the requirements in [Table A4.1](#) for MAFFS initial certification or upgrades. **(T-3).**

A4.4.1. OG/CC is designated waiver authority for any MAFFS certification or upgrade prerequisites listed (e.g., flying hours, actual fire drops, seasons) and may dictate additional

requirements beyond minimums outlined in [Table A4.1](#) However, only one prerequisite may be waived by the OG/CC. If waiver authority is exercised, OG/CC will notify MAJCOM/A3T, or equivalent, who in turn will notify AMC/A3T. **(T-2)**. Waiver authority should be used judiciously, by exception, and for mission accomplishment purposes.

A4.4.2. MAJCOM/A3 is the approval authority for the waiver of multiple prerequisites. The requesting OG/CC will forward requests to MAJCOM/A3T, or equivalent, for coordination and approval. **(T-2)**. MAJCOM/A3T, or equivalent, will notify AMC/A3T of any MAJCOM/A3 waiver. **(T-2)**.

Table A4.1. MAFFS Certification / Upgrade Prerequisites.

| From | To | C-130 Hours (Note 1) | Actual Fire Drops (Note 2) | Seasons (Note 3) | Deployments (Note 4) |
|---------------|------------------|--|-------------------------------------|---------------------|-------------------------|
| FPQ/FPL/MP/IP | MAFFS Copilot | 750 C-130 or 1,200 total hours & 500 C-130 | N/A | N/A | N/A |
| MAFFS Copilot | MAFFS AC | 1,800 C-130 or 2,500 total hours & 750 C-130 AC | 15 | 2 | 2 |
| MAFFS AC/ML | MAFFS Instructor | 1,500 (Note 5) | 30 (Note 6) | 4 | 6 |
| MAFFS MN/FE | MAFFS Instructor | 1,200 (Note 5) | 20 | 2 | 4 |
| MN | MAFFS MN | 750 | N/A | N/A | N/A |
| MF | MAFFS FE | 750 | N/A | N/A | N/A |
| ML | MAFFS ML | 750 | N/A | N/A | N/A |

Notes:

1. Total flying hours does not include simulator and other time. C-130 flying hours will be in like crew position. **(T-2)**. Crossflow pilots may include flight time from other military aircraft.
2. Actual fire drops can include multiple incremental drops during one sortie. However, OG/CC's should ensure crewmembers have a variety of actual fire drop experience (flat land, high altitude, steep terrain, full load drops, incremental drops, multiple incidents, etc.).
3. Cumulative total since initial MAFFS certification. A season is experience gained between annual continuation training cycles. For example, if a wing conducted training 6-10 May each year, the season would be defined as 11 May through 5 May. The season may be more or less than a year in length dependent on when training dates fall throughout the year.
4. Cumulative total since initial MAFFS certification. A deployment is experience gained through deploying, preferably performing actual fire drops during and re-deploying during any one season.
5. Will be an instructor in the respective crew position. **(T-2)**. Pilots and loadmasters will have 100 instructor hours and navigators and flight engineers will have 50 instructor hours. **(T-2)**.
6. The total number of actual fire drops in the current crew position. For example, to upgrade to MAFFS IP a total number of 30 drops as a MAFFS AC is required.

A4.5. MAFFS and I-MAFFS Initial Training. Accomplish ground and flight training under the supervision of a MAFFS instructor. All training is conducted per the approved MAFFS syllabus during the USFS-coordinated training session. Upon successful completion of all required training items, instructors nominate the crewmember for certification. Once certified by the Sq/CC, crewmembers are authorized to perform MAFFS mission duties in their crew position.

A4.5.1. If crew management allows during an activation, initial certified MAFFS copilots and aircraft commanders should fly their first actual fire drops in their respective crew position under the direct supervision of a MAFFS IP.

A4.5.2. MAFFS Instructors. MAFFS instructor candidates are selected from among the most qualified MAFFS crewmembers experienced in all phases of MAFFS flying operations, including actual wildfire airdrops. Before MAFFS Instructor training, candidates will complete MAFFS continuation training to certify for the season. **(T-3)**. MAFFS instructor candidates will conduct training that includes ground and flight certification requirements under the supervision of a MAFFS instructor. **(T-2)**. At a minimum, instructor upgrades will instruct at least one block of ground training from [Table A4.2](#) and provide flight instruction during MAFFS annual continuation and initial/upgrade training sorties. **(T-3)**. Drops will include fully loaded drops, incremental drops, fully loaded system go around, and should include exposure to outlying air tanker base operations. **(T-2)**. MAFFS IP upgrades should demonstrate the ability to teach from both seats. OG/CCs may provide additional guidance and specific requirements for instructor certification.

A4.6. Continuation Training. This section outlines ground and flying continuation training requirements for MAFFS-certified crewmembers. A certified MAFFS instructor will supervise all ground continuation training. **(T-2)**. To reinforce positive training, MAFFS instructors should fly on continuation training sorties per [paragraph A4.8.3](#). All crewmembers will be current for airdrop, pilots and navigators will be current in visual low-level, and pilots will be

current in visual formation. (T-2). MAFFS continuation training is accomplished during an annually scheduled training session conducted by the individual operational MAFFS wing or in coordination with USFS at their biennially provided training event. The USFS will provide a lead plane for annual MAFFS flight training and will provide required ground training a minimum of biennially. (T-2). If individuals are unable to attend training during the time specified for their wing, they may attend training at an alternate MAFFS wing location where training is being offered. If a crewmember does not attend a training session, they are considered N-MR for MAFFS missions and may regain MAFFS MR status as directed by [paragraph A4.7.4](#) If a crewmember loses airdrop qualification, they will also lose MAFFS certification until they regain qualification. (T-2). If a navigator loses low-level qualification, they will also lose MAFFS certification until they regain low-level qualification. (T-2). In addition, if pilots lose formation or visual low-level qualifications, they will also lose MAFFS certification until they regain low-level qualification. (T-2).

A4.6.1. USFS Certification. MAFFS Sq/CCs or OG/CCs certify individual crewmember qualifications to the USFS upon successful completion of all required training items.

A4.6.2. Continuation Training Requirements. MAFFS currency duration is based on the annual MAFFS training program tracked via an annual training cycle. Document training accomplishment per [paragraph A4.7.2](#)

A4.6.3. Ground Training. Accomplish ground training per [Table A4.2](#) AMC/A3T should publish changes to approved courseware by no later than 1 March of each year.

A4.6.4. Flight Training. Accomplish annual flying training per [Table A4.3](#) To credit flying continuation training requirements, MAFFS training drops will be under the supervision of a USFS or other agency provided lead plane per AFMAN 11-2C-130HV3, Addenda B, waivable by AMC A3/10. (T-2). **Note:** The annual training table requires all events to be loaded as a currency. SARMS needs to ensure ARMS volume is updated in the Training Accomplishment screen.

Table A4.2. MAFFS Ground Continuation Training Events.

| Code | Event | Frequency | Position |
|--|---|-----------|----------|
| | Operational MAFFS Wing Provided Training | | |
| GF41Y | I-MAFFS Initial / Annual Refresher Training | A | All |
| GF43Y | I-MAFFS Initial / Annual Refresher Loading Retardant & Air Servicing Procedures | A | L |
| GF77Y | MAFFS Annual Refresher Training | A | All |
| GF82Y | FM Radio Operations/Flight Following Procedures | A | N |
| GF83Y | MAFFS Loading, Retardant & Air Servicing Procedures | A | L |
| GF85Y | Operating in the MAFFS Environment | A | P, N, FE |
| | USFS Provided Training | | |
| GF79Y | MAFFS Chemicals | B | All |
| GF81Y | MAFFS Fire Tactics & Behavior | B | P, N, FE |
| GF87Y | Tanker Base Operations | B | All |
| GF89Y | MAFFS Communication & Dispatch Procedures | B | P, N |
| A-Annual, B-Biennial, P-Pilot, N-Navigator, FE-Flight Engineer, L-Loadmaster | | | |

Table A4.3. MAFFS Mission Annual Continuation Flying Requirements.

| Code | MAFFS Mission Event | Frequency (FTL A/B/C) | Notes |
|-------|--|-----------------------|-------|
| AM29Y | MAFFS Training Drop Event | 9 | 1, 5 |
| AM31Y | MAFFS Training Drop (Wet) | 3 | 5 |
| AM35Y | MAFFS Training Heavy Weight Go Around | 1 | 2, 5 |
| AM33Y | MAFFS Training Emergency Escape | 1 | 2, 5 |
| AM53Y | MAFFS Actual Fire Drop | | 3 |
| AM51Y | MAFFS-Actual Fire Drop (Pilot Flying) | | 4 |
| AM55Y | MAFFS- Actual Fire Drop (Pilot Monitoring) | | 4 |

Notes:

1. AM29Y events can be credited by accomplishing wet or dry drops.
2. The fully loaded system is required. Simulate one MAFFS heavyweight go around and one MAFFS emergency escape procedure. Actual emergency dumping of a load is not required.
3. Actual fire drops are not required to maintain certification but are tracked to reflect MAFFS experience.
4. Pilot requirement only. Used for tracking purposes, a specific volume of events not required.
5. Requirements may be accomplished during one sortie unless the MAFFS IP determines additional continuation training is required.

A4.7. Failure to Complete MAFFS Training Requirements.

A4.7.1. MAFFS crewmembers normally regain MAFFS currency by completing the annually scheduled training session conducted by the individual operational MAFFS wing or in coordination with USFS at their biennially provided training event. Flying in supervised status with an instructor should be used for operational necessity only. DOTs will declare individuals N-MR for MAFFS missions if they fail to complete annual continuation ground or flying training requirements. **(T-3)**. The following guidance applies.

A4.7.2. Failure to Complete MAFFS Ground Training Events. Failure to complete ground continuation training events in **Table A4.2** leads to MAFFS N-MR status. This N-MR status prohibits an individual from accomplishing MAFFS in-flight duties until the delinquent event is accomplished. If an individual does not attend the annual training session, ground training will be accomplished by a MAFFS instructor before flying actual MAFFS missions. **(T-3)**. For events GF89Y, GF87Y, GF81Y, and GF79Y provided by the USFS, crewmembers may elect to attend training at an alternate MAFFS wing location where this training is being offered. Otherwise, the individual may receive training from a MAFFS instructor using USFS provided courseware.

A4.7.3. Failure to Complete MAFFS Flying Training Events. At the end of the annual MAFFS training session, the Sq/CC reviews ARMS products for crewmembers that fail to accomplish all MAFFS continuation flying training requirements as directed in **Table A4.3**. Failure to complete these requirements prohibits an individual from accomplishing unsupervised MAFFS in-flight duties. If a crewmember does not complete annual flying continuation training as directed by **Table A4.3**, they may regain currency on a wildfire activation. Training is coordinated with the provisional expeditionary aerospace squadron-mission commander (EAS-WFF (P)/MC) who in turn notifies the USFS MAFFS liaison officer (MLO). In no case, will more than one crew position receive currency training on a MAFFS actual fire sortie. **(T-2)**.

A4.7.4. Requirements to regain MAFFS flying currency. If a crewmember does not complete annual flying continuation training as directed by **Table A4.3**, they may regain currency on a wildfire activation; however, the individual will be under the direct supervision of a MAFFS instructor of like crew position and the currency training, to include any additional instructors required on the mission will be approved by the AEG-WFF/CC (federal activations) or the appropriate OG/CC (state activations). **(T-2)**. Actual fire drops are logged as AM53Y events. In no case, will the total number of actual fire drops to regain currency be less than the AM31Y event requirement. **(T-2)**. AM35Y requirements will be met by conducting the event before entering the fire traffic area (FTA) and before joining on the lead plane, at a minimum of 1,000 feet AGL and per AFMAN 11-2C-130HV3, Addenda B. **(T-2)**. Direct supervision is required until the instructor determines the crewmember can safely perform their duties without supervision. As determined by the instructor, additional sorties or actual fire drops may be required. If an individual misses two consecutive annual MAFFS training sessions, that individual loses MAFFS certification and will complete MAFFS recertification per the MAFFS Syllabus, waivable by AMC A3/10. **(T-2)**.

A4.8. MAFFS Crewmembers N-MR for Ground and Flying Training Events.

A4.8.1. MAFFS missions require all crewmembers to be airdrop qualified. Pilots require visual formation and low-level qualifications. Navigators require low-level qualification. In

addition to the guidance listed in [paragraph A4.9](#), crewmembers have the following separate guidance for maintaining mission-ready status for MAFFS missions.

A4.8.2. N-MR for Ground training events. Except for mandatory grounding items, crewmembers N-MR for ground training events in the RTM may fly unsupervised on MAFFS missions as long as the crewmembers do not accomplish the specific event(s) that put them into N-MR training status.

A4.8.3. N-MR for flying training events. Crewmembers N-MR for flying training events in the RTM training tables may fly unsupervised on MAFFS missions as long as the crewmembers do not accomplish the specific event(s) that put them into N-MR status. Pilots are current for day visual formation, day low level, and day airdrop if they accomplish a VLL Day Event, VLL Formation Day Event, Visual Airdrop, and any single airdrop event between CDS Airdrop, Equipment Airdrop, or Personnel Airdrop. Navigators are considered current with VLL Day Event and Visual Airdrop. Flight engineers are considered current with Tactical Sortie (MB50Y) and Airdrop Event (AG01Y). Loadmasters are considered current with Tactical Sortie (MB50Y) and any one of the following events, CDS (AG03Y), Equipment (AG15Y), LCLA (AG37Y), or Personnel Airdrop (AG47Y or AG49Y).

A4.9. Modular Airborne Fire Fighting System (MAFFS) and Improved Modular Airborne Fire Fighting (I-MAFFS) Training Events. Applies to units that have special certification requirements and training to meet MAFFS objectives.

A4.9.1. GF77Y MAFFS Annual Refresher.

A4.9.1.1. Purpose: MAFFS mission-specific continuation training conducted for all crew positions.

A4.9.1.2. Description: MAFFS Certified crewmember refresher training for the following MAFFS specific subjects: Review of MAFFS system components and functions; command and control of MAFFS missions; tanker base operations; ground and pit operations; checklist procedures; in-flight procedures; emergency procedures; CRM/TEM, RM, aircrew discipline, and crew coordination.

A4.9.1.3. OPR: AMC/A3T.

A4.9.1.4. Curriculum Development: MAFFS wings in coordination with MAJCOM/A3T (or equivalent).

A4.9.1.5. Training Media: Academic instruction and MAFFS equipped aircraft.

A4.9.1.6. Instructor: MAFFS instructor certified per [paragraph A4.5.1](#)

A4.9.2. GF85Y Operating in the MAFFS Environment.

A4.9.2.1. Purpose: MAFFS mission-specific continuation training conducted for pilots, navigators, and flight engineers.

A4.9.2.2. Description: MAFFS certified pilots, navigators, and flight engineer refresher training for the following MAFFS specific subjects: Weather procedures; weather avoidance; hazards of mountain flying; aircraft performance.

A4.9.2.3. OPR: AMC/A3T.

A4.9.2.4. Curriculum Development: MAFFS wings in coordination with MAJCOM/A3T (or equivalent).

A4.9.2.5. Training Media: Academic instruction.

A4.9.2.6. Instructor: MAFFS instructor pilot, navigator or flight engineer certified per [paragraph A4.5.1](#)

A4.9.3. GF82Y FM Radio Operations/Flight Following Procedures.

A4.9.3.1. Purpose: MAFFS mission-specific continuation training conducted for navigators.

A4.9.3.2. Description: MAFFS certified navigator training on the use of the USFS provided TDFM-136 FM radio. In addition, national flight following procedures are covered to include transitioning through multiple flight following geographic areas.

A4.9.3.3. OPR: AMC/A3T.

A4.9.3.4. Curriculum Development: MAFFS wings in coordination with MAJCOM/A3T (or equivalent).

A4.9.3.5. Training Media: Academic instruction.

A4.9.3.6. Instructor: MAFFS instructor navigator certified per [paragraph A4.5.1](#)

A4.9.4. GF83Y MAFFS Loading Retardant and Air Servicing Procedures.

A4.9.4.1. Purpose: MAFFS mission-specific continuation training conducted for loadmasters.

A4.9.4.2. Description: MAFFS certified loadmasters complete training on loading and installation procedures for the MAFFS unit, retardant filling procedures, and air servicing procedures. Conduct door plug and nozzle assembly installation training under the supervision of qualified Mx personnel using an approved job guide.

A4.9.4.3. OPR: AMC/A3T.

A4.9.4.4. Curriculum Development: MAFFS Wings in coordination with MAJCOM/A3T (or equivalent).

A4.9.4.5. Training Media: Academic instruction and MAFFS equipped aircraft.

A4.9.4.6. Instructor: MAFFS instructor loadmaster certified per [paragraph A4.5.1](#)

A4.9.5. GF89Y MAFFS Communications and Dispatch Procedures.

A4.9.5.1. Purpose: MAFFS mission-specific continuation training conducted for pilots and navigators.

A4.9.5.2. Description: Training provided by the USFS on the use of the TDFM-136 FM radio, dispatch procedures, and national flight following procedures.

A4.9.5.3. OPR: USFS.

A4.9.5.4. Curriculum Development: USFS in coordination with MAFFS wings.

A4.9.5.5. Training Media: Academic instruction.

A4.9.5.6. Instructor: USFS communication personnel, lead plane pilot, or MAFFS air tanker base manager (MABM).

A4.9.5.7. Additional Information: If USFS personnel are unavailable, training may be conducted by a MAFFS instructor using USFS provided courseware.

A4.9.6. GF87Y MAFFS Tanker Base Operations.

A4.9.6.1. Purpose: MAFFS mission-specific continuation training conducted for all crew positions.

A4.9.6.2. Description: Training provided by the USFS on procedures for tanker base operations.

A4.9.6.3. OPR: USFS.

A4.9.6.4. Curriculum Development: USFS in coordination with MAFFS wings.

A4.9.6.5. Training Media: Academic instruction.

A4.9.6.6. Instructor: MABM, MAFFS air tanker base specialist, or lead plane pilot.

A4.9.6.7. Additional Information: If USFS personnel are unavailable, training may be conducted by a MAFFS instructor using USFS provided courseware.

A4.9.7. GF81Y MAFFS Fire Tactics and Behavior.

A4.9.7.1. Purpose: MAFFS mission-specific continuation training conducted for pilots, navigators, and flight engineers.

A4.9.7.2. Description: Training provided by the USFS on tactics employed during aerial firefighting and wildland fire behavior.

A4.9.7.3. OPR: USFS.

A4.9.7.4. Curriculum Development: USFS in coordination with MAFFS wings.

A4.9.7.5. Training Media: Academic instruction.

A4.9.7.6. Instructor: Lead plane pilot.

A4.9.7.7. Additional Information: If USFS personnel are unavailable, training may be conducted by a MAFFS instructor using USFS provided courseware.

A4.9.8. GF79Y MAFFS Chemicals.

A4.9.8.1. Purpose: MAFFS mission-specific continuation training conducted for all crew positions.

A4.9.8.2. Description: Training provided by the USFS on properties and application of fire retardant used during aerial firefighting.

A4.9.8.3. OPR: USFS.

A4.9.8.4. Curriculum Development: USFS in coordination with MAFFS wings.

A4.9.8.5. Training Media: Academic instruction.

A4.9.8.6. Instructor: Missoula Technology and Development Center (MTDC) personnel or lead plane pilot.

A4.9.8.7. Additional Information: If USFS personnel are unavailable, training may be conducted by a MAFFS instructor using USFS provided courseware.

A4.9.9. AM29Y MAFFS Training Drop.

A4.9.9.1. Purpose: MAFFS mission-specific continuation training conducted for all crew positions.

A4.9.9.2. Description: Credit event for each MAFFS training drop event. The actual dispensing of liquid is not required. Dry passes are approved. Multiple events logged on the same sortie require, as a minimum, completion of the 1-minute advisory through completion of drop checklists. Aircrew may dual log with AM31Y, AM51Y, and/or AM55Y, as applicable.

A4.9.9.3. OPR: AMC/A3T.

A4.9.9.4. Training Media: Aircraft.

A4.9.9.5. Instructor: MAFFS Instructor, for a like crew position, certified per [paragraph A4.5.1](#) and utilized per [paragraph A4.6](#)

A4.9.10. AM31Y MAFFS Training Drop (Wet).

A4.9.10.1. Purpose: MAFFS mission-specific continuation training conducted for all crew positions.

A4.9.10.2. Description: Credit event for each MAFFS training drop event when liquid is dispensed from the MAFFS system. Multiple events logged on the same sortie require, as a minimum, completion of the 1-minute advisory through completion of drop checklists. Aircrew may dual log with AM51Y and/or AM55Y, as applicable.

A4.9.10.3. OPR: AMC/A3T.

A4.9.10.4. Training Media: Aircraft.

A4.9.10.5. Instructor: MAFFS instructor, for a like crew position, certified per [paragraph A4.5.1](#) and utilized per [paragraph A4.6](#)

A4.9.11. AM35Y MAFFS Heavyweight Go Around.

A4.9.11.1. Purpose: MAFFS mission-specific continuation training conducted for pilots.

A4.9.11.2. Description: Training conducted to familiarize aircrew with handling characteristics of an aircraft performing a heavyweight go around from the MAFFS drop profile. The heavyweight go-around maneuver is planned, briefed, and conducted per MAFFS guidance found in AFTTP 3-3.C-130H, Attachment 6 (Special Missions).

A4.9.11.3. OPR: AMC/A3T.

A4.9.11.4. Training Media: Aircraft.

A4.9.11.5. Instructor: MAFFS IP certified per [paragraph A4.5.1](#) and utilized per [paragraph A4.6](#)

A4.9.11.6. Additional Information: When training is performed in association with an actual fire event, conduct outside of the FTA at a minimum altitude of 1000 feet AGL.

Ensure adequate clearance from other aircraft and coordinate with ATC, as required, before initiating maneuver.

A4.9.12. AM33Y MAFFS Emergency Escape.

A4.9.12.1. Purpose: MAFFS mission-specific continuation training conducted for pilots.

A4.9.12.2. Description: Training conducted to reinforce wind shear recovery procedures during a MAFFS drop event. Plan, brief and conduct the low-level wind shear escape maneuver per MAFFS guidance found in AFTTP 3-3.C-130H, Attachment 6 (Special Missions).

A4.9.12.3. OPR: AMC/A3T.

A4.9.12.4. Training Media: Aircraft.

A4.9.12.5. Instructor: MAFFS IP certified per [paragraph A4.5.1](#) and utilized per [paragraph A4.6](#)

A4.9.12.6. Additional Information: When training is performed in association with an actual fire event, conduct outside of the FTA at a minimum altitude of 1000 feet AGL. Ensure adequate clearance from other aircraft and coordinate with ATC, as required, before initiating maneuver.

A4.9.13. AM53Y MAFFS Actual Fire Drop.

A4.9.13.1. Purpose: MAFFS drop on an actual fire for all crewmembers.

A4.9.13.2. Description: Credit event for any MAFFS drop conducted in support of an actual firefighting mission.

A4.9.13.3. OPR: AMC/A3T.

A4.9.13.4. Training Media: Aircraft.

A4.9.13.5. Instructor: N/A for MR crewmembers.

A4.9.14. AM51Y MAFFS Pilot Flying Drop.

A4.9.14.1. Purpose: Any MAFFS drop event, training or operational, performed as the pilot flying.

A4.9.14.2. Description: Credit when performing a training or operational MAFFS drop event as pilot flying. Actual liquid dispensing is not required. Dry passes are approved. Multiple events may be logged on the same sortie require, as a minimum, completion of the 1-minute advisory through completion of drop checklists. May dual log with AM29Y or AM53Y, as applicable.

A4.9.14.3. OPR: AMC/A3T.

A4.9.14.4. Training Media: Aircraft.

A4.9.14.5. Instructor: N/A for MR crewmembers.

A4.9.15. AM55Y MAFFS Pilot Monitoring Drop.

A4.9.15.1. Purpose: Any MAFFS drop event, training or operational, performed as pilot monitoring.

A4.9.15.2. Description: Credit when performing a training or operational MAFFS drop event as pilot monitoring. Actual liquid dispensing is not required. Dry passes are approved. Multiple events logged on the same sortie require, as a minimum, completion of the 1-minute advisory through completion of drop checklists. May dual log with AM29Y or AM53Y, as applicable.

A4.9.15.3. OPR: AMC/A3T.

A4.9.15.4. Training Media: Aircraft.

A4.9.15.5. Instructor: N/A for MR crewmembers.

A4.9.16. GF41Y I-MAFFS Initial /Annual Refresher Training.

A4.9.16.1. Purpose: Conduct I-MAFFS specific difference training for all crew positions.

A4.9.16.2. Description: MAFFS certified crewmember refresher training for the following I-MAFFS specific subjects: Review of I-MAFFS system components and functions, I-MAFFS checklist procedures, I-MAFFS in-flight procedures, and I-MAFFS emergency procedures.

A4.9.16.3. OPR: AMC/A3T.

A4.9.16.4. Curriculum Development: I-MAFFS wings in coordination with MAJCOM A3T (or equivalent).

A4.9.16.5. Training Media: Academic instruction.

A4.9.16.6. Instructor: MAFFS instructor certified per [paragraph A4.5.1](#)

A4.9.17. GF43Y I-MAFFS Initial / Annual Refresher Loading Retardant and Air Servicing Procedures.

A4.9.17.1. Purpose: Conduct I-MAFFS mission-specific continuation training for loadmasters.

A4.9.17.2. Description: MAFFS certified loadmaster training on loading and installation procedures for the I-MAFFS unit, retardant filling procedures, and air servicing procedures. Conduct door plug and nozzle assembly installation training under the supervision of qualified Mx personnel using an approved job guide.

A4.9.17.3. OPR: AMC/A3T.

A4.9.17.4. Curriculum Development: MAFFS wings in coordination with MAJCOM/A3T (or equivalent).

A4.9.17.5. Training Media: Academic instruction and MAFFS equipped aircraft.

A4.9.17.6. Instructor: MAFFS instructor loadmaster certified per [paragraph A4.5.1](#)

Attachment 5

AERIAL SPRAY OPERATIONS

A5.1. Aerial Spray Certification. Aerial spray training certifies aircrew for the airborne application of pesticides, herbicides, decontaminants, and oil dispersants using the modular aerial spray system (MASS). AFRC/A3M is the OPR for this section. This section establishes the minimum training requirements for a mission-qualified C-130 crewmember to complete aerial spray certification training (ASCT), as well as recertification and continuation requirements. 757th Airlift Squadron (AS/CC) may provide additional guidance or clarification to procedures in local training supplements and guides. MAJCOM approval is required if changing the guidance and procedures in this attachment.

A5.2. Aerial Spray Training. The 910th Airlift Wing (AW) is the Air Force FTU and the DoDs' only aerial spray capability for fixed-wing aerial spray application training. The 910 AW should ensure training is continually updated to comply with current aerial application technologies, methodologies, and environmental protection standards. ASCT syllabi changes are prepared by the 910 AW and forwarded to 22 AF/A3M for coordination and approval. 22 AF/A3M will coordinate and forward recommendations to AFRC/A3M. **(T-2).** AFRC/A3M will review and approve the ASCT syllabi and maintain the master files. **(T-2).**

A5.2.1. The 910 AW will conduct C-130 ASCT for all aircrew positions per AFRC/A3M approved training syllabi. **(T-2).** The 910 AW will ensure the applicability and currency of aerial spray courseware, training syllabi, and guides. **(T-2).**

A5.2.2. Approval/Waiver for ASCT. The 910th Airlift Wing, 757th Airlift Squadron, Youngstown Air Reserve Station, Ohio has sole responsibility for the fixed-wing aerial spray operations and training in the DoD.

A5.2.3. Time Period for Spray Certification Training. Crewmembers will start ASCT within 90 days after selection for aerial spray training. **(T-2).** Training time limitations for aircraft commanders, copilots, navigators, flight engineers, and loadmasters (both spray operators and observers) is 365 days. Sq/CC may extend training times up to 120 days.

A5.2.4. ASCT Crew member prerequisite and selection criteria.

A5.2.4.1. Aerial spray operations are conducted at minimum altitudes of 100 feet AGL over congested areas. Due to these unique mission demands, CRM/TEM and flight experience are critical aspects reviewed before the selection of aircrew members for entry into ASCT for this special mission. The 100 foot AGL low-level operations over congested areas require highly qualified C-130 MR crewmembers in all crew positions, except obstacle clearance navigators and spray observer loadmasters, who demonstrate superior situational awareness and flying competency to safely execute aerial spray operations. Crewmembers should be thoroughly screened and should possess a history of outstanding performance in both aircraft operations and CRM/TEM to be selected for ASCT.

A5.2.4.2. Pilots, copilots, navigators, flight engineers, and loadmasters will complete mission qualification training (MQT) according to [Chapter 3](#), be current and qualified in formation, low level, and NVG operations. **(T-3).**

A5.2.4.3. All crew positions, except for obstacle clearance navigators and spray observer loadmasters, should have a minimum of 500 C-130 flight hours and sufficient availability to complete the required training, maintain proficiency, and respond to mission tasking during the peak aerial spray season before selection for ASCT.

A5.2.4.4. All initial spray certification and upgrade candidates will be recommended and approved through the 757 AS/CC chaired instructor review panel. **(T-3)**. The review panel for spray upgrades/downgrades will consist of at least one spray certified instructor of the same crew position, 757 AS/DOS Chief and/or 757 AS/DO, and 757 AS/CC. **(T-3)**. The 757 AS/CC is the approval authority for aerial spray certification and upgrades. If a crewmember loses mission qualified status, they will also lose aerial spray certification until MQ status is regained. **(T-3)**.

A5.2.5. Aerial Spray Certification Training.

A5.2.5.1. Ground training: Accomplish training according to **Chapter 2**, **Chapter 3**, and **Chapter 4** and AFRC/A3T approved ASCT courseware and training guides.

A5.2.5.1.1. Copilots, navigators, and flight engineers will accomplish ground training per AFRC/A3T approved ASCT syllabus and training guide under the supervision of an aerial spray certified instructor. **(T-2)**.

A5.2.5.1.2. Aircraft commander ground training will cover mission planning for ULV/LV/HV/UHV operations, installation briefings, chemical loading, and chart preparation. **(T-2)**. Aircraft commander trainees will demonstrate an appropriate understanding of all aspects of aerial spray operational planning and flight requirements identified in the ASCT syllabus before certification as an aerial spray aircraft commander. **(T-2)**.

A5.2.5.1.3. Loadmasters will accomplish ground training per AFRC/A3T approved spray operator ULV ASCT syllabus, LV/HV/UHV ASCT syllabus, and spray operator training guides under the supervision of an aerial spray certified loadmaster instructor. **(T-2)**.

A5.2.5.1.4. All crewmembers will establish a baseline blood cholinesterase level before training folder completion or performing any flights on an organophosphate chemical mission. **(T-3)**.

A5.2.5.1.5. Before initial aerial spray flight training, crewmembers:

A5.2.5.1.5.1. Will accomplish an initial (and annually after that) aerial spray pesticide/chemical familiarization and safety briefing. The unit will locally track this event. **(T-2)**.

A5.2.5.1.5.2. Will pass a written examination covering aerial spray operations. **(T-2)**.

A5.2.5.2. Flight Training: All crewmembers will accomplish the respective ASCT syllabus for their crew position. **(T-2)**. Once the training is certified complete by the Sq/CC or SS/DO, the crewmembers are considered aerial spray certified. Accomplish per RTM. The 910 OG/CC may publish local training supplements and guides to any MAJCOM-approved changes to the RTM.

A5.2.5.2.1. Crewmembers should accomplish a minimum of one training spray sortie before flying a spray sortie dispensing an actual pesticide, herbicide, or dispersant.

A5.2.5.2.2. To complete aerial spray certification training, crew members will conduct a minimum of one actual spray mission. **(T-3).**

A5.2.5.2.3. A flight evaluation is not required.

A5.2.6. Aerial spray observer loadmaster training equips qualified C-130 loadmasters to perform additional duties to include loading/offloading of MASS, complete DD Form 365-4, *Weight and Balance Clearance Form F* with spray data, observe and monitor spray operations while performing normal loadmaster scanning duties during contingency operations. Additional instructor-led training will cover the proper use of personal protective equipment (PPE), MASS emergency procedures, and the safe handling of hazardous materials used in the aerial spray operation. **(T-2).**

A5.2.6.1. Aerial spray obstacle clearance navigator training equips qualified C-130 navigators to perform standard low-level navigator duties during NVG spray operations. Due to the nature of the spray mission, the pilot is required to fly course guidance displayed by a light bar. This reduces the amount of time the pilot can scan for obstacles, e.g., towers.

A5.2.6.2. The primary navigator has additional responsibilities to manage the differential global positioning system (DGPS) during spray operations. The primary function of the obstacle clearance navigator is to eliminate the increased risk of this operation by providing a scanner free of additional duties.

A5.2.7. Upgrade. This section prescribes the prerequisites, qualifications, and training requirements necessary for aerial spray upgrades.

A5.2.7.1. Aerial spray aircraft commander upgrade candidates will be highly experienced aerial spray copilots having flown at least 5 actual spray missions and will have a minimum of 500 flying hours as an aircraft commander. **(T-3).** Aerial spray mission accomplishments will provide an appropriate mix of experience in mission planning, installation briefings, chemical loading, chart preparation, and UHV/HV/LV/ULV mission sorties. **(T-3).**

A5.2.7.2. Aerial spray mission commanders: Aerial spray mission commanders will be highly experienced and current aerial spray certified aircraft commanders or navigators who have deployed in support of a minimum of five actual aerial spray missions since certification. **(T-3).** 757 AS/CC is the approval authority for the designation of a crewmember for aerial spray mission commander.

A5.2.7.3. Aerial spray instructors: Instructor qualified crew members are considered for upgrade to aerial spray instructor after deploying on a minimum of five actual aerial spray missions since initial aerial spray certification. **Exception:** Due to the different activities required for operating the MASS in ULV and LV/HV/UHV spray operations, spray operator instructors will deploy in support of a minimum of three of each type of spray operation ULV and LV/HV/UHV, before being designated spray operator instructor for a ULV or LV/HV/UHV aerial spray mission. **(T-3).** The 757 AS/CC is the approval authority for designation as an aerial spray certified instructor.

A5.2.8. Continuation Training. See RTM for ground and flying training requirements for aerial spray certified crewmembers to maintain currency in aerial spray operations. Crewmembers regain aerial spray currency by flying with an aerial spray certified instructor in their crew position on an aerial spray training or operational mission. If non-current for TW20Y (VLL Day) or MB50Y (Tactical Sortie) events, crewmembers will fly with an instructor until they regain currency according to RTM. **(T-2)**. If accomplishing an NVG aerial spray sortie, crewmembers will fly with an instructor if noncurrent for AN21Y (NVG Low Level) or AN01Y (NVG Sortie). **(T-2)**.

A5.2.8.1. MS03Y Actual Spray.

A5.2.8.1.1. Purpose: Mission planning and flight continuation training for spray-certified pilots, copilots, navigators, flight engineers, and loadmasters.

A5.2.8.1.2. Description: The application of any pesticide, herbicide, decontaminant, or dispersant during a mission for testing or to control a pest, vegetation, oil spill, or contaminant respectively. A modular aerial spray system (MASS) is required. Log an actual spray concurrently with spray sortie (MS03Y) and LV/HV/UHV, ULV, or oil spill sortie (MS01Y, MS05Y, MS07Y, MS09Y or MS04Y) as applicable. Personnel performing mission commander duties may log an actual spray during an actual application mission for annual currency. The flight engineer or certified pest management professional briefs the host fire department and hospital or clinic on the hazards and characteristics of the chemical and the mission, establish and monitor the aircraft safety area for loading, and preflight the specific spray equipment.

A5.2.8.1.3. OPR: AFRC/A3MT.

A5.2.8.1.4. Curriculum Development: Unit.

A5.2.8.1.5. Training Media: Aircraft.

A5.2.8.1.6. Instructor: Not required for certified crewmembers.

A5.2.8.1.7. Additional Information: Use of the MASS is required.

A5.2.8.2. MS01Y Spray Sortie.

A5.2.8.2.1. Purpose: Flight continuation training for spray-certified pilots, copilots, navigators, flight engineers, and loadmasters.

A5.2.8.2.2. Description: An aerial spray flight using all aerial spray checklists and procedures for swath positioning and boundary control. Pilots, copilots, navigators, engineers, and loadmasters plan, brief and fly an aerial spray configuration sortie with a briefed swath width at a minimum of 100 feet AGL altitude over an area with defined boundaries factoring the wind component and completing a minimum of 5 swaths or 5 minutes spray time on target. Prepare topographic maps where needed.

A5.2.8.2.3. OPR: AFRC/A3MT.

A5.2.8.2.4. Curriculum Development: Unit.

A5.2.8.2.5. Training Media: Aircraft or MASS ATD (LMs only).

A5.2.8.2.6. Instructor: Not required for certified crewmembers.

A5.2.8.2.7. Additional Information: Use of MASS is required for loadmasters. Spray operators may credit 50% for training accomplished utilizing the MASS ATD. Spray observers may credit this event for training accomplished utilizing the MASS ATD. **(T-2)**. May be dual logged with MS03Y, MS05Y, MS07Y, MS09Y, and MS04Y if requirements are met.

A5.2.8.3. MS07Y Low Volume-(LV)/High Volume-(HV)/ Ultra High Volume-(UHV) Sortie.

A5.2.8.3.1. Purpose: Flight continuation training for spray-certified loadmasters.

A5.2.8.3.2. Description: Loadmasters operate the system from the panel, spraying either pesticide, dispersant, or water during a minimum of five swaths or five minutes of spray on time. May be accomplished in-flight or on the ground with MASS.

A5.2.8.3.3. OPR: AFRC/A3MT.

A5.2.8.3.4. Curriculum Development: Unit.

A5.2.8.3.5. Training Media: Aircraft or MASS ATD (LMs only).

A5.2.8.3.6. Instructor: Not required for certified crewmembers.

A5.2.8.3.7. Additional Information: Use of the modular aerial spray system (MASS) is required for loadmasters. May credit 50% for training accomplished utilizing the MASS ATD. May be dual logged with MS01Y and MS03Y if requirements are met.

A5.2.8.4. MS09Y Ultra Low-Volume (ULV) Spray Sortie.

A5.2.8.4.1. Purpose: Flight continuation training for spray-certified loadmasters.

A5.2.8.4.2. Description: Loadmasters operate the system from the panel, spraying either pesticide, dispersant, or water during a minimum of five swaths or five minutes of spray on time. Accomplish in flight or on the ground with MASS.

A5.2.8.4.3. OPR: AFRC/A3MT.

A5.2.8.4.4. Curriculum Development: Unit.

A5.2.8.4.5. Training Media: Aircraft or MASS ATD (LMs only).

A5.2.8.4.6. Instructor: Not required for certified crewmembers.

A5.2.8.4.7. Additional Information: Loadmasters must use the MASS. **(T-2)**. May credit 50% for training accomplished utilizing the MASS ATD. May be dual logged with MS01Y and MS03Y if requirements are met.

A5.2.8.5. MS05Y Oil Spill Spray Sortie.

A5.2.8.5.1. Purpose: Flight continuation training for spray-certified pilots, copilots, navigators, and flight engineers.

A5.2.8.5.2. Description: A simulated or actual oil spill aerial spray response flight using all aerial spray checklists and procedures at 100 feet AGL altitude over a large body of water. Pilots, copilots, navigators, and engineers plan, brief, and fly a prebuilt oil spill scenario to simulate coordination between aerial spray aircraft and spotter aircraft.

A5.2.8.5.3. OPR: AFRC/A3MT.

A5.2.8.5.4. Curriculum Development: Unit.

A5.2.8.5.5. Training Media: Aircraft.

A5.2.8.5.6. Instructor: Not required for certified crewmembers.

A5.2.8.5.7. Additional Information: To credit this event navigators are required to demonstrate SCNS and laptop setup techniques for spotter aircraft rendezvous and run-ins. May be dual logged with MS01Y and MS03Y if requirements are met.

A5.2.8.6. MS04Y NVG Spray Sortie.

A5.2.8.6.1. Purpose: Flight continuation training for spray-certified pilots, copilots, navigators, and flight engineers.

A5.2.8.6.2. Description: An aerial spray flight using NVGs, all aerial spray checklists, and procedures for swath positioning and boundary control. Pilots, copilots, navigators, and engineers, brief and fly an aerial spray configuration sortie with a briefed swath width at a minimum of 300 feet AGL altitude over an area with defined boundaries factoring the wind component and completing a minimum of 5 swaths or 5 minutes of spray time on target. Prepare topographic maps where needed.

A5.2.8.6.3. OPR: AFRC/A3MT.

A5.2.8.6.4. Curriculum Development: Unit.

A5.2.8.6.5. Training Media: Aircraft.

A5.2.8.6.6. Instructor: Not required for certified crewmembers.

A5.2.8.6.7. Additional Information: May be dual logged with MS01Y and MS03Y if requirements are met.

Attachment 6

LC-130 SKI MISSION

A6.1. LC-130 Ski Mission Training. This attachment establishes directive guidance on training requirements for LC-130 aircrews to safely accomplish this unique worldwide mobility mission. These requirements and the RTM define the initial and continuation training requirements for LC-130 Ski Mission qualified crewmembers. The 109 OG/CC may provide additional guidance or clarification in local training procedures; however, MAJCOM (NGB) approval is required if changing requirements or guidance in this attachment. **(T-2).**

A6.1.1. The 109 AW, Stratton ANGB, NY has sole responsibility for LC-130 Ski Mission operations within the DoD and is the FTU for LC-Differences, Ski Mission, Celestial, and Grid Navigation training. Training folder reviews for these courses are per [paragraph A2.3.7.2](#)

A6.1.2. Waiver Authority. The 109 OG/CC is the waiver authority for Ski Mission ground and flying continuation training requirements per [paragraph 1.4](#)

A6.1.3. The 109 OG/OST will prepare ski mission syllabi development, changes, and updates for NGB/A2/3/6/10MT approval. **(T-2).** NGB/A2/3/6/10MT will maintain the master files per [paragraph 1.3.1.3.1](#) **(T-2).**

A6.1.4. The 109 OG/CC, through the TRP, is the approval authority for the Ski Mission upgrade.

A6.1.5. In-Unit Training Time Limitations. There is no specified LC-130 Differences or Ski Mission training time limitation due to the limited availability of LC-130s at home station during deployments and the ski mission training requirement to go OCONUS.

A6.1.6. LC-130 upgrade training is conducted per this chapter and 109 AW courseware. 109 AW aircrew may complete special mission qualification (e.g., polar airdrop or tactical) in conjunction with indoctrination, LC-130 differences, or Ski Mission qualification training.

A6.1.7. Antarctic certification airfields: Certification is awarded to aircrew members upon completion of initial ski mission qualification training. The status, layout, and conditions of each of these airfields will be briefed during Ski Tactics training, and when more timely updates are required, via FCIF or NOTAM. **(T-2).** Information on these airfields is also located on each crewmember's EFB. AMC currency to operate at these airfields is not required for 109 AW assigned pilots.

A6.1.8. Semi-Prepared Landing Certification. This certification can be awarded to aircrew upon Ski Mission Qualification.

A6.2. Initial Qualification Training (Phase I). This section establishes minimum training requirements to qualify as an LC-130 crewmember. Crewmembers will complete C-130 initial qualification ground training requirements per [Chapter 2](#) of this manual. **(T-2).**

A6.2.1. 109 AW pilots and navigators normally complete C-130 FTU Phase I and II training which includes single ship, visual low level, NVG operations and airdrop. If Phase II is not accomplished at the FTU, request in unit training via secondary method per formal school and 109 AW courseware to complete airland and polar airdrop training. **(T-2).**

A6.2.2. Aircrew completing airdrop training at the FTU will complete a local familiarization program emphasizing polar airdrop differences to complete polar airdrop certification (CD21Y). **(T-2).**

A6.2.3. Differences Training.

A6.2.3.1. 109 AW Pilot/Navigator/Flight Engineer/Loadmaster Differences Training. All crewmembers will complete a 109 AW differences ground and flight training. **(T-2).** A 109 AW instructor of the same crew position will certify the student via a “sign-off” after completion of the differences training. **(T-3).** Upon completion of training, a crewmember is certified in LC-130 differences (CH04Y).

A6.2.3.2. 109 AW Pilot LC-130 Differences Training. Pilots will complete a local academic LC-130 differences ground training course. **(T-2).** LC-130 flying training is designed to obtain proficiency in the operation of the aircraft on normal, hard surface runways. Accomplish LC-130 Differences training in the L-1 (LC-130H2), L-1A (LC-130H2.5), and L-2 (LC-130H3) aircraft. A minimum of two flights will be flown in each model (L-1 and L-1A are treated as the same model). **(T-2).** **Note:** Because of the limited availability of specific model LC aircraft during the unit’s annual Antarctic deployment, it is allowable for pilots to complete LC-130 Differences training in either the L-1/L-1A or the L-2 aircraft; In this case, the training folder will remain open and pilots will fly supervised in the other LC-130 model until training is complete. **(T-2).**

A6.3. Mission Qualification Training (Phase II). This section establishes minimum ground and flying training requirements to be qualified in the ski mission. It also establishes 109 AW training processes to align LC-130 requirements to AMC C-130s; this includes max-effort, airdrop, and tactical qualification.

A6.3.1. Ski Mission Ground Training Requirements. All training will be conducted per approved Ski Mission syllabi, training guides, and 109 AW instructions. **(T-2).**

A6.3.1.1. 109 AW aircrew are required to complete initial Remote Fueling training, initial assisted take-off (ATO) training, and initial Ski Combat Offload training. Continuation training of these requirements is accomplished during Ski Tactics (GL93Y).

A6.3.1.2. 109 AW Remote Fueling training consists of three phases as specified in 109 AW courseware. All flight crew will complete Phase I and Phase II training. **(T-2).** Flight engineers, loadmasters, and navigators complete Phase III. Successful completion of mission qualification certifies completion of training.

A6.3.1.3. 109 AW ATO training consists of three phases as specified in 109 AW courseware. All crewmembers will complete Phase I training. **(T-2).** Aircraft commander, flight engineer, and loadmasters will complete Phase II. **(T-2).** Aircraft commander and flight engineers complete Phase III training, which consists of actual or simulated ATO firing. The preferred method for Phase III training is to execute a ski takeoff using ATO rockets. However, due to the availability of ATO rockets, 109 OG/OST has created ATO simulation training to fulfill this requirement if circumstances preclude actual firing. Successful completion of mission qualification certifies completion of this training.

A6.3.1.4. Theater Indoctrination Training (GD77Y). 109 AW assigned aircrew members receive credit for GD77Y during Ski Tactics training. GD77Y will be an annual requirement for crewmembers operating in the Arctic or Antarctic. **(T-2).**

A6.3.2. Ski Mission Flying Training Requirements. Ski Mission flight training is completed in Greenland or Antarctica. Crewmembers will accomplish flight training under the supervision of a Ski Mission instructor of the same crew position. **(T-2).** Crewmembers should complete Ski Mission qualification, initial Ski Combat Offload training, initial ATO training, and initial Remote Fueling training simultaneously. Grid and Celestial Navigation qualification (navigators) may be completed concurrently with Ski Mission training. Upon successful completion of all required training items, instructors recommend the crewmember for a Ski Mission evaluation.

A6.3.2.1. 109 AW Ski Mission Pilots. Prerequisites for all Ski Mission evaluations (e.g., initial copilot, upgrading aircraft commander, and all re-qualifications) are as follows: a current instrument qualification/mission airland flight evaluation (FTU evaluation meets this requirement), LC-130 Differences certification, Ski Mission testing, a Ski EPE, and the completion of the applicable LC-130 Ski Mission syllabus.

A6.3.2.2. LC-130 Ski Mission Copilot Training. All pilots initially qualify as Ski Mission copilots. Trainees will demonstrate proficiency (pilot-monitoring duties) in ski takeoffs and landings from the right-seat. **(T-2).** The syllabus will require a minimum of two ARA weather approaches be accomplished in weather conditions of 1,000-foot ceiling and 3 miles visibility or lower (Unless accomplished in the simulator per the LC-130 Ski Mission Copilot Syllabus). **(T-2).**

A6.3.2.3. LC-130 Ski Mission Aircraft Commander Training. The trainee will demonstrate proficiency (pilot flying duties) in ski takeoffs and landings from the left-seat. **(T-2).**

A6.3.2.4. 109 AW Ski Mission Navigators. Normally, conduct flight training in conjunction with Ski Missions. 109 AW Ski Mission navigators are not required to perform ARAs (AP49Y). 109 AW Ski Mission navigators will be trained and evaluated in Ski ARAs (AP91Y). **(T-2).**

A6.3.2.4.1. Celestial Navigation Qualification Training. Accomplish ground and flying training according to 109 AW courseware. Complete Celestial Navigation ground training before mission qualification training. Accomplish a minimum of one flight in the aircraft using Celestial Navigation procedures. **(T-2).**

A6.3.2.4.2. Grid Navigation Qualification Training. Accomplish ground and flying training according to 109 AW courseware. Complete Grid Navigation ground training before mission qualification training. Accomplish a minimum of one flight in the aircraft using Grid Navigation procedures. **(T-2).**

A6.3.2.5. 109 AW Ski Mission Flight Engineers: Complete flight training in conjunction with Ski Missions and according to 109 AW courseware to include actual ski takeoff and landing operations.

A6.3.2.6. 109 AW Ski Mission Loadmasters: Complete flight training in conjunction with Ski Missions and according to 109 AW courseware to include a demonstration of on/off load operations on a snow surface with the aircraft on skis.

A6.3.2.7. 109 AW Ski Mission Instructors. Ski Mission instructor candidates will be selected from qualified instructors/evaluators and will be experienced in all phases of Ski Mission operations. **(T-2)**. Before certifying ski mission instructor pilots, candidates will complete the Ski Mission Instructor Pilot syllabus. **(T-2)**. Ground training will emphasize emergency procedures, hazards of polar flying, required crew coordination, and CRM/TEM and RM principles. **(T-2)**. All other crew positions may upgrade to Ski Mission instructor following initial instructor qualification/certification.

A6.3.3. Max-Effort Qualification Training. When not completed at the FTU, max-effort training may be completed concurrently with Indoc/LC Differences/MQT training. Request in-unit training via secondary method per formal school and 109 AW courseware. **(T-2)**.

A6.3.4. Polar Airdrop Training. 109 AW flight crewmembers will be Polar Airdrop qualified. **(T-2)**. For those crewmembers not already airdrop qualified request in-unit training via secondary method per formal school and 109 AW courseware. **(T-2)**. New 109 AW pilots and navigators currently airdrop qualified will complete the requirements per the MQT/PAD training guide to become Polar Airdrop qualified. **(T-3)**.

A6.4. Continuation Training. This section outlines continuation ground and flying training requirements for 109 AW assigned crewmembers. 109 OG/OST maintains definitions of all “X” event and “S” suffix courses listed in the RTM.

A6.4.1. Flying and ground training events for the 109 AW will be tracked in the ARMS database per this manual and the RTM. **(T-2)**. The OG/CC may publish local training procedures to any MAJCOM-approved changes in the RTM training tables.

A6.4.2. Due to the Antarctic season, the 109 AW training year is defined as follows:

A6.4.2.1. Flying and Ground Training Annual Period: 1 Apr – 31 Mar.

A6.4.2.2. Flying Semi-Annual Training Periods: 1 Apr – 30 Sep and 1 Oct – 31 Mar.

A6.4.3. Multiple Qualifications. C-130H2 and LC-130s only require initial Differences training; no difference currency is required.

A6.5. Crewmembers N-MR for Flying or Ground Training Events. N-MR for Ski Mission events does not affect other missions. Failure to complete training requirements in Ski Mission, Tactical, Polar Airdrop, NVG, or Max-Effort does not restrict crewmembers from flying other missions they are qualified and current to perform. Reference [paragraph 4.10](#) for more detailed information on this subject.