

**BY ORDER OF THE
SECRETARY OF THE AIR FORCE**

**AIR FORCE INSTRUCTION 11-2C-130J,
VOLUME 1**



21 AUGUST 2012

Flying Operations

C-130J AIRCREW TRAINING

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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RELEASABILITY: There are no releasability restrictions on this publication.

OPR: AMC/A3TA

Certified by: AF/A3O
(Maj Gen Brett T. Williams)

Supersedes: AFI11-2C-130JV1, 4 June 2010

Pages: 140

This volume implements Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*. This AFI provides the foundation for building a C-130J combat capable aircrew. It establishes USAF training policy for C-130J aircrews to safely and successfully accomplish worldwide mobility missions. 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. This instruction applies to Air National Guard (ANG) and Air Force Reserve Command (AFRC) units.

(NOTE: Aeromedical Evacuation (AE) Crewmembers see AFI 11-2AE, Volume 1, *Aeromedical Evacuation Aircrew Training*. Air Force Special Operations Command (AFSOC) and Air Combat Command (ACC) crewmembers should comply with AFI 11-2 Series publications for their respective aircraft. C-130H crewmembers should comply with AFI 11-2C-130Hv1.)

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This AFI is a basic directive. Each MAJCOM or operational theater may supplement this AFI IAW AFI 33-360, Publications and Forms Management. MAJCOM supplements may be more, but not less restrictive than this instruction. MAJCOMs may set training requirements lower than specified in this instruction when the statement "or as specified in MAJCOM supplement" is indicated as applicable to that item or event. MAJCOM supplements will be coordinated through AMC/A3T and approved by HQ AF/A3O-AT before publication. Air National Guard (ANG) is considered a MAJCOM and NGB/A3O is considered the equivalent of MAJCOM/A3T for purposes of this instruction

SUMMARY OF CHANGES

This instruction incorporates several administrative changes, updates to office symbols, and MAJCOM inputs dealing with C-130J aircrew training. Major changes include: **Chapter 1:** paragraph 1.1. restructured for clarity; paragraph 1.3.2. moved from paragraph 1.1. for clarity; paragraph 1.4.2. revised to remove outdated and redundant AETC policy; paragraph 1.4.5.1.1. requires TRP twice a year; paragraph 1.4.6.1 added to implement DOT Chief guidance; paragraph 1.4.6.2. added to require instructors for DOT; paragraph 1.4.6. implements squadron STRP policy; paragraph 1.5.4. updated waiver guidance for FTU prerequisites; paragraph 1.5.5. updated waiver authority; paragraph 1.5.8. added AMC waiver process guidance; Table 1.2 changed Local Orientation to Unit Indoctrination to match event description; paragraph 1.12.1.2 added VTRAT policy; paragraph 1.16. changed to clarify FEB reporting; paragraph 1.18. added to describe GRACC scheduling process; **Chapter 2:** Table 2.1. changed SS06 to SS35; paragraph 2.8. updated flight surgeon policy; **Chapter 3:** paragraph 3.2.2. added guidance for ARMS tracking of newly assigned crewmembers; Table 3.1. Note 1. added guidance if unit of assignment/attachment does not change; paragraph 3.4.1. and 3.4.1.1. added clarification to crewmembers pursuing MR status; paragraph 3.6. added to define flight surgeon mission qualification requirements; **Chapter 4:** paragraph 4.2.3.2. changes unit commander to OG/CC; paragraph 4.3.2. removed exception for FTL changes; paragraphs 4.4.1.1., 4.4.1.2. and 4.4.1.3. added to clarify FTL and semi-annual requirements during MR; Table 4.1 updated to match parent regulatory guidance; Table 4.1. Note 1 added flight physical guidance; Table 4.1. Note 10 added to provide guidance on ancillary training; Table 4.3. Flight Surgeon Continuation Tables updated; paragraph 4.5.3.2. changed simulator to ATD, added ARMS tracking guidance; paragraph 4.5.3.4., 4.5.3.4.1. and 4.5.3.4.2. were added to provide command simulator guidance; paragraph 4.5.3.5 and 4.5.3.5.1. changed 31 October to 30 September; Table 4.4. updated events, WST requirements and notes; Table 4.5. updated events and notes; paragraph 4.6 updated command flight surgeon continuation training guidance; paragraph 4.9.1.4, 4.9.1.4.1., 4.9.1.4.2, and 4.9.1.4.3. updated flight surgeon loss of currency guidance; paragraph 4.9.3.1. added clarifies NMR flight restrictions; paragraph 4.9.4.1. removed night landings (P192); **Chapter 5:** Table 5.1. updated to reflect new MPD guidance; Table 5.1. Note 4 added to credit simulator time to total time; Table 5.1. Note 8 was added to reflect new MPD guidance; paragraph 5.2.

changed to reflect new command guidance on Mobility Pilot Development which incorporates outdated Chp 5 GRACC guidance; paragraph 5.3. changed to reflect new MPD guidance; Table 5.2. updated to reflect command standard pilot designation codes; paragraph 5.4.3. added guidance for previously formation airdrop qualified pilots; paragraph 5.4.6.1. added to identify instructor competencies and responsibilities; paragraph 5.4.6.2. added post-flight debriefings; paragraph 5.9.1. Note added to provide guidance on previously certified I-CDS/JPADS qualified pilots and loadmasters; paragraph 5.12. added guidance on touch and go certification for aircraft commanders; paragraph 5.13. updated MAFFS guidance; Table 5.3. updated MAFFS Ground Continuation Training Requirements; Table 5.4. updated continuation flying requirements; paragraph 5.14 added certification guidance on ILS/PRM; paragraph 5.15. added LCLA certification guidance; **Chapter 7** paragraph 7.4. AD01 added new airdrop requirement; AD09 added JPADS requirements to medium/high altitude airdrop; AD10 updated guidance for JPADS loadmasters; AD11 updated PO guidance for unguided PADS airdrop; AD12 updated PO guidance for guided PADS airdrop; paragraph 7.9 G005 updated guidance on flight physicals; G240 updated CRM simulator guidance; G281 updated Additional Information; para 7.10. updated all LL events meet MAF standards; paragraph 7.12 NV02 added loadmaster logging guidance; paragraph 7.13 P028, P029, P198, P199 updated Purpose language; paragraph 7.14 Q017 added for PRM certification; Q517 added LCLA certification; paragraph 7.15 RS26 updated Description language; paragraph 7.17 SS35 added to reflect change in parent regulation; paragraph 7.19 added to align with new MPD guidance; paragraph 7.22 updated OG/CC guidance for unit defined events.

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Chapter 1

GENERAL

1.1. Training Objective. This instruction prescribes basic policy and guidance for training United States Air Force Combat Delivery C-130J crewmembers according to AFI 11-202, Volume 1, *Aircrew Training*.

1.1.1. The overall objective of the aircrew training program is to develop and maintain a high state of mission readiness for immediate and effective employment in exercises, peacekeeping operations, contingencies, and war in any environment. Mission readiness and effective employment are achieved through the development and mastery of core competencies for C-130J crewmembers. These core competencies include tactical ingress, tactical egress, airdrop, formation, assault landings, NVG operations during all phases of flight, instrument procedures, mission planning, landing zone (LZ) ground operations, crew management, and C4/AOC integration. Link mission and continuation training tables to AFTTP 3-3.C-130J, Combat Aircraft Fundamentals-C-130J, in order to retain a combat culture with leading edge technologies to anticipate warfighter needs.

1.1.2. The secondary objective is to standardize C-130J training requirements into a single document to meet requirements for a basic document in AFPD 11-2.

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.

1.3. Administration.

1.3.1. Recommendation for Change. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR), AMC/A3TA, using the AF IMT 847, Recommendation for Change of Publication; route AF IMT 847s from the field through the appropriate functional chain of command. The OPR address is AMC/A3T, 402 Scott Drive, Unit 3A1, Scott AFB, IL, 62225-5302.

1.3.2. Throughout this document there are references to training requirements controlled by other AFI's. The controlling AFI may be updated after the publication of this document, so it is necessary to refer to the source document AFI for current guidance. If a conflict is identified for an ancillary training requirement, comply with the source document that establishes the training requirement. **NOTE:** For the purpose of this AFI, the term “C-130J” refers to both long and short body C-130J aircraft unless specifically differentiated.

1.3.3. Local Training Guidance. Wings or groups may publish local training guidance; however, units may not change AFI guidance except where noted. Units will send one copy of their local training procedures to the parent MAJCOM Training OPR.

1.3.4. All references to “days” in this instruction refer to calendar days.

1.4. Responsibilities.

1.4.1. Lead Command. Air Mobility Command (AMC) is designated lead command for the C-130J Mission Design Series (MDS) combat delivery aircraft according to AFPD 10-9, *Lead Operating Command Weapon System Management*, AFPD 11-2, *Aircraft Rules and Procedures*, and AFPD 10-21, *Air Mobility Lead Command Roles and Responsibilities*. The lead command is responsible for establishing and standardizing aircrew flying training requirements in coordination with user commands. AMC/A3 delegates to AMC/A3T the authority to manage all training course requirements, training tasks, and the Aircrew Training System (ATS) (See [Chapter 6](#)).

1.4.1.1. Courses. AMC/A3T, in coordination with Training and User commands, approves/fields continuation training requirements or adjustments, and fields short-notice specialized local upgrade courses (e.g., Multi-Element Flight Lead, etc).

1.4.1.2. Realistic Training Review Board (RTRB). AMC/A3T will host an RTRB biennially, or more frequently, as required. The RTRB reviews all training programs for currency, applicability, compliance, and effectiveness. Attendees should include representatives from AMC, Air Combat Command (ACC), Air Education and Training Command (AETC), Air Force Material Command (AFMC), AFRC, Air Force Special Operations Command (AFSOC), ANG, Pacific Air Forces (PACAF), United States Air Forces in Europe (USAFE), and the C-130J Maintenance and Aircrew Training System (MATS) contractor, as applicable.

1.4.1.3. AMC/A3T Detachment 3 AMC Air Operations Squadron (AMCAOS) is located at Little Rock AFB, AR. Together with 714 TRS/TRT it provides the government oversight of the MATS contract and consists of two divisions: Simulator Certification (DOUS) and Quality Assurance (DOUQ). See paragraph 1.4.2.3. for 714 TRS/TRT government oversight responsibilities. Additional information and guidance is contained in the AMC/AETC Memorandum of Understanding (MOU).

1.4.1.3.1. Detachment 3 conducts Simulator Certification (SIMCERT) on all aircrew training devices (ATDs) according to AFI 36-2251, *Management of Air Force Training Systems*, or when necessary, ATD Modification and Configuration Change guidance. SIMCERT includes objective and subjective testing, inventory inspections, Quality Assurance Issues (QAI) and contract compliance evaluations (CCE).

1.4.1.3.2. Detachment 3 provides day-to-day C-130J MATS contract administration and oversees Configuration Management (CM), Logistics, and Engineering practices. It ensures continued Government control of all baselines and provides product acceptance recommendations for the Government to the Program Manager (PM). Detachment 3 develops and maintains the Quality Assurance Surveillance Plan (QASP) and is the central collection point for Quality Assurance (QA) data. It conducts formal technical reviews, including Functional Configuration Audits (FCA) and Physical Configuration Audits (PCA), and reviews Engineering Change Proposals (ECP) and Contractor Plans.

1.4.2. Training Command. AETC is the designated training command for C-130J training IAW AFI 11-202V1.

1.4.2.1. AETC maintains a list of formal school courses in the Education and Training Course Announcement (ETCA). The site address is: <https://etca.randolph.af.mil/>. Formal school syllabi are available at AETC bookstore: <https://trss3.randolph.af.mil/bookstore/home/homePage.aspx>.

1.4.2.2. 714 TRS/TRT Contracting Officer Representative (COR) provides government oversight of the MATS contractor through courseware audits, instructor evaluations, and courseware quality assurance. The COR provides program level quality assurance for curriculum. COR ensures services provided by the MATS contractor comply with contractual requirements and guidelines, ensures courseware improvement through regular involvement in the Curriculum Configuration Working Group (CCWG) and ensures formal school and continuation training instructional quality through regular site audits.

1.4.3. User Commands.

1.4.3.1. Student Management. MAJCOM training staff will manage student training requirements according to paragraph 1.14.

1.4.3.2. Recall Procedures. Comply with paragraph **1.16** and the requirements of AFI 11-202, Volume 1. Formal notifications to recall students from a formal school will be sent from the student's Squadron Commander (SQ/CC) to Operations Group Commander (OG/CC) to MAJCOM/A3T (email format is acceptable). MAJCOM/A3T will submit approved recall letter (email or Fax) to AETC/A3R for follow on coordination with 19 AF and Formal Training Unit (FTU) Registrar. Emergency recall during non-duty hours may be coordinated directly with applicable FTU Registrar, with follow up coordination with AETC/A3R & 19 AF on the next duty day.

1.4.4. Wing Commander. WG/CC will ensure unit/local level agencies and facilities support aircrew ground training programs. Host and/or co-located units will develop local agreements to consolidate aircrew training support base-wide.

1.4.5. Operations Groups.

1.4.5.1. The OG/CC will convene a Training Review Panel (TRP) to be chaired by the OG/CC or a designated representative. Panel members should include representatives from squadron training, tactics, operations, safety and other areas as determined by the commander (i.e. ATS contractors, ARMS). Airlift Group Commanders (AG/CC) are considered the equivalent of OG/CC for purposes of this instruction.

1.4.5.1.1. TRP Requirements. Convene the TRP twice per calendar year and maintain minutes for a period of two years (commanders may increase this frequency as required). Squadrons and detachments not collocated with their OG may conduct their own panel or provide representation to the unit's TRP. Panel minutes from non-collocated squadron and detachment TRPs will be forwarded to their OG training office for inclusion in the OG TRP.

1.4.5.1.2. TRP Format. The TRP should review staff and crewmember management actions necessary to complete squadron flight and ground training programs. Suggested TRP topics include, but are not limited to current and forecast Flight Training Levels (FTL), upgrade and Continuation Training (CT) status, semi-annual

requirement completion rates, crew position gains/losses, Aircraft Commander (AC), Instructor and Evaluator upgrades. Units should also review all unit-defined training "X" events for relevancy.

1.4.5.2. The OG/CC will develop and maintain procedures with their local Military Personnel Flight (MPF) for individual crewmember counseling and personnel system updates affecting Active Duty Service Commitment (ADSC) incurred from training described in this AFI. See AFI 11-202, Volume 1 *Aircrew Training*, AFI 36-2107, *Active Duty Service Commitments*, and course listing in ETCA for more information.

1.4.5.3. The OG/CC may develop additional training requirements and/or programs as necessary to meet unit mission requirements. Units may include such requirements in a local supplement to this AFI.

1.4.5.4. The OG/CC is responsible for establishing and maintaining the academic training program for non-Maintenance and Aircrew Training System (MATS) courses (may be delegated to squadron level). AMC/A3TA is the POC for determining MATS vs. non-MATS courses. The OG (or squadron OPR) will:

1.4.5.4.1. Appoint primary and alternate instructors for each non-MATS course to be taught.

1.4.5.4.2. Publish a ground training schedule (ANG/AFRC, as required) to include date, time, location, instructor and designated crewmembers for each course (both MATS and non-MATS). Units may include such details in a local supplement to this AFI.

1.4.5.4.3. Use MAJCOM, MATS, or unit-developed training products and/or syllabus for all courses, as applicable. Units will reproduce courseware as applicable.

1.4.5.4.4. Develop a procedure to monitor the academic training program for course content, currency of materials, instructor availability, and status of training aids. Squadrons should recommend to the commander changes to existing courses or additional academic training courses required, based on crewmember feedback.

1.4.5.4.5. Send recommendations for changes, additions, and deletions of courses through appropriate channels to appropriate MAJCOM with an information copy to AMC/A3T.

1.4.5.5. Instructor Selection and Training. The OG/CC will select course instructors for non-MATS courses on the basis of professional qualifications and aptitude to teach. Local Academics instructor program will follow guidance in AFMAN 36-2236, *Guidebook for Air Force Instructors*. An individual who instructs a class will receive credit for that academic training requirement.

1.4.6. Squadrons. Sq/CC (or designated representative) will:

1.4.6.1. Select DOT Chiefs from the most highly qualified and experienced instructors. Previous Evaluator or FTU experience is highly desired. ARC units with a single Sq may use the OST Chief for this purpose.

1.4.6.2. Ensure Sq/DOT is manned with a minimum of one instructor for each crew position. Instructors should be selected based on experience, availability, and time on

station (to ensure continuity of operations for each crew position in DOT). ARC units with a single Sq may use OST for this purpose.

1.4.6.3. Convene a Squadron Training Review Panel (STRP) to be chaired by the SQ/CC and/or SQ/DO. Panel members should include representatives from squadron training, squadron standardization/evaluation, ADOs, and the chief from each crew position. SQ/CCs should utilize the STRP to focus training objectives, ensure standards are being met, select upgrade candidates, and ensure completion of required continuation training.

1.4.6.3.1. STRP Requirements. Squadrons will convene a STRP monthly (quarterly for AFRC and ANG) and maintain minutes for a period of two years. STRP minutes will be approved by the SQ/CC or DO and may be produced/distributed/stored electronically by the SQ/DOT. They will be maintained and disposed of in accordance with the Air Force Records Disposition Schedule referenced in the introduction.”

1.4.6.3.2. STRP Format. The squadron TRP should review staff and crewmember management actions necessary to complete squadron flight and ground training programs. The STRP will review the current status of aircrew training to ensure that current training objectives are being met and that those individuals selected for upgrade training are the best candidates after reviewing their experience, proficiency level, and retainability. To accomplish these goals, suggested STRP topics include but are not limited to: crew position gains/losses, current upgrade/requalification training (i.e. crewmembers in an active training status), recently completed training (including performance during training and current certification status), future training (individuals already approved via STRP), upgrade candidates, current waivers, projected waivers, and continuation training status.

1.4.6.4. Ensure crewmembers complete in-unit mission, ground, and continuation training programs.

1.4.6.5. Before each semi-annual training period, assign Flying Training Levels (FTL) to assigned/attached crewmembers (see **Chapter 4**).

1.4.6.6. Ensure supervisors complete AETC web-based formal school post-graduate questionnaires. The MATS contractor sends out a notification message via email to the training office point of contact (POC) of the unit, who forwards the email to the appropriate supervisor. The notification message is sent out approximately 90 days after the student graduates. To change the unit POC or gain access to the system, contact the MATS contractor at MATShelp@littlerock.af.mil. Complete the questionnaires on the AETC web-site at: <https://www.my.af.mil/agepiftprod>

1.4.6.7. Ensure effective training continuity and supervision of assigned and attached crewmembers. Unit commanders may assign additional requirements based on individual crewmember’s experience and proficiency.

1.4.6.8. Upon arrival, 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).

1.4.6.9. Execute unit-level aircrew certifications described in this instruction.

1.4.6.10. Review qualifications and monitor training requirements for unit-assigned flight surgeons.

1.4.6.11. Ensure flight commanders or designated squadron representative monitor quality of training being accomplished, identify training deficiencies, and advise Sq/CC of additional training needs.

1.4.7. Formal School with MATS Contractor. The C-130J MATS contractor is responsible for academic and Aircrew Training Device (ATD) instruction at the formal schools and specialized training at all USAF C-130J training sites. This responsibility includes developing, updating, and publishing courseware and syllabi in accordance with the MATS contract (see [Chapter 6](#)).

1.5. Waiver Authority.

1.5.1. Do not deviate from the policies and requirements in this instruction, unless specific waiver authority is provided in this instruction. Report deviations or exceptions without waiver through channels to MAJCOM/A3T who, in turn, should notify the OPR for follow-on action, if necessary.

1.5.2. Unless specified in this instruction, MAJCOM/A3T is designated waiver authority for specific crewmember training requirements in this instruction not governed by AFI 11-202, Volume 1, or another AFI.

1.5.3. OG/CC is designated waiver authority for minimum flying-hour prerequisites for entry into formal upgrade courses (see [Table 5.1](#)).

Table 1.1. Processing Waivers to AFI 11-2C-130J, Volume 1.

If Waiver is Requested by: (Notes 1, 2)	Requester Shall Send Waiver Request To:	Waiver Authority Will Send Approval Or Disapproval To:	With Information Copies To:
Active Duty AMC Airlift Wing or Group	OG Training Office To AMC/A3T	OG Training Office	
USAFE Airlift Wing	OG Training Office To USAFE/A3T	OG/CC	AMC/A3TA
Active Duty PACAF Airlift Wing	OG/CC to PACAF/A3T	OG/CC	
AETC FTU (including AFRC/ANG) (Note 3)	OG Training Office To AETC/A3V	OG/CC	NAF/A3T HQ AFRC/A3TA NGB/A3O AMC/A3TA HQ AETC/A3Z
AFRC Unit	Through 22 AF/A3T	AFRC Unit	AMC/A3TA

	To HQ AFRC/A3T		
ANG Unit	NGB/A3O	ANG Unit	AMC/A3TA
29 WPS (WIC)	USAFWS/CO to HQ ACC/A3T	USAFWS/CO	AMC/A3TA

NOTES:

1. Units will submit secondary method training waiver requests through MAJCOM channels. MAJCOMs will coordinate with 714 TRS/TRT to arrange courseware delivery to the unit.
2. References to operations groups and wings may be applied to airlift groups; references to operations group training offices may apply to wing-level training offices.
3. AFRC units will send request through 22AF and AFRC/A3TA. AFRC/A3TA will determine if waiver needs AETC/A3V review. ANG units will send waiver to NGB/A3O. NGB/A3O will determine if waiver needs AETC/A3V review.

1.5.4. Formal School Training and Prerequisites. Any planned exception to a formal course syllabus (or prerequisite) requires a syllabus waiver. Submit waiver requests through MAJCOM/A3T (or equivalent) to the waiver authority listed in the course syllabus. If required for units' designated mission, events waived or not accomplished at the formal school will be accomplished in-unit before assigning mission-ready (MR) status.

1.5.5. In-Unit Training Waiver. MAJCOM/A3T is approval/waiver authority for in-unit training via secondary method. Provide information copies of any waivers to AETC/A3Z and AMC/A3T. Before approval, review the appropriate syllabus and consider availability of ATS formal instruction and ATD requirements. All in-unit training will utilize formal school courseware in accordance with AFI 11-202, Volume 1. MAJCOMs will coordinate with 714 TRS to arrange courseware delivery to the unit for in-unit training.

1.5.6. Senior Officer Course (SOC) Waiver. See formal course syllabus and AFI 11-202, Volume 1.

1.5.7. Continuation Training Waiver. The OG/CC is designated waiver authority for ground flying continuation training requirements in **Chapter 4** for assigned or attached crewmembers on a case-by-case basis (see paragraph 4.9). Waivers for training events missed in consecutive training periods will require MAJCOM approval.

1.5.8. Waiver Format. MAJCOMs will establish waiver processes that may consist of on-line or web service, prescribed forms, or other standardized means. For AMC waivers, use the on-line waiver request service on the AMC/A3T website, AFRC website, or ANG procedures as appropriate. Submit waivers according to **Table 1.1** using the format in **Figure 1.1**. Maintain a copy of all approved waivers for 24 months.

Figure 1.1. Sample Waiver Request Format.

MEMORANDUM FOR (<i>Waiver Authority</i>)
FROM: (<i>Requester</i>)

SUBJECT: Waiver Request – *(Individual), (Type of Waiver)*

1. *Name and 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, if applicable).*
5. *Waiver request specifics e.g., cite requirement and requested deviation.*
6. *Rationale or justification for 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 waiver request for time limit, specify mandatory upgrade or qualification date.*
11. *Date event last accomplished and normal eligibility period.*
12. *Remarks (include formal school courseware that is required if the waiver request is approved (e.g. local training)).*
13. *Unit point-of-contact (include name, rank, telephone number, and functional address symbol, and Email address).*
14. *Unit address (if requesting formal school courseware)*

(Signature of Requester)

(Title)

1.6. Use of Flying Hours.

1.6.1. Structure unit flying training missions to achieve optimum training. Any by-product airlift opportunity resulting from training will not degrade the intended training and will comply with applicable Department of Defense (DoD) Regulation 4515.13R, *Air Transportation Eligibility*, AFI 11-401, *Aviation Management* and AFI 11-202, Volume 1.

1.6.1.1. It is essential that all personnel at every level prevent the misuse of air mobility resources as well as the perception of their misuse when planning and executing training missions.

1.6.1.2. See AFI 11-2C-130J, Volume 3, *Flying Operations*, for off-station training flight requirements.

1.6.2. Training on Operational Missions. Unless specifically prohibited or restricted by weapon system operating procedures or specific theater operations order (OPORD), the OG/CC exercising operational control may approve upgrade, qualification or special qualification training on operational missions. In order to maximize efficient utilization of training resources, 618 TACC and tasked units will jointly identify and take maximum advantage of opportunities to conduct appropriate continuation training items which may be

conveniently suited to concurrent operational mission segments. Examples include low-levels, assault landings, EROs, and circling approaches. If necessary 618th TACC and tasked-units will coordinate training mission numbers for the specific mission segment. Commanders will ensure the training will not impact mission effectiveness and the crewmember receiving training is under the supervision of an instructor of like specialty. Comply with passenger-carrying restrictions in AFI 11-401 and AFI 11-2C-130J, Volume 3.

1.7. In-Unit Training Time Limitations. Comply with the time limitations in **Table 1.2**. 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 (OG/CC will approve any exceptions).

1.7.1. Training time start date is the date when the first significant training event (a training event directly contributing to qualification, certification, or upgrade) has begun, e.g., Computer-Based Training (CBT) lesson, Part Task Trainer (PTT), Weapon System Trainer (WST), ground training, flight, etc.; or 45-days (90-days ARC) after being attached or assigned to the unit after completion of the formal school; whichever occurs first. Training time ends with the syllabus completion.

1.7.2. Units will notify the appropriate MAJCOM/A3T in writing before the crewmember exceeds upgrade training time limits in **Table 1.2** (AMC units should use the AMC website). Sq/CC may extend listed training times up to 60 days (120 days ARC) provided appropriate documentation is included in the training folder. In such cases, notification to MAJCOM/A3T is not required.

1.7.2.1. Extensions exceeding 60 days (120 days ARC) require MAJCOM/A3T approval.

1.7.2.2. Use the waiver request format specified in paragraph 1.5.8. Include training difficulty, unit corrective action to resolve and prevent recurrence, and estimated completion date.

Table 1.2. In-Unit Training Time Limitations (All references are Calendar Days).

Training	Time Limit	Time Limit Air Reserve Component (ARC)
Initial Qualification	120 days	240 days
Transition Qualification	120 days	240 days
Re-qualification	90 days	180 days
Initial Mission	120 days	240 days
Transition Mission	90 days	180 days
Re-qualification Mission	45 days	90 days

Mission Certification Includes in-unit training leading to MR status following initial, difference, or requalification training (See note).	90 days	180 days
Unit Indoctrination/Theater Indoctrination	45 days	90 days
Instructor Upgrade	60 days	120 days
Flight Lead/Mission Commander	90 days	180 days
Functional Check Flight Upgrade	90 days	180 days
NOTE: Time limit for cross-flow pilots is 120-days (240 days ARC).		

1.8. Training Documentation. C-130J units will utilize the Electronic Grade Book (EGB) to document training (See Attachment 2). Units will use the AF Form 4324, Aviation Resource Management System (ARMS) Upgrade Worksheet, to update aircrew certifications in ARMS. Blocks 5 – 6 will be used to document initial, upgrade of, or downgrade of aircrew qualification. It will also be used to document award of specific ARMS “Q” code identifiers. Specifically, block 22 will contain the following minimum information: “Q” code (i.e. QXXX), Certification Name (e.g. Phoenix Banner), and date of certification. See [Chapter 7](#) for specific “Q” codes. See [Attachment 2](#) for additional training documentation requirements.

1.9. Flight Examiner Usage. Use flight examiners as instructors for any phase of training to capitalize on their expertise and experience. However, a flight examiner should not provide an evaluation on students for whom they are the primary or recommending instructor.

1.10. Instructor Training and Supervision Requirements.

1.10.1. All instructors should be MR (wing level and below).

1.10.2. When performing crewmember duties, the following personnel will be under direct supervision of an instructor of like specialty:

1.10.2.1. All non-current crewmembers while performing the specific event(s) for which they are non-current (See paragraph [4.9](#)).

1.10.2.2. All crewmembers in initial, upgrade or re-qualification flying training, unless syllabus states direct supervision is not required. Upgrade students may fly without an instructor when performing duties not related to the upgrade, unless otherwise restricted.

1.10.2.3. Senior officers who have completed only the Senior Officer Course (SOC) (See paragraph [2.7.1](#)).

1.10.2.4. Any other personnel designated by the wing, OG, or Sq/CC.

1.11. Distribution. Units will establish distribution requirements of this AFI.

1.12. Transfer of Aircrews.

1.12.1. Validated training completed prior to transfer will be honored by the gaining organization and will be 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 considered qualified in that equipment throughout the force when used for the same mission. For intra-command and inter-command transfers and exchange officers, instructor training and qualifications may be accepted at the discretion of the gaining Sq/CC.

1.12.1.1. Foreign exchange officers should arrive at the duty station qualified in the C-130J with a current physical and current physiological training. Mission qualification training should also have been completed. Exchange officers arriving from the formal school will complete local proficiency flying, tactical orientation and the following ground training events: Aircrew Flight Equipment, Aeromedical Rigging, Combat Offload, Initial Crew Resource Management (CRM), marshalling exam. Those who arrive “qualified” from their country will complete the instrument refresher course (IRC), instrument written examination, simulator refresher, qualification open and closed-book examinations, flight evaluations, difference training, and local proficiency and tactical flying orientation. They will also complete physiological training, ground egress training, local area survival, and a flight physical if proper documentation cannot be produced.

1.12.1.2. Requirements for foreign exchange officers to complete training that incorporates classified information, including G060 Tactics, G070 Aircrew Intelligence Training, G080 Communications Procedures, VT01/VT03 VTRAT Initial/Advanced, and M060 Theater 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 countries' exchange officers are only eligible to complete these events if they will deploy with their host U.S. unit. Some exchange officers may not complete any, and others have no restrictions and may complete all of these events.

1.12.1.3. Partially mission qualified crewmembers (e.g., visual formation but not station keeping equipment (SKE)) may be fully qualified in-unit, with appropriate MATS courseware. Request waiver from the MAJCOM/ A3T.

1.13. Aircrew Training While DNIF. Crewmembers whose status is “duty not involving flying” (DNIF) may complete ground training events, including simulator training, if the member's physical condition allows. Consult the flight surgeon initiating the AF Form 1042, *Medical Recommendation for Flying or Special Operational Duty*, if the DNIF status includes ground training limitations.

1.14. Aircrew Rated Management Overview.

1.14.1. Program Requirements Document (PRD). According to AFI 11-412, *Aircrew Management*, HQ AF/A3O-AT projects C-130J long-range training requirements annually in a process called the PRD. Lead and user commands contribute to the PRD, which becomes a key long-range planning tool for training requirements.

1.14.2. Programmed Flying Training (PFT). AETC/A3R manages the training command's role in the HQ AF/A3O-AT Flying Training CONOPS. A key product of this process is the

PFT. The PFT balances available training quotas, MATS throughput, schoolhouse capacities and course requirements on a Fiscal Year basis. Annually, units will send projected PFT requirements to their respective MAJCOM training staff, who in turn forward projections to HQ AF/A3O-AT for inclusion into the Graduate Program Requirements Document (GPRD). AETC/A3R will determine training capacity and report shortfall in the GPRD to HQ AF/A3O-AT.

1.14.2.1. HQ AF/A3O-AT sponsors an annual PFT conference to balance pipeline production requirements and MAJCOM training requests against Formal Training Unit (FTU) capacity. AETC/A3R allocates approved quotas to lead and each user command, which in-turn allocate training quotas to each unit. HQ AETC/A3R will publish the annual PFT quota workbook on CoP: <https://afkm.wpafb.af.mil/AETCPFT>.

1.14.2.2. Throughout the training year, MAJCOM training staff and AETC PFT managers use assigned/allocated training quotas to assign individual crewmembers into the C-130J formal school. Daily student quota adjustments to the annual PFT are made on quota management documents. HQ AETC/A3R publishes the quota management documents on the web site listed in the previous paragraph.

1.15. Information Management. MAJCOMs may establish a training website to facilitate information flow with the units. See unit training office or MAJCOM Supplement (if published) for additional information. AMC hosts lead command training information and courseware applicable to all C-130 units on the AMC/A3T Community of Practice (CoP) at https://afkm.wpafb.af.mil/AMC_A3T and the AMC/A3TA CoP at https://afkm.wpafb.af.mil/AMC_A3TA.

1.16. 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) IAW AFI 11-202V1.

1.17. Career Enlisted Aviator (CEA). CEA qualifications are not tied to AFMAN 36-2108, *Airman Classification*, skill level upgrade. All enlisted aircrew qualifications are separate and distinct from skill level qualification. 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 (OJT) trainer or certifier designation and are reflected in Air Force Specialty Code (AFSC) by use of “K” prefix (aircrew instructor) and “Q” prefix (aircrew flight examiner) identifiers.

1.18. AMC Orientation Tour / Global Ready Aircraft Commander Course (GRACC). Active duty units will be given priority over AFRC and ANG units due to mandatory upgrade requirements for AMC crews established in AFI 11-MDS Volume 1. Do not submit more than two candidates per wing per class without the GRACC scheduler's approval. Submit names NET 45 days and NLT 30 days prior to CSD. AMC/A3TF will release the class roster 30 days prior to CSD for units to confirm the names and make any necessary corrections. Unfilled quotas will be available 14 days prior to CSD and units will be notified. Cancellations must be received NLT four duty days prior to CSD to avoid a no-show. AMC/A3TF will not accept any additions 72 hours/3 days prior to CSD. Units can still cancel 24 hours prior to CSD to avoid a no-show being charged to the unit. No-shows will be handled IAW this paragraph. Questions regarding GRACC Scheduling can be referred to AMC/A3TF, DSN 779-7881.

1.19. Senior Officer Training Coordination. All Senior Officer training is directed by AF/DPO, AF/DPG offices (except ANG and AFRC) in coordination with MAJCOM Senior Leaders Management office and AMC/A3TF and HQ AETC/A3R. ANG and AFRC will develop procedures to validate Senior Officer training requests. After validation, ANG and AFRC will coordinate training with AETC/A3R and inform AMC/A3TF. Questions regarding the Senior Officer training course, availability and prerequisites can be forwarded to AMC/A3TF @ DSN 779-3577. Except for ANG and AFRC, no formal actions to schedule training will be taken until directed by AF/DPO or AF/DPG in conjunction with MAJCOM Senior Leaders Management offices.

Chapter 2

INITIAL QUALIFICATION TRAINING

2.1. General Requirements. AFI 11-202, Volume 1 defines initial qualification training. This chapter specifies minimum training requirements for initial qualification, re-qualification, senior officer courses, conversion, and transition training. The primary method of initial qualification is to attend and complete the appropriate formal training course in the ETCA. When attendance is not practical or a quota is not available, units will request a waiver to conduct in-unit qualification training using formal school courseware (See [paragraph 1.5](#)).

2.2. Initial Qualification Training (IQT) Prerequisites: Complete initial qualification training, conversion training, and transition training prerequisites in accordance with AFI 11-202 Volume 1, the ETCA, this publication, and the course syllabus.

2.3. Ground Training Requirements. Complete syllabus and ancillary ground training requirements for initial qualification, conversion training, and transition training in accordance with AFI 11-202 Volume 1, the ETCA, and this instruction.

2.3.1. Initial Qualification Ground Training Events. Students entered into formal undergraduate and graduate training programs leading to aircrew qualification will accomplish the events listed in [Table 2.1](#). These events should be accomplished during Undergraduate Pilot Training (UPT), Basic Training, Aircrew Fundamentals Course (AFC), Basic Loadmaster School (BLM), survival training or C-130J initial qualification courses. The FTU will provide the gaining unit with documentation indicating completion of items in [Table 2.1](#). The FTU will document events accomplished during formal school training in the individual's training record prior to graduation from the C-130J initial qualification course. Gaining units will ensure all initial qualification events are completed prior to completing mission certification. If in-unit initial or re-qualification training is accomplished in lieu of formal school attendance, the unit is responsible for ensuring all requirements are completed. **NOTE: [Table 2.1](#) only includes ground training requirements that specifically apply to aircrew. This AFI is not the directive authority for all ground training. Individuals are responsible for completing additional ancillary ground training requirements as specified in AFI 36-2201 and other applicable instructions.**

2.3.1.1. Ground and flying training events accomplished during formal training will use the course completion date (successful evaluation date) to establish the due dates for all subsequent currency and requirements. Completion of Initial Combat SERE Schools according to AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Operations*, and initial Aircrew Flight Equipment training (during formal school) will establish the follow-on due dates of training (based on the date first completing the course) for recurring training requirements.

2.3.1.2. Training missions may be flown before completing all items listed, provided physiological training, physical, egress training, aircrew flight equipment familiarization training and marshalling exam are accomplished.

Table 2.1. Initial Qualification Ground Training Requirements.

Code	Event	Crew Position	Notes
E030	Passport	All	3
E035	Secondary Passport	All	3
	Flight Physical	All	1, 5
	Physiological Training	All	1, 5
G002	Aircraft Marshalling Training and Examination	All	
G055	ENAF	All	2,3
G060	Tactics	All	3
G070	Aircrew Intelligence	All	3
G080	Communications Procedures	P	3
G090	Anti-Hijacking	All	
G100	Law of Armed Conflict (LOAC)	All	
G120	ISOPREP Review	All	3
G130	Instrument Refresher Course	P	
G182	Hazardous Cargo	All	
G231	Initial Crew Resource Management (CRM) Training	All	
G280	Small Arms Training	All	
G281	Self-Aid Buddy Care	All	
LL01	Aircrew Flight Equipment Familiarization Training	All	1
LL03	Emergency Egress Training, Non-Ejection	All	1
LL04	Aircrew Chemical Defense Training (ACDT)	All	3
LL05	Emergency Egress Training, with Aircrew Chemical Defense Ensemble (ACDE)	All	3
LL06	Aircrew Flight Equipment Training	All	
NV01	Initial NVG Training	All	3
SS35	Emergency Parachute Training (Initial) (S-V80-B)	All	3
SS20	Combat SERE Training (S-V80-A)	All	
SS31	Water Survival Training (S-V86-A)	All	
VT01	VTRAT Initial Training	All	3, 4

NOTES:

Previously certified and qualified mission ready crewmembers transferring between units or in a cross-flow program (between flying units) only need LL01, G002 and any applicable events in which they have lost currency. In addition, cross-flow crewmembers require G060.

1. Mandatory grounding item; individual will not fly until required training is accomplished.
2. Active Duty only.
3. Not required for BAQ crewmembers (includes senior officers and staff officers maintaining BAQ).
4. All crewmembers will complete VT01; however, events only affect mission ready status for units co-located with a VTRAT device.
5. Flight Physical and Physiological Training are tracked on the top of each crewmember's

Individual Training Summary (ITS). Therefore, there is no need to assign and track these training events in the training module of ARMS. If units want to track in ARMS, use G005 and G006 per **Chapter 7**.

2.4. Flying Training Requirements. Complete flying training requirements for initial qualification in accordance with the formal school syllabus, AFI 11-202, Volume 1, and this instruction.

2.5. Conversion, Transition and Difference Training.

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-130J). IAW 11-202V1, for unit conversions, when formal school courses are not available to handle the throughput, MAJCOMs will develop in-unit training plans in coordination with AETC that maximize use of highly experienced personnel as the initial cadre. Units will coordinate with their respective MAJCOMs for in-unit training plans.

2.5.1.1. Form a nucleus of instructor and flight examiner personnel (initial cadre) to begin aircrew conversion. Units converting may request initial cadre waiver of PAI time requirement. Send waivers through appropriate MAJCOM channels and include the information specified in paragraph **1.5**. Additionally, include the most recent aircraft flown and total time in that aircraft in the remarks section of the waiver.

2.5.1.2. Initial cadre will not be designated in a crew position higher than currently held, e.g. C-17 or C-130E mission pilot (MP) to C-130J evaluator pilot (EP) unless previously qualified in the new aircraft.

2.5.1.3. If accomplishing in-unit training IAW AFI 11-202, Volume 1, units will publish a letter identifying initial cadre of instructors and flight examiners by crew qualification.

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. Transition from one C-130 MDS to another (C-130E/H, C-130J, C-130 AMP) will be accomplished using MAJCOM approved training syllabuses.

2.5.3. Difference Training. Complete difference training to qualify crewmembers in a different series C-130J aircraft. When mission ready (MR), basic aircraft qualification (BAQ), or basic mission capable (BMC) crewmembers need to complete difference training for a C-130J having the same mission as their former C-130J model, there may be additional mission qualification training depending on the crewmember's experience and aircraft equipment (i.e. block upgrades). Sq/CC will determine mission training required. Instructor and Flight Examiner crewmembers converting from one model C-130J to another may remain instructors or flight evaluators at the discretion of the gaining unit commander (or appropriate ARC Air Operations Officer). Send recommendations through MAJCOM channels to AMC/A3TA when additional difference training requirements are identified. Prior to flying, ensure the ground training requirements in paragraph 3.3.1 are met.

2.5.3.1. Difference training to other models of the C-130 is not applicable. Training between the C-130E/H, C-130AMP, and C-130J (and vice versa) is transition training.

2.6. Multiple Qualifications. MAJCOMs may authorize qualification in more than one MDS aircraft for crewmembers only when such action is directed by command mission requirements and is justifiable and in the best interests of the command. This authority cannot be delegated below the MAJCOM level (see AFI 11-202 Volume 1). Crewmembers will attend a formal initial qualification or transition course for multiple qualifications in different MDS aircraft (e.g., C-130J and C-130H). Crewmembers will, at a minimum, maintain FTL A currency requirements in each aircraft (N/A for senior officers). Crewmembers will refer to the MDS-specific AFIs for training requirements in the other aircraft. For units changing MDS aircraft, MAJCOMS may adjust training requirements to align with numbers of assigned aircraft until the transition is complete.

2.7. Senior Officer Qualification Requirements. See formal course syllabus and AFI 11-202, Volume 1. See paragraph 1.5.6 for waiver guidance.

2.7.1. Senior officer qualification is reserved for rated officer positions requiring operational flying. This includes O-6 selects and above, and in some cases, O-5s permanently filling an O-6 position. Unless specifically requested, justified and validated (by MAJCOM/A3), senior officers will attend the SOC. The SOC results in a supervised status and basic aircraft qualification (BAQ); these senior officers will fly with an instructor and maintain FTL E continuation training requirements. Senior officers who maintain FTL E should maintain Basic Aircraft Qualification (BAQ) requirements (See [paragraph 4.3.1.5](#)). Exception: Senior officers with a requirement to fly unsupervised (limited to wing/group commanders and their deputies) may complete a TX or appropriate SOC course (as defined by the ETCA) of instruction leading to unsupervised qualification. The 714 TRS/TRT office is responsible for recommending a formal training course for initial qualification and mission qualification based on the senior officer's flying experience and familiarity with the weapons system. After OG/CC review, the MAJCOM/A3T will approve the proposed training plan prior to execution.

2.7.2. Mission ready senior officers flying unsupervised will be current and qualified and should maintain FTL A continuation training requirements.

2.7.3. Senior officer training, qualification, and certification should occur within the first 180 days after assuming the assignment.

2.8. Flight Surgeons. Flight Surgeons are allowed to fly locally as defined by OG/CC and log time in their primary MDS while in training for initial (mission) qualification. See paragraph 3.5 for training requirements.

2.9. Requalification Training. AFI 11-202 Volume 1 specifies requalification training limits and requirements. See [Attachment 3](#) for formal Aircrew Training System courses. The secondary method of requalification is applicable if the formal course is required, but not practical, or quotas are not available. Units will request a waiver from their parent MAJCOM. Unless specified otherwise in AFI 11-202 Volume 1, a crewmember is unqualified upon expiration of the qualification evaluation, loss of currency exceeding 6 months (for currency items specified in Chapter 4), or completion of a qualification evaluation in a different MDS (*EXCEPTION*: When authorized multiple qualifications).

2.9.1. The AFI 11-202 Volume 1 requalification training limits and requirements also apply to loss of mission qualification or certification as specified in **paragraph 4.9**.

2.9.2. 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 those certifications. The Sq/CC will determine if training is required to regain certification. The Sq/CC should consider items to include the amount of time since 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.

2.9.3. If in-unit requalification training is accomplished in lieu of formal school attendance, the unit is responsible for ensuring all requirements in **Table 2.1** have been previously completed.

Chapter 3

MISSION QUALIFICATION AND CERTIFICATION TRAINING

3.1. Description. This chapter establishes minimum criteria and training requirements for mission qualification and certification training. All crewmembers will complete initial, conversion, or transition qualification prior to mission qualification training and mission certification. Primary method of mission qualification training (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. Time Periods for Mission Qualification and Certification Training. See [Table 1.2](#) A crewmember will be mission ready (MR) after completion of all ground training and flying training requirements, review and certification by Sq/CC or Review and Certification (R & C) Board for aircraft commander (AC) according to AFI 11-202, Volume 2, AMC supplement.

3.2.1. Mobility pilot development (MPD) and Cross-Flow Graduates. Prior to aircraft commander certification, a MR MPD or cross-flow graduate (see [Attachment 3](#)) will be designated as a MR pilot (FPQ) for Status of Resources and Training System (SORTS) and TRP purposes and may fly as a qualified pilot on any crew including operational missions. MPD and pilot cross-flow graduates may not fly as a pilot-in-command until certified as an aircraft commander (See [paragraph 5.3](#)).

3.2.2. Aviation Resource Management System (ARMS) Tracking. Pilot graduates from formal training will initially be coded per [Table 5.2](#) for ARMS tracking. Newly assigned crewmembers that are initially qualifying or re-qualifying in the unit mission will be counted as basic qualified (FP for pilots, FL for loadmasters) for ARMS and TRP purposes. This is for ARMS tracking only and does not affect the crewmember's aircraft qualification on the AF Form 8. Upon completion of all ground and flying training requirements, units will certify the crewmembers as mission ready and change the ARMS codes to reflect mission qualified.

3.3. Ground Training Requirements. Complete all syllabus and ground training events in [Table 2.1](#) and [Table 3.1](#) before certification as mission ready. Training may be accomplished concurrently with other training. **NOTE: This AFI is not the directive authority for all ground training. Individuals are responsible for completing additional ancillary ground training requirements as specified in AFI 36-2201 and other applicable instructions.**

3.3.1. Training missions may be flown before completing all items listed in [Table 2.1](#) and [Table 3.1](#), provided physiological training, flight physical, emergency egress training, local area survival, aircrew flight equipment familiarization training and marshalling exam are accomplished.

3.3.2. Ground and flying training events accomplished during formal training will use the course completion date (successful evaluation date) to establish the due dates for all subsequent currency and requirements. Completion of Initial Combat Survival Training (SS20), Initial Water Survival Training (SS30), and initial Aircrew Flight Equipment training during formal school establishes the due date (based on date of first completed course) for recurring Combat Survival (SS02), Conduct After Capture (SS03), Water Survival (SS05)

and Emergency Parachuting Training (SS06). Completion of Initial Combat Survival Training (SS20) establishes the due date for recurring Law of Armed Conflict (G100) and Force Protection (E114).

3.3.3. Local Ground Training Supplements. Subordinate units may supplement ground training IAW AFI 33-360 and applicable governing instructions that establish individual event requirements. Formal School OG/CCs, the Commandant USAF Weapons School (USAFWS), and other unique units with special requirements may determine, obtain MAJCOM approval, and publish (local supplement) ground training requirements for their units (e.g., to define requirements for BMC crewmembers).

Table 3.1. Mission Qualification Ground Training Requirements.

Code	Event	Crew Position	Notes
G002	Aircraft Marshalling Training and Examination	All	1, 3, 4
LL01	Aircrew Flight Equipment Familiarization Training	All	1, 3, 4
LL03	Emergency Egress Training, Non-Ejection	All	4
M060	Theater Indoctrination Training	All	2
SS01	Local Area Survival	All	1, 3, 4
	Flight Physical	All	4
	Physiological Training	All	4
<p>NOTES:</p> <p>Previously certified and qualified mission ready crewmembers transferring between units or in a cross-flow program (between flying units) only need any applicable events in which they have lost currency.</p> <ol style="list-style-type: none"> 1. Accomplish 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. 2. Required for theater-assigned and deploying crewmembers. See event description in Chapter 7 for additional details. 3. AFI 11-2C-130J Volume 1 is not the reference publication governing completion of this event. Therefore, IAW AFI 11-202 Volume 1, Paragraph 7, refer to reference publications which provide guidance for accomplishment of ancillary training requirements. 4. Required prior to first flight. 			

3.4. Flying Training Requirements.

3.4.1. BAQ crewmembers pursuing MR status will be assigned a Flight Training Level and accomplish continuation training requirements IAW Chapter 4. Continuation training requirements will be prorated based on the training time start date as defined in paragraph 1.7.1. Crewmembers will credit events accomplished during mission certification training IAW paragraph 4.4.1. Crewmembers pursuing MR status who fail to accomplish minimum

aircrew requirements (currency and semi-annual) must fly in a supervised status when that event is required for a particular flight.

3.4.1.1. Crewmembers in mission certification training who fail to accomplish all semi-annual training requirements must complete training IAW paragraph 4.10.7 prior to awarding MR status. On a case-by-case basis, the Sq/CC may review the crewmember's training accomplished and waive incomplete requirements as required (document the waiver in the crewmember's training folder). Crewmembers non-current for an event may be certified MR on a case-by-case basis, but the crewmember will remain NMR for that event and will be supervised on any flight requiring that event IAW **paragraph 4.10.2.2**.

3.4.1.2. After arrival at duty station, all crewmembers will receive a local area briefing and supervised local orientation flight (not applicable for in-unit initial, re-qualification or upgrade training). The lack of a local briefing and local flight does not preclude the crewmember from deploying as MR.

3.4.2. Loadmaster Training.

3.4.2.1. Personnel Certification. Normally, loadmasters will complete the FTU mission qualification course without obtaining actual personnel airdrop certification. In these cases, use standard airdrop training bundles (SATB) during flight training. Document the substitution according to **Attachment 2**. Accomplish final certification for personnel airdrop in-unit under the supervision of an instructor loadmaster or flight examiner loadmaster on an actual static line personnel airdrop.

3.4.2.2. Aircraft Refueling. Hands-on aircraft refueling is not accomplished during the FTU qualification courses. As minimum all loadmasters will accomplish one aircraft refueling to the satisfaction of an instructor prior to flying unsupervised.

3.4.3. Assault Landing Training. Conduct assault takeoff and landing initial qualification training on a landing zone (or painted landing zone) of 3,000 feet or longer. Assault takeoffs should be performed from the main runway when it is available (i.e., safe and practical to taxi from an assault landing zone). Takeoffs from the assault zone are authorized IAW AFI 11-2C-130J, Volume 3), and during formal mission qualification training conducted either at the formal school or via the secondary method.

3.4.4. Units North of the 60 Parallel. Crewmembers in units north of the 60 N parallel, who are scheduled to complete secondary method (in-unit) mission qualification training during the summer months (May through August), have until 31 August to complete the required night training events. The mission qualification evaluation for these crewmembers may be administered before completing night training events.

3.4.5. Joint Airborne and Air Transportability Training (JA/ATT) Missions. When participating in JA/ATT missions, unqualified and non-current crewmembers may be utilized in their respective crew positions provided they are supervised by an instructor or flight examiner (See paragraph 1.10). Comply with AFI 11-401 when carrying passengers (including paratroopers).

3.4.6. Local Flying Training Supplements. Subordinate units may supplement ground training IAW AFI 33-360. Formal School OG/CCs, the Commandant USAF Weapons

School (USAFWS), and other unique units with special requirements may determine, obtain MAJCOM approval, and publish (local supplement) flying training requirements for their units (e.g., to define requirements for BMC crewmembers).

3.5. Aircraft Defensive Systems (ADS). ADS Training is not a separate certification, but all aircrew will receive Aircraft Defensive System (ADS) training (applicable to the unit's ADS configuration) during Unit Indoctrination or difference training. Training will include academic and WST/flight training for all crewmembers. See AFTTP 3-3.C-130J, Attachment 3 for an unclassified defensive systems training guide and AFTTP 3-1.C-130J for classified defensive information. Training should be conducted by a graduate of the USAF Weapons School, Mobility Electronic Combat Officers Course (MECOC), or as designated by the unit commander.

3.5.1. Ground Training. Academic training will cover as a minimum, threat systems, basic principles of Infrared (IR) threats and flares, radar and chaff, how ADS work, how to operate the system, use of checklists, malfunctions, emergency procedures, and defensive maneuvers during takeoff, low-level, medium/high-altitude, airdrop, and landing.

3.5.2. WST/Flight Training. WST/flight training will cover preflight actions, aircraft walk-around, system turn-on, and a flight profile that should include defensive maneuvers from high/medium altitude, during a low-level, after slowdown and before a simulated airdrop, and a simulated approach to landing. If training in the aircraft, calls for in-flight reactions (simulated ADS inputs or simulated visual sightings) should come either from the instructor conducting the training or as a result of the instructor's input to another aircrew member.

3.6. Flight Surgeon Mission Qualification Requirements. Before deploying or acting as aircrew in any aircraft other than their primary flight surgeons must fly at least two sorties in their primary aircraft, complete all required ground training events listed in [Table 4.3](#) (for the primary aircraft), and accomplish flight surgeon testing on the AFDL website.

Chapter 4

CONTINUATION TRAINING

4.1. Description. This chapter establishes the minimum flying and related ground training requirements to maintain an assigned aircrew training status (BAQ, BMC, MR). The unit commander will ensure each crewmember receives sufficient training to maintain individual proficiency.

4.2. Aircrew Status. Squadron commanders will assign C-130J crewmembers an aircrew status IAW the following criteria:

4.2.1. Mission Ready. For SORTS, operational tasking, and deployments, a MR crewmember is defined as one who is available and qualified in the unit's mission (completed mission certification for the applicable crew position).

4.2.2. Non-Mission Ready (NMR). A crewmember that is unqualified, non-current or incomplete in required continuation training, or not certified to perform the unit mission. See [paragraph 4.9](#) for specific guidance on crewmembers who are non-current or incomplete in required continuation training.

4.2.3. Basic Mission Capable (BMC). A crewmember who has satisfactorily completed mission qualification training, is qualified in some aspect of the unit mission, but does not maintain MR status. The crewmember maintains familiarization in the command or unit's operational mission. Includes crewmembers assigned to MAJCOM, NAF and other line and non-line units.

4.2.3.1. The crewmember shall be able to attain full unit mission certification to meet operational taskings within 45 days.

4.2.3.2. The OG/CC may define a portion of the unit's operational mission and declare an assigned or attached crewmember Mission Ready if all training requirements for that part of the operational mission are met. The crewmember does not need to attain full mission certification unless directed by the OG/CC.

4.2.3.3. Formal School BMC crewmembers are qualified to conduct all aspects of the formal training mission. Formal school instructors will be qualified and certified in the training/unit mission before performing instructor duties. Formal school crewmembers may fly 618th TACC-directed missions, but they will comply with any MR requirements required for that mission.

4.2.3.4. BMC crewmembers may log instructor or evaluator time for the portion of the mission for which they are current and qualified IAW AFI 11-401.

4.2.4. Basic Aircraft Qualification (BAQ). Aircrew may be designated BAQ after completion of C-130 qualification training (initial, conversion, transition, or requalification).

4.2.5. MR, BMC, and BAQ crewmembers will accomplish and/or maintain the requirements in AFI 11-202, Volume 1 (for their respective status) and the appropriate events in the ground and semi-annual flying continuation tables in this AFI.

4.3. Flying Training Levels (FTL).

4.3.1. The Sq/CC determines the FTL before each semi-annual period. Assign new unit crewmembers a FTL during in-processing. Base FTL on experience and aircraft proficiency. Crewmembers may have a different FTL for different flying qualifications, i.e. a crewmember may be a FTL A – aircraft commander, but a FTL C – airdrop pilot.

4.3.1.1. FTL A Highly Experienced Crewmembers. Sq/CC may assign highly experienced MR line crewmembers to this level. This may include MR or NMR MAJCOM headquarters, 618th TACC personnel, AETC instructors, NAF personnel, USAF EC instructors, wing, OG, and Sq/CCs, operations officers, personnel assigned to OG evaluation positions, and any instructors assigned primarily to staff duties. **NOTE:** NMR crewmembers assigned to MAJCOM headquarters, NAF, Expeditionary Mobility Task Force (EMTF), 618th TACC, USAF Expeditionary Center (EC), Contingency Response Group (CRG), Air Mobility Operations Group (AMOG), FTU, or direct reporting unit may be categorized as BMC and assigned to FTL A. In addition, these individuals will accomplish annual CRM training requirements. These individuals may fly unsupervised on any mission provided they are current and qualified for that mission.

4.3.1.2. FTL B Experienced MR Crewmember.

4.3.1.3. FTL C MR Crewmember. MPD and cross-flow pilots should be assigned to FTL C. If desired, Sq/CCs may assign highly proficient MPD and cross-flow pilots to FTL A or FTL B.

4.3.1.4. FTL D No longer used.

4.3.1.5. FTL E — BAQ or BMC non-instructor staff. May include senior officers, MAJCOM, NAF, and 618th TACC staff who are not maintaining MR or instructor status. FTL E requirements are insufficient for MR status and crewmembers assigned to this FTL will fly with an instructor of like specialty at all times. For pilots, an instructor will be at a set of controls during critical phases of flight. In addition, FTL E pilots will be current in takeoffs, landings, and instrument approaches before carrying passengers.

4.3.2. Change of FTL. Once the semi-annual period begins, do not move a crewmember to a level requiring fewer events. Prorate events upon changing training levels.

4.4. Training Events/Tables. Standardized ARMS training event identifiers and description are located in **Chapter 7**. Designate unit defined events as “X” event (i.e. X020). Units will include a description in their local training procedures.

4.4.1. Crediting Event Accomplishment. Credit events accomplished on training, operational missions and satisfactory evaluations or certifications toward currency requirements and establish a subsequent due date. Use date of successful evaluation as the date of accomplishment for all ground and flying training events that were trained during a formal course. This date establishes currency for flying events. **NOTE:** Flying training events accomplished during upgrade training prior to the evaluation are credited towards the requirements for the current crew position. For flying training during initial qualification or requalification training, events accomplished prior to the evaluation are not credited to any crew position. Events successfully accomplished on the evaluation or certification are credited toward the new crew position.

4.4.1.1. Crewmembers pursuing in-unit MR status will be assigned a Flying Training Level (FTL) during in-processing and accomplish continuation training and unit MR requirements. Continuation training requirements will be prorated based on the training time start date as defined in paragraph 1.7.1. Crewmembers will credit events accomplished during unit MR training toward the new crew position with the exception of those events not trained during initial training or those events restricted on the initial AF Form 8 (i.e.; personnel airdrop). Those events may be credited on the certification/qualification flight for that event. Crewmembers pursuing MR status who fail to accomplish minimum aircrew requirements (currency and semi-annual) must fly in a supervised status when that event is required for a particular flight.

4.4.1.2. The failure to accomplish semi-annual training requirements during unit MR training must be rectified prior to 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 NMR for an event, but the crewmember will remain NMR for that event and will be supervised on any flight requiring that event IAW **Paragraph 4.9.1**.

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

4.4.1.4. Units may develop local mission accomplishment reports and/or training accomplishment reports to document continuation training for processing into ARMS. See AFI 11-202, Volume 1, Chapter 4, for additional guidance.

4.4.2. For an unsatisfactory flight evaluation, do not log continuation training requirements for those events graded Q-3 (according to AFI 11-2C-130J, Volume 2) until re-qualified. Sq/CC will determine which events of **paragraph 4.4.1** will be allowed for credit based on AF Form 8 evaluation description.

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

4.4.4. Instructor and flight examiner training requirements. Instructors and flight examiners may credit 50 percent of their total requirements while instructing or evaluating. 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 **Chapter 7** for additional details on crediting specific events. Pilots may credit selected mission events while performing Pilot Monitoring (PM) duties (refer to **Table 4.4**).

4.4.6. Local Flying Training Supplements. Subordinate units may supplement flying training IAW AFI 33-360. Formal School OG/CCs, the Commandant USAF Weapons School (USAFWS), and other unique units with special requirements may determine, obtain MAJCOM approval, and publish (local supplement) ground and flying continuation training requirements for their units (e.g., to define requirements for BMC crewmembers).

4.4.7. Documenting Aircrew Training Events.

4.4.7.1. All training events will be recorded in ARMS.

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

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

4.4.7.1.3. Input all one-time events and events required for permanent change-of-station (PCS) in the ARMS database. Units may maintain one-time events on the crewmember's currency report.

4.4.7.2. See Attachment 2 for additional requirements.

4.5. Continuation Training Requirements.

4.5.1. Completion and tracking of continuation training is ultimately the responsibility of the individual crewmember. Crewmembers should actively work with unit schedulers and training offices to ensure their continuation training is accomplished as described in this chapter.

4.5.2. Ground Training Events. Crewmembers will comply with requirements of **Table 4.1** and **Table 4.2** **NOTE: Tables 4.1, 4.2 and 4.3 only include ground training requirements that specifically apply to aircrew. This AFI is not the directive authority for all ground training. Individuals are responsible for completing additional ground training requirements as specified in AFI 36-2201 and other applicable instructions.**

4.5.2.1. Failure to accomplish events in **Table 4.1** or **Table 4.3** leads to non-mission ready status. See **paragraph 4.9** for regaining mission ready status.

4.5.2.2. Failure to complete mobility training requirements in **Table 4.2** does not lead to non-mission ready status but may restrict crewmember from certain missions.

4.5.2.3. Crewmembers (i.e., NAF, MAJCOM, USAF EC , etc) attached to units 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 (ARMS office).

4.5.2.4. At the crewmembers discretion, ground training that does not degrade required response time or mission completion may be accomplished during extended alert duty (more than 24 hours). Specify additional requirements and or restrictions in MAJCOM supplement or local training procedures.

4.5.2.5. Flight Surgeons use requirements in **Table 4.3**.

4.5.2.6. Ancillary Training. See paragraph **4.7**

Table 4.1. Ground Continuation Training Requirements.

Code	Event	Position	Freq	Reference Directive	Notes
	Flight Physical	All	455d	AFI 44-170	1, 10
	Physiological Training	All	60m	AFI 11-403	1, 10
G060	Tactics	All	S		4, 5, 6, 8
G070	Aircrew Intelligence	All	A	AFI 14-105 w/Sup AFI 14-202v1 AFI 14-MDSv1	4, 5, 8, 10
G080	Communications Procedures	P	365d	AFI 33-211	4, 5, 7, 10
G090	Anti-hijacking	All	B	AFI 13-207	4, 8, 10
G130	Instrument Refresher Course	P	Note 2		2, 10
G182	Hazardous Cargo Training	AC	T	AFJI 11-204	4, 5, 8, 10, 12
G182A	Hazardous Cargo Training	L	24m	AFJI 11-204	8, 10, 12
G230	CRM Refresher	All	A	AFI 11-290	8, 10, 11
G602	Loadmaster Refresher Training	L	A		3, 5, 8
LL03	Egress Training, Non-Ejection	All	T	AFPD 11-3 AFI 11-301	1, 10
LL06	Aircrew Flight Equipment (AFE)	All	A/R	AFI 11-301	8, 9, 10
NV03	NVG Ground Refresher Training	All	24m	AFI 11-202v1	8, 10, 13, 14
SS02	Combat SERE Training	All	36m	AFI 16-1301	4, 5, 8
SS05	Water Survival Training	All	36m	AFI 16-1301	4, 8
SS06	Emergency Parachuting Training (Refresher)	All	36m	AFI 16-1301	4, 5, 8
A-Annual, B-Biennial, S-Semi-Annual, T-Triennial, A/R-As Required, m-due in number of months, d-due in number of days					

NOTES:

1. Mandatory grounding item on expiration date; individual will not fly until required training is accomplished. Flight physicals become due 366 days after the previous physical, and expire after the 455th day or as indicated on the AF IMT 1042, whichever occurs first. The required frequency may vary to address waivers and/or individual physical limitations (as determined by the Flight Surgeon), but in no case will exceed 455 days. Flight physical and physiological training are independently tracked via the crewmember's Individual Training Summary (ITS) and thus do not require an ARMS code. If units want to track in ARMS, use G005 and G006 per **Chapter 7**.
2. Log IRC upon completion of the complete course to include instructor-led Hot Topics. Pilots on active duty flying status must complete the IRC every fourth quarter after completion IAW AFMAN 11-210, *Instrument Refresher Course (IRC) Program* and AFI 11-202 Volume 1.
3. Wing level and below. G602 incorporates Loadmaster Aerial Delivery (LAD).
4. Not required for Senior Officer Course graduates.
5. Not required for BAQ or BMC crewmembers.
6. Units should conduct Tactics Training semiannually with emphasis on current tactics changes and techniques. OG/CCs may specify an alternate frequency for Tactics Training, but not less than annual, provided unit aircrew members receive all G060 blocks of training annually.
7. OG/CCs may approve an extension of up to six months for aircrews.
8. OG/CC is the waiver authority for this event. See paragraph 4.9.3.4.
9. Aircrew Flight Equipment (LL06) should be accomplished in conjunction with SS02, LL03, or SS05. See event description in **Chapter 7**.
10. AFI 11-2-C130J Volume 1 is not the governing directive for completion of this event. IAW AFI 11-202 Volume 1, Paragraph 6, refer to HQ USAF/A3OT reference publications for current ancillary training frequencies.
11. Crewmembers completing refresher simulator can credit G230, CRM Refresher.
12. With SQ/CC (or designated representative) approval, crewmembers who are NMR for failure to complete Hazardous Cargo Training (G182) may fly unsupervised on local training missions.
13. With SQ/CC (or designated representative) approval, crewmembers who are NMR for failure to complete NVG Refresher Training (NV03) may fly unsupervised on missions not required NVG use.
14. For NVG-certified crewmembers.

Table 4.2. Aircrew-Specific Mobility Training Requirements (If Non-Current, Restrictions May Apply).

Code	Event	Frequency	Reference Directive	Notes
C040	Mobility Folder Review	A/R	AFMAN 10-401, AFI 36-507	2, 3, 6
E030	Passport	A/R	Foreign Clearance Guide	
E035	Secondary Passport	A/R	Foreign Clearance Guide	
G120	ISOPREP Review	A/R	AFI 14-202v1	3, 6
G280	Small Arms Training	24m	AFI 36-2226, AFI 31-207	3, 4, 6
LL04	Aircrew Chemical Defense Trng	B	AFI 11-301	2, 3, 6
SS03	Conduct After Capture (CAC) / High Risk of Isolation	36m	AFI 16-1301	
SS07	Contingency SERE Indoctrination	A/R	AFI 16-1301	
VT03	VTRAT Refresher	A	Chapter 4	1, 2, 3, 5, 6
A-Annual, B-Biennial, T-Triennial, A/R-As Required, m-due in number of months, d-due in number of days				
NOTES:				
1. See event description in Chapter 7 for additional information on currency cycle requirements.				
2. The OG/CC is the waiver authority for this event.				
3. Not required for BAQ or BMC crewmembers.				
4. AFRC and ANG crewmembers will comply with AFI 36-2226 requirements.				
5. VT03 is mandatory only for units co-located with a VTRAT device.				
6. Not required for Senior Officer Course graduates.				

Table 4.3. Flight Surgeon Continuation Training and Mobility Requirements.

(Restrictions may apply for failure to accomplish; events may restrict crewmembers' ability to participate in missions requiring the event).				
Code	Event	Frequency	Reference Directive	Notes
	Flight Physical	455d	AFI 44-170	1, 5, 6
	Physiological Training	60m	AFI 11-403	1, 6
C040	Mobility Folder Review	A/R	AFMAN 10-401, AFI 36-507	2, 4, 6
E030	Passport	A/R	Foreign Clearance Guide	2, 6
E035	Secondary Passport	A/R	Foreign Clearance Guide	2, 6
FF00	Flight Surgeon Sortie	60d	AFI 11-202v1	

FF11	Day Sortie	6 per SA	AFI 11-202v1	8, 9
FF12	Night Sortie	SA	AFI 11-202v1	8, 9, 10
G090	Anti-Hijack Training	OT		3, 6
G120	ISOPREP Review	A/R	JP 3-50	2, 6
G230	CRM Refresher	A		3, 4, 6
LL01	Aircrew Flight Equipment Familiarization Training	OT	AFI 11-301v1	4
LL03	Egress Training, Non-Ejection	B	AFI 11-301v1	1, 6
LL04	Aircrew Chemical Defense Training	OT	AFI 11-301v1	2, 3, 4, 6
LL05	Egress Training, w/ACDE	OT	AFI 11-301v1	2, 4, 6
Q001	AFDL FS Test	17m	AFI 11-2MDSv2	2, 4, 6
SS01	Local Area Survival	A/R	AFI 16-1301	2, 4, 6,
SS02	Combat SERE Training (CST)	36m	AFI 16-1301	2, 3, 6, 7
SS03	Conduct after Capture	36m	AFI 16-1301	2, 3, 6, 7
SS05	Water Survival Training	36m	AFI 16-1301	3, 6
SS06	Emergency Parachute Training	36m	AFI 16-1301	2, 3, 6, 7
SS07	Contingency SERE Indoctrination (CSI)	A/R	AFI 16-1301, COCOM Directive	2, 6

A-Annual, B-Biennial, T-Triennial, OT-One Time Only, A/R-As Required, m-due in number of months, d-due in number of days

NOTES:

1. Mandatory grounding item.
2. Flight Surgeons without an aviation unit mobility requirement (e.g. non-operational staff or leadership role in Aerospace Medicine, and Flight Surgeons undergoing training in the USAF Residency in Aerospace Medicine) do not need to accomplish this training.
3. The OG/CC or equivalent is the waiver authority for this event. See paragraph 4.9.1.4. for flight surgeon loss of currency.
4. Accomplish upon arrival after each permanent change of station or change in MDS.
5. Flight physicals become due 366 days after the previous physical, and expire after the 455th day or as indicated on the AF IMT 1042, whichever occurs first. The required frequency may vary to address waivers and/or individual physical limitations (as determined by the Flight Surgeon), but in no case will exceed 455 days.
6. AFI 11-2MDS Volume 1 is not the governing directive for completion of this event. IAW AFI 11-202 Volume 1, Paragraph 6, refer to HQ USAF/A3O-AT reference publications for current ancillary training frequencies. See event description in Chapter 7 for additional information.

7. S-V80-A and S-V80-B establish initial training completion dates for SS02, SS03 and SS06.
8. Flight surgeons must fly at least 50 percent of their annual minimum requirements in primary unit aircraft unless deployed away from their primary unit for more than 90 days.
9. Flight surgeons may log more than one sortie per day; however, no more than one sortie per single calendar day will be credited towards semi-annual and annual sortie requirements.
10. A night sortie is one on which either takeoff or landing and at least 50 percent of flight duration or one hour, whichever is less, occurs during night time, as defined in AFI 11-401.

4.5.3. Flying Continuation Training Requirements. **Table 4.4** and **Table 4.5** list continuation training event requirements. See **Chapter 7** for event descriptions.

4.5.3.1. Dual-Seat Qualification. MPD pilots and above are dual-seat qualified. MPD pilots and above may fly in either seat with an AC or higher in the other seat as designated by the Sq/CC or appropriate ARC Air Operations Officer and appropriately annotated on the Flight Authorization (flight orders).

4.5.3.2. ATD Credit for Training Requirements. Flight events creditable in the ATD are listed in **Table 4.4** and **Table 4.5**. For ARMS tracking, simulator events will be logged with an "S" prefixed task ID in ARMS. All simulator accomplishments must be documented and tracked in ARMS.

4.5.3.3. Continuation Training Flying. Each MAJCOM provides flying hours to each wing as training, test, and ferry hours or operations and maintenance (O&M) hours. The hours, based on Aircraft Commander FTL C, are designed to provide all crew positions with sufficient hours to accomplish all continuation flying training requirements.

4.5.3.4. Mission profile simulators (G240, G250) will be flown in the same manner as the aircraft, to include the wear and use of professional gear (headsets, helmets, etc.)

4.5.3.4.1. Simulator sorties will be scheduled as ground events in GDSS (if able) and sortie cancellation authority will reside with the OG/CC (or designated representative.)

4.5.3.4.2. Pre-requisites (if required) for simulator training must be completed prior to the sim start time or the training will be cancelled.

4.5.3.5. 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. Training events will be prorated for each semi-annual period (See **paragraph 4.8**).

4.5.3.5.1. Any crewmember who is current for night training events as of 1 April will remain current through 30 September. Any crewmember non-current for these events prior to 1 April will remain non-current until accomplishing the event with an instructor.

4.5.3.6. Airdrop Proficiency and Currency Requirements. Pilots may take credit concurrently for an airdrop and other events as defined by event descriptions in [Chapter 7](#). Loadmasters may take credit when actual load or personnel are loaded and rigged, all checklists through the run-in checklist are accomplished, and the no-drop condition is not caused by the loadmaster.

Table 4.4. Pilot Semi-Annual Continuation Flying Requirements.

Code	Event	Aircraft Commander					MPD Pilot				Creditable in WST			Notes
		A	B	C	E	CUR	A	B	C	CUR	%	Maintain	Regain	
B014	Cat I Navigation Sortie										100	Yes	Yes	2, 4, 6, 9
G240	CRM Simulator										100	Yes	Yes	2, 14
G250	Pilot Simulator Refresher										100	Yes	Yes	2, 14
M010	Proficiency Sortie	1	1	1			1	2	2		100	Yes	Yes	1, 4
NV47	NVG Takeoff	2	4	6			2	2	2		100	Yes	Yes	4
NV48	NVG Landing	2	4	6		Q	2	2	2	Q	100	Yes	Yes	4
NV80	NVG Instrument Approach	1	1	2			1	1	2		100	Yes	Yes	4
P020	Takeoff	8	10	12	6	M	8	10	12	M	100	Yes	Yes	1, 4
P028	Right Seat Takeoff						2	3	3	Q	100	Yes	Yes	4, 13
P029	Left Seat Takeoff						2	3	3	Q	100	Yes	Yes	4, 13
P070	Instrument Approach	6	8	12	6	M	6	8	12	M	100	Yes	Yes	1, 4
P071	Head-Down Approach	2	2	3	1		3	3	4		100	Yes	Yes	4
P080	Coupled Approach	1	1	1	1		1	1	1		100	Yes	Yes	4

P100	Precision	3	4	6	2		3	4	6		100	Yes	Yes	4
P110	Non-Precision	3	4	6	1		3	4	6		100	Yes	Yes	4
P116	NDB/VOR	1	1	1	1		1	1	1		100	Yes	Yes	4
Code	Event	Aircraft Commander					MPD Pilot				Creditable in WST			Notes
		A	B	C	E	CUR	A	B	C	CUR	%	Maintain	Regain	
P120	Category 2 ILS Approach	2	2	2	1		2	2	2		100	Yes	Yes	4
P130	Circling	1	2	2	1		1	2	2		100	Yes	Yes	4
P190	Landing	8	10	12	6	M	8	10	12	M	100	Yes	Yes	1, 4
P192	Unaided Night Landing	2	2	2		Q	2	2	2	Q	100	Yes	Yes	4, 5
P198	Right Seat Landing						2	3	3	Q	100	Yes	Yes	4, 13
P199	Left Seat Landing						2	3	3	Q	100	Yes	Yes	4, 13
	Airland Events													
AS09	Assault Takeoff	6	8	10			2	4	4		100	Yes	Yes	4
AS11	Assault Landing	8	10	12			2	4	4		50	Yes	No	4, 12
AS21	Heavyweight Assault Landing	2	2	4			2	2	4		50	Yes	No	4, 12
NV49	NVG Assault Landing	2	2	4		Q	1	2	2		50	Yes	No	4, 12
NV50	NVG Assault Takeoff	1	2	2			1	2	2		100	Yes	Yes	4
P123	Msn Computer Approach	1	1	1	1		2	2	2		100	Yes	Yes	4, 8

RS06	High Altitude Arrival	1	1	1			1	1	1		100	Yes	Yes	4
RS16	Low Altitude Arrival	1	3	3			1	3	3		100	Yes	Yes	4
Code	Event	Aircraft Commander					MPD Pilot				Creditable in WST			Notes
		A	B	C	E	CUR	A	B	C	CUR	%	Maintain	Regain	
RS26	High Altitude Departure	1	1	1			1	1	1		100	Yes	Yes	4
RS36	Low Altitude Departure	1	3	3			1	3	3		100	Yes	Yes	4
RS46	Penetration/ Rapid Descent	1	1	1			1	1	1		100	Yes	Yes	4, 8
Visual Low-Level (VLL) Events														
VL01	VLL Day Event	2	2	2			2	2	2		50	Yes	No	4, 8, 12
VL11	VLL Formation Day Event	1	1	1			1	1	1		50	Yes	No	4, 8, 12, 15
VL21	VLL Formation Lead Event	1	1	1			1	1	1		50	Yes	No	4, 8, 12, 15
VL30	High to Low Alt Transition										100	Yes	Yes	2, 4, 8
NV00	VLL NVG Event	2	2	3			2	2	3		50	Yes	No	4, 8, 12
NV08	VLL NVG Formation	1	1	2			1	1	2		50	Yes	No	4, 8, 12, 15
SKE Events														
SK07	SKE Form Wing Event	1	2	4			1	3	5		100	Yes	Yes	4, 8, 15
SK17	SKE Lead Event	1	2	2			1	1	1		100	Yes	Yes	4, 8, 15

Code	Event	Aircraft Commander					MPD Pilot				Creditable in WST			Notes
		A	B	C	E	CUR	A	B	C	CUR	%	Maintain	Regain	
	Airdrop Events													
AD03	Equipment Airdrop	1	2	2			1	2	2		50	Yes	No	3, 4, 8, 12
AD04	CDS Airdrop	1	2	2			1	2	2		50	Yes	No	3, 4, 8, 12
AD05	Personnel Airdrop	1	2	2			1	2	2		50	Yes	No	3, 4, 8, 12
AD09	JPADS Med/High Alt Airdrop	1	1	1			1	1	1		100	Yes	Yes	4, 8
AD11	PADS Operator Unguided Airdrop	2	2	2			2	2	2		50	Yes	No	4, 11,
AD12	PADS Operator Guided Airdrop	2	2	2			2	2	2		50	Yes	No	4, 11
FR16	Formation Visual Recovery	2	2	3			2	2	3		50	Yes	No	4, 12, 15
FR26	SKE Departure	2	2	3			2	2	3		100	Yes	Yes	4, 15
FR36	SKE Recovery	2	2	3			2	2	3		100	Yes	Yes	4, 15
	Miscellaneous Events													
FE09	Optical Threat Event	2	2	2			2	2	2		100	Yes	Yes	4, 10
FE19	IR Threat Event	2	2	2			2	2	2		100	Yes	Yes	4, 10
FE29	Radar Threat Event	2	2	2			2	2	2		100	Yes	Yes	4
P260	Have Quick Event	1	2	2			1	2	2		100	Yes	Yes	4

Code	Event	Aircraft Commander					MPD Pilot				Creditable in WST			Notes
		A	B	C	E	CUR	A	B	C	CUR	%	Maintain	Regain	
P270	Secure Voice Event	1	2	2			1	2	2		100	Yes	Yes	4
P280	ACDTQT										100	Yes	Yes	4, 7
M-monthly, Q-quarterly														
NOTES:														
1. Unqualified in the aircraft if non-current in excess of 6 months.														
2. One event due annually.														
3. Airdrop event; SATB or actual.														
4. For ARMS tracking, WST events will have an "S" prefix.														
5. USAFE pilots: Night Landing – 180-day currency.														
6. Training requirement determined by MAJCOM/A3.														
7. P280 is Triennial for FTL A, Biennial for FTL B, and Annual for FTL C. Not required for FTL E crewmembers.														
8. May be credited while performing Pilot Monitoring (PM) or Pilot Flying (PF) duties.														
9. May log 100% in a Cockpit Procedures Trainer (CPT). For ARMS tracking, CPT events will have a "C" prefix.														
10. May log 100% in Visual Threat Recognition and Avoidance Trainer (VTRAT).														
11. JPADS certified pilots only.														
12. WST % creditability is rounded up (100% if requirement is 1). Crewmembers can maintain and regain currency for any event that may be 100% accomplished in the simulator.														
13. MPD pilots only. See paragraph 5.3 for further discussion of left-seat and right-seat flying.														
14. Must be accomplished with at least one qualified Aircraft Commander on the crew. (ARC may substitute an FTL A FPQ for an AC, if needed).														
15. N/A for Single-Ship Airdrop Qualified.														

Table 4.5. Loadmaster Semi-Annual Flying Continuation Requirements.

Code	Event	Loadmaster				Notes
		A	B	C	CUR	
	Basic/Proficiency Events					

G240	CRM Simulator					2, 11
M010	Proficiency Sortie	4	6	6	45d	1, 7, 10
M050	Tactical Mission	2	3	5		
NV02	NVG Sortie		1	2		8
NV05	NVG Airland Event					2
	Airdrop Events					
AD01	Basic Airdrop Event	2	3	5		1
AD03	Equipment Airdrop		1	2		4, 8, 12
AD04	CDS Airdrop		1	2		4, 8, 13
AD05	Personnel Airdrop		1	1		3, 4, 8
AD09	JPADS Med/High Altitude Airdrop					2
AD10	PADS Airdrop					2, 9
	Miscellaneous Events					
FE09	Optical Threat Event					2, 6
FE19	IR Threat Event					2, 6
P280	ACDTQT					5

d-due in listed number of days.

NOTES:

1. Unqualified in the aircraft if non-current for M010 in excess of 6 months. Unqualified in airdrop if non-current for AD01 in excess of 6 months.
2. One event due annually.
3. ARC loadmasters require only one annually. FTU instructor loadmasters and USAF Mobility Weapons School loadmasters are exempt from this requirement.
4. Actual load required (not SATB). Loadmasters log AD05A for Personnel Airdrop.
5. P280 is Triennial for FTL A, Biennial for FTL B, and Annual for FTL C.
6. May log 100% in VTRAT.
7. MAJCOM and NAF loadmasters require one proficiency sortie every 90 days.
8. For FTL A crewmembers, training requirement is one event due annually.
9. JPADS certified loadmasters only.
10. Currency will expire at the end of the calendar month.
11. Event is 100% creditable in WST.
12. Consecutive periods will alternate between towplate and non-towplate procedures to satisfy continuation requirements (i.e. if a towplate airdrop is used to credit the requirement, a non-towplate airdrop must be accomplished for the next period).
13. Consecutive periods will alternate between static-line retriever and manual gate cut procedures to satisfy continuation requirements (i.e. if a manual gate cut is used to credit the requirement, a static-line retriever initiated airdrop must be accomplished for the next period).

4.6. Flight Surgeon Continuation Training Flying Requirements. Flight Surgeons will comply with the requirements of this volume and AFI 11-202, Volume 1. Flight surgeons require one sortie in any qualified MDS every 60 days. See AFI 11-202, Volume 1 table for flying continuation training requirements. See **Table 4.3** for flight surgeon continuation training requirements.

4.6.1. Any flight surgeon logging time in this MDS as a secondary airframe, or any AMC-assigned flight surgeon logging time in any DoD or foreign military aircraft in which they are granted authorization to fly by the local unit, must be on Aeronautical Orders assigning ASC 8A status and be current in their periodic flight physical and physiological training. The AC or their designated crewmember must also give FS a briefing on oxygen equipment and egress procedures prior to flight. **NOTE:** Initial Qualification requirements (in Chapters 2 and 3) only apply to the Flight Surgeon's primary aircraft.

4.6.1.1. For contingency/AOR missions, Flight Surgeons must also be current in the following events (in their primary aircraft): SS02, SS03, SS20 (S-V80-A), and G120.

4.7. Additional Ancillary Training. Ancillary Training is any guidance or instruction that contributes to mission accomplishment, but is separate from an Air Force Specialty or occupational series. Some ancillary training does not impact mission ready status or mobility status. AFI 11-2C-130J Volume 1 is not the governing directive for completion of ancillary training events. **Individuals are responsible for completing additional ancillary ground training requirements as specified in AFI 36-2201 and other applicable instructions.** In accordance with AFI 11-202 Volume 1, the source AFI provides training frequency for these events unless an approved waiver has been authorized. See Unit Deployment Manager to ensure compliance with additional non-aircrew specific training requirements.

4.8. Proration of Training. AFI 11-202, Volume 1 describes proration of training requirements for crewmembers not available for flying duties. In addition, prorate training for non-availability due to contingency alerts and contingency flying temporary duty (TDY) when the contingency precludes training for certain mission events (PACAF and USAFE: also contingency operations from home station). This authority will be used judiciously, especially when prorating the same crewmember for consecutive semi-annual training periods.

4.8.1. Use this formula to determine training requirements: number of months available times the event volume divided by the number of months in the training period. Round down to the nearest whole number, but not less than 1 (e.g. 5.6 rounds to 5).

4.8.1.1. Use **Table 4.6** to determine the number of months available. Prorate only if absence is at least 15 cumulative days.

4.8.1.2. When an individual permanently changes station (PCS) during the training cycle to a unit flying the same MDS aircraft and enters the same FTL or lower, credit training accomplished at the previous base. Prorate training requirements based on the time available (e.g., time at former base, plus time at new base, minus number of days not available) during the training period. Time available starts 7-days after sign-in for the Continental United States (CONUS) and 14-days after sign-in for outside the continental United States (OCONUS) or on the date of actual accomplishment of the first training event, whichever occurs first. Subtract previous accomplishments from the prorated total to determine remaining requirements.

4.8.2. Units may also prorate requirements for individuals changing training levels. If requirements are prorated do not credit events accomplished while in the former FTL.

Table 4.6. 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. Failure to Complete Training Requirements. Declare individuals NMR if they fail to maintain flying currency, fail to complete semi-annual flying continuation training requirements, or fail to complete ground continuation training requirements. The following guidance applies:

4.9.1. Loss of Currency. Flight currency is associated with those events denoted in the flying continuation training tables by a specific period of time (monthly, quarterly, semi-annual, or annually) within which an event will be accomplished (listed in the “CUR” column). Loss of currency prohibits an individual from accomplishing unsupervised in-flight duties in the non-current event(s).

4.9.1.1. Place individuals delinquent in one or more currency events in supervised training status for that event and declare them NMR. Loss of currency prohibits an individual from accomplishing unsupervised in-flight duties in the non-current event(s).

4.9.1.2. Crewmembers are non-current the day after event currency expires (i.e., a crewmember that accomplished an event with monthly currency on 1 May becomes non-current on 1 July).

4.9.1.3. Sq/CC will direct training necessary for the individual to regain MR status (See paragraph 4.9.4.2) or request an OG/CC waiver for the requirement (See paragraph 1.5.7). Base the decision to approve a waiver on the individual crewmember’s experience and proficiency level. Do not approve a waiver request for the same flying training event deficiency affecting consecutive training periods (if a waiver is desired for consecutive training periods, forward request for MAJCOM approval).

4.9.1.4. Flight Surgeon loss of flying currency. Units will notify the MAJCOM Command Surgeon of Flight Surgeons exceeding 60-days between sorties (AMC units send notification to AMC/SGP and local MDG/CC). Flight surgeons that exceed 60 days between sorties require a review of aircraft exits and oxygen systems conducted by a member of the flight crew designated by the Aircraft Commander (AC) prior to the flight to regain flying currency.

4.9.1.4.1. The egress review will be signed off by the AC on a copy of the AMC/SGP memo or other approved form (e.g., AF 1522, locally generated form/memo, etc.) Note: documentation on AFTO 781 is not acceptable. The Flight surgeon must submit this documentation to the local Squadron/Host Aviation Resource Manager

(SARM/HARM) office after the flight or upon return to home station if the flight is in conjunction with a TDY. The HARM or SARM will place the documentation in the flight surgeon's training folder.

4.9.1.4.2. Failure to complete and document required training before the flight will result in the loss of ability to log primary flight surgeon time.

4.9.1.4.3. Flight Surgeons that exceed 6-months between sorties require completion of LL03, Emergency Egress Training, Non-Ejection Seat, with a certified aircrew instructor prior to the next flight.

4.9.2. Failure to Complete Semi-annual Flying Training Events. At the end of each training period, the Sq/CC will review ARMS products for crewmembers that fail to accomplish all required flying continuation training. Failure to complete semi-annual requirements prohibits an individual from accomplishing unsupervised in-flight duties in the specific event(s).

4.9.2.1. Place individuals delinquent in one or more currency events in supervised training status for that event and declare them NMR in unit missions requiring the event.

4.9.2.2. Sq/CC will direct training necessary for the individual to regain MR status using the same process as regaining currency (See paragraph 4.9.4.2) or request an OG/CC waiver for the requirement (See paragraph 1.5.7). Base the decision to approve a waiver on the crewmember's experience and proficiency level. Do not approve a waiver request for the same flying training event deficiency affecting two consecutive training periods (if a waiver is desired for two consecutive training periods, forward request to MAJCOM approval).

4.9.3. Failure to Complete Ground Training Events.

4.9.3.1. Failure to complete Ground Continuation training events in **Table 4.1** leads to NMR status. NMR status prohibits an individual from accomplishing unsupervised in-flight duties until the delinquent event is accomplished or waived.

4.9.3.2. Failure to complete Mobility Training events in **Table 4.2** does not affect MR status but restricts crewmembers from performing missions that require the delinquent event(s) until the required training is accomplished.

4.9.3.3. If a Flight Surgeon fails to complete Ground Continuation Training events in **Table 4.3**, the Sq/CC (or his designated representative) will determine the Flight Surgeon's status based on mission requirements.

4.9.3.4. With the exception of mandatory grounding items in **Table 4.1**, the OG/CC may waive certain ground continuation training events identified in **Table 4.1** and **Table 4.2**. This waiver extends the due date and does not delete the requirement. This waiver authority will be used judiciously. The decision to grant a waiver will be based on the individual crewmember's experience and proficiency level. OG/CC will determine the allowable time period of the waiver. The make-up training should be accomplished at the earliest opportunity. This waiver is for unforeseen circumstances only and only for events that will not degrade mission accomplishment.

4.9.3.5. With the exception of mandatory grounding items, SQ/CC (or their designated representative) may allow crewmembers NMR for events in **Table 4.1** to fly

unsupervised on training missions as long as the crewmembers do not accomplish the specific event(s) that put them into NMR training status. An individual NMR for failure to complete NVG Ground Refresher Training (NV03) may fly unsupervised on any mission not requiring the overdue event with SQ/CC (or designated representative) approval. An individual NMR for failure to complete Hazardous Cargo Training (G182) may only fly unsupervised on local training missions not requiring the overdue event with SQ/CC (or their designated representative) approval.

Table 4.7. NMR Flying Restrictions.

NMR DUE TO	RESULT
Proficiency / Basic events (Note 1)	Instructor supervision required
Non-NVG assault events	Restricted from non-NVG assault events
Visual Low-Level day events (Note 2)	Restricted from Visual Low-Level day events
SKE formation events (Note 2)	Restricted from SKE formation events
NVG airland (to include NVG takeoff, NVG landing, NVG Instrument Approaches)	Restricted from NVG airland operations
NVG assault events	Restricted from NVG assault events
NVG VLL event (Note 3)	Restricted from NVG VLL event
NVG ground operation events (loadmaster)	Restricted from NVG ground operations
Airdrop events (Note 4)	Restricted from airdrop events
Tactical arrival and departure events	Restricted from tactical arrivals and departures
Miscellaneous events (see Tables 4.4 & 4.5)	No restriction

NOTES:

1. Includes all Proficiency/Basic events listed in **Table 4.4** and **Table 4.5**. See NVG items for NVG restrictions. (Example: NMR due to landing requires instructor supervision for any landing. NMR due to NVG Landing restricts NVG landings but does not affect unaided landings). Only includes Category 1 Navigation Sortie if planned for the mission. If not planned, crewmembers are restricted from performing those events, but they may fly without instructor supervision. Pilots NMR due to unaided night events may fly unsupervised on local training day missions as long as they are not also delinquent due to corresponding day events planned for the mission. If a loadmaster is NMR due to M050, Tactical Mission, the crewmember may still fly a Proficiency Sortie as long as no mission events requiring a tactical checklist are planned or flown.
2. Includes formation departure and recovery events. Does not include airdrop.
3. Unaided night VLL events are no longer required or practiced. See AFTTP 3-3.C-130J and/or AFI 11-2C-130J, Volume 3.
4. Airdrop events may be divided into equipment, personnel, Container Delivery System (CDS) or JPADS/I-CDS airdrop events. For example, a loadmaster may be NMR due to a personnel drop, but that does not affect equipment or CDS if not delinquent in those events. For pilots, PADS Operator NMR status does not affect other airdrop events.

4.9.4. Crewmembers NMR for Flying Training Events.

4.9.4.1. NMR crewmembers may fly unsupervised on CONUS and OCONUS missions if events in the delinquent category are not accomplished (OG/CC approval not required for local, routine, and non-contingency missions). Use **Table 4.7** as a guide. **NOTE:** An individual non-current in takeoffs (P020), landings (P190), or approaches (P070), will not fly unsupervised on any sortie (See paragraph **1.10**).

4.9.4.2. Regaining Currency or Mission-Ready Status.

4.9.4.2.1. Non-current or NMR for up to 6-months, a crewmember will demonstrate proficiency in the aircraft or simulator (as appropriate as defined in **Table 4.4** or **Table 4.5**) with an Air Force instructor (or ATS instructor of like specialty for simulator creditable events) in all delinquent items. Crewmembers non-current for less than 6-months will maintain their current training level (no training folder required).

4.9.4.2.2. Non-current or NMR exceeding 6-months. For events identified in **Table 4.4** and **Table 4.5**, the crewmember is unqualified in the aircraft and will complete Sq/CC-directed requalification training and an aircrew evaluation according to AFI 11-2C-130J Volume 2 (see **Table 4.7**, Note 1 for clarification and exceptions). If NMR due to Assault, Visual Low-Level, SKE, or Airdrop events exceeding six months, the aircrew member is unqualified or uncertified in the appropriate mission event and will complete requalification or recertification as directed in paragraph 2.9. (*Exception:* Flight evaluation not required if event only requires certification). Use **Table 4.7** as a guide for grouping events. NMR due to NVG events does not affect the unaided event (e.g., NMR due to NVG Landing does not affect Landing). Crewmembers will regain NVG currency by flying with an instructor for the particular NVG event. NMR due to Miscellaneous Flying Training Events exceeding six months requires proficiency to be demonstrated in the aircraft, WST or verbally debriefed (except for P280, Aircrew Chemical Defense Task Qualification Training (ACDTQT)) to the satisfaction of a like-position qualified instructor in all delinquent items.

4.10. Requirements Before PCS or TDY by Rated Members on Active Flying Status. AFI 11-202, Volume 1 specifies requirements before PCS or TDY.

4.11. Requirements Before Removal From Active Flying Status. AFI 11-202, Volume 1 specifies requirements before removal from active flying.

4.12. Requirements While in Inactive Flying Status. AFI 11-202, Volume 1 specifies requirements while in inactive flying status.

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

4.14. Aircrew Flying in Non-US Air Force Aircraft and with Non-US Air Force Units. AFI 11-202, Volume 1 addresses individuals flying in this status.

4.15. Training Period. Continuation training program is based on static 6-month periods (1 January – 30 June and 1 July – 31 December). MAJCOMs may adjust training periods based on unique mission requirements.

Chapter 5

UPGRADE TRAINING

5.1. Description. This chapter identifies general prerequisites and training requirements for upgrade.

5.1.1. General. The flying time prerequisites for upgrade are based on the crewmember having gained the knowledge and judgment required to effectively accomplish the unit's missions. Sq/CCs will ensure their continuation training programs emphasize these areas. Crewmembers will have an in-depth knowledge of systems, procedures, and instructions before entering the formal upgrade program.

5.1.2. OG/CC is designated waiver authority for minimum flying hour prerequisites for entry into formal upgrade courses (see [Table 5.1](#)).

Table 5.1. Aircrew Qualification / Upgrade Prerequisites.

From	To	Prerequisites	Tasks and Events Required Before Certification	Notes
UNQ	FP	UPT Graduate	PIQ	7
UNQ	MP	1000 total flying hours (800 FAIP/OSA)	PXA, PXB, or PXC MPD Phase II guide, if required	1, 4, 5, 6, 7, 8
FP	MP	Total Time / PAA 1300 / 300 or 900 / 700	MPD Phase I, II & III	4, 5
MP	IP	200 hours since AC Certification or Previously Qualified C-130 E/H w/100 PAA	PIN course and IP Eval	4
UNQ	FL	Basic LM Course	LIQ	
UNQ	ML	Loadmaster with 2 years experience in any cargo aircraft	LXA	
UNQ	ML	Tactically qualified C-130 E/H Loadmaster (Minimum of 200 Hours E/H)	LXB	
ML	IL	200 PAA or Previously Qualified C-130 E/H w/100 PAA	LIN	2, 3
Instructor	Evaluator	Sq/CC Recommendation	In-unit Flight Examiner checkout	

NOTES:

1. C-130E/H cross-flow pilots will have 50 total C-130J hours (not including “other” time) prior to certification to aircraft commander. All other cross-flow pilots will have 100 total C-130J hours (not including “other” time) prior to certification to aircraft commander.
2. ML will have a X1A251 primary AFSC (or higher).
3. 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.
4. C-130J simulator time is creditable towards PAA Time. Simulator time is creditable towards total flying hours.
5. Total flying hours represents all flying time logged aboard a fixed wing aircraft as a “military” pilot including UPT, Student, and “Other” time (but does not include time in another aircrew specialty).
6. Any qualified candidate may be trained using a TX course for IQT/MQT at the gaining unit commander’s or appropriate AFRC/ANG supervisor’s discretion. Comply with ETCA and the course syllabus.
7. Refer all Rotary Wing pilots to MAJCOM/A3T for a training recommendation.
8. For MAF crossflow with similar skill set (i.e., C-17, C-5, etc.), MPD Phase II guide is not required. Pilots with dissimilar background (i.e., OSA/FAIP, F-16, etc.), accomplish MPD Phase II guide in-unit.

5.2. Mobility Pilot Development (MPD). Mobility Pilot Development is the development program leading to Aircraft Commander certification. The MPD program flows from Pilot Initial Qualification (PIQ) or Aircraft Commander Initial Qualification (ACIQ) formal training courses through continuation training to upgrade selection and culminates in certification as an Aircraft Commander. MPD continuation training is divided into three phases: MPD Phase I (V280), MPD Phase II (V281), and MPD Phase III. All MPD pilots will be dual-seat qualified and maintain qualification requirements according to AFI 11-2C-130J Volume 2. MPD pilots are not Aircraft Commanders. See minimum flying hour requirements in **Table 5.1**.

5.2.1. The success of this program depends on MPD pilots being mentored and provided with development opportunities. The upgrade training timeline to Aircraft Commander is based on performance and at the discretion of the Sq/CC, it should be tailored to match an individual’s capabilities and experience level.

5.3. MPD Continuation Training thru Aircraft Commander Upgrade.

5.3.1. Documentation. Completion of MPD Phase I and II is documented in ARMS as V280 and V281 respectively; GRACC is documented in ARMS as V282. Document the completion of the entire course via AF Form 4324 and Sq/CC certification.

5.3.2. Training Guides. MPD Phase I & II guides are available for download on the AMC/A3T CoP. Guides should be carried on all sorties to maximize training opportunities.

5.3.3. MPD Phase I (V280). After completion of the PIQ course, pilots enter Phase I of continuation training. This first phase consists of completing the MPD Phase I guide, which focuses on core aircraft abilities including communication, checklist discipline, systems knowledge, and basic mission planning. A Phase I MPD should not have additional squadron duties nor be expected to act as an Aircraft Commander, yet they should observe and learn from their aircrew leadership.

5.3.3.1. During this stage of pilot development, a Phase I MPD pilot is restricted to the right seat and may only occupy the aircraft left seat with an IP. Phase I MPD pilots will train in the right seat during refresher sims and may occupy the left or right seats for proficiency sims (and available proficiency time at the end of a refresher sim). Phase I MPD pilots will complete the MPD Phase I guide NLT 180 days (365 days for ARC) after becoming mission ready.

5.3.3.2. In order to advance beyond Phase I, the Phase I MPD pilot must be at least 6 months from the training start date (as defined in 1.7.1), have a minimum of 200 PAA (aircraft) hours, and have completed the MPD Phase I guide. Once these requirements are met, the Phase I MPD pilot may be approved for Phase II via the STRP. (Note: MPD pilots who were Mission Ready prior to the release of this AFI may continue under the previous GRACC workbook for up to 6 months beyond the release date of this AFI at Sq/CC discretion, but will comply with all other requirements in this paragraph). For FAIP/OSA or non-mobility weapon system pilots transitioning to MAF aircraft, completion of V280 is not required; however, V281 and V282 are required.

5.3.4. MPD Phase II (V281). This phase consists of completing the MPD Phase II guide, which focuses on the core tasks of flying skills, mission situational awareness, and crew management required for Aircraft Commander certification.

5.3.4.1. Training in this stage will ensure a balanced exposure to both left and right seats in the aircraft with an AC or above. Good judgment and Operational Risk Management (ORM) will dictate with whom they fly and what seat they occupy. As Phase II MPD pilots advance in knowledge, they are encouraged to practice actual mission management skills and decision making under the guidance of their AC or IP.

5.3.4.2. MPD Selection for Aircraft Commander Upgrade/Certification. Phase II MPD pilots must meet pre-requisites defined in [Table 5.1](#) as well as complete the MPD Phase II guide. Based upon performance, experience, and requisite flight hours, Phase II MPD pilots will be identified for upgrade by squadron leadership via the STRP. MPD pilots require a minimum of one AF Form 8 evaluation after FP mission ready certification and prior to entry into Aircraft Commander upgrade (N/A for MAF crossflow, FAIP/OSA, or non-mobility weapon system pilots).

5.3.4.3. AMC Orientation Tour / GRACC (V282). This event provides an in-depth look at selected AMC and 618 AOC (TACC) operations as well as an opportunity to interact with command senior staff. Ideally, this course should be completed by Aircraft Commander candidates after completing V281, but before beginning formal Aircraft Commander upgrade training (ACU). GRACC is mandatory for AMC pilots and highly encouraged for PACAF, USAFE, AFRC, and ANG mobility forces pilots upgrading to Aircraft Commander. GRACC is transferable between all mobility weapon systems. For

AMC pilots, V282 will be completed prior to Aircraft Commander certification. If unable to complete V282 prior to certification, units may schedule attendance up to 90 days after certification; beyond 90 days requires OG/CC approval. See [paragraph 1.18](#) for scheduling details. Additional information is available via ETCA: https://etca.randolph.af.mil/showcourse.asp?as_course_id=GRACC.

5.3.5. MPD Phase III. Aircraft Commander Upgrade (ACU). After the Sq/CC determines (via the STRP) an upgrade training start date, training time begins and the upgrade candidate will begin applicable ACU training events, as required (see [Table 1.2](#) for in-unit training time limitations). Prior to starting training, the training office will open and maintain an AF Form 4022 or Electronic Gradebook (EGB) until the upgrade candidate is certified as an Aircraft Commander. Units using multiple folders to document a pilots training progress may combine those into a single training folder at the unit's discretion. Training guides are authorized.

5.3.5.1. Current and qualified Aircraft Commander candidates accomplishing MPD Phase III training events require IP supervision during non-critical phases of flight and direct IP supervision during critical phases of flight. Two Aircraft Commander candidates may sit in the left and right seats under IP supervision in the simulator, as required.

5.3.5.2. The Aircraft Commander candidate will accomplish the following requirements prior to the Aircraft Commander Review and Certification (R&C) Board:

5.3.5.2.1. Aircraft Commander candidates must be current in applicable Mission Certification Training events listed in [Tables 3.1, 3.2, and 3.3](#) prior to certification.

5.3.6. Evaluation and Certification. Accomplish an Operational Mission Evaluation (OME) according to AFI 11-2C-130J Volume 2, if required. ACU culminates with a Sq/CC's R&C Board recommendation.

Table 5.2. Pilot Designation Codes.

If first two characters are:	Then the crewmember is a:	
"FP"	Qualified Pilot. Then 3rd character is:	
	"N"	Qualified Non-Mission Ready (NMR). This is used for the following: <ol style="list-style-type: none"> 1. Pilot Initial Qualification (PIQ) course graduate currently in local mission ready training. 2. FPQ who will be NMR for an EXTENDED period of time (greater than a month). 3. Not used for short duration NMR status due to DNIF or short term currency deficiencies. 4. Senior Officer Course (SOC) graduate.

		5. Pilots designated FTL E for continuation training.
	“L”	Qualified Mission Ready (MR). This is used for the following: 1. Cross-flow/requalification training complete but prior to OME and aircraft commander certification. Qualified pilot. May not be designated “in command”. May fly in either seat with an aircraft commander. Restricted from pilot-flying assaults unless with IP.
	“C”	Qualified Mission Ready (MR). This is used for the following: 1. Qualified Mission Ready Phase I MPD Pilot.
	“Q”	Qualified Mission Ready (MR). This code is used for the following: 1. Qualified Mission Ready Phase II MPD Pilot.
If "MP"	Fully Certified/Qualified Aircraft Commander. Then 3rd character may be:	
	“N”	Non-Mission Ready (NMR) Aircraft Commander. This code is used: 1. If the MP will be NMR for an EXTENDED period of time (greater than a month). 2. Not used for short duration NMR status due to DNIF or short term currency deficiencies.
"IP"	Fully Certified/Qualified Instructor Pilot who is performing instruction on the mission.	
"EP"	Fully Qualified Instructor Pilot and Certified Flight Examiner performing evaluator duties.	

5.4. Aircrew Instructor Program. This course is designed to teach selected crewmembers fundamentals and concepts of instructing. Instructor candidates will be selected based on experience, judgment, ability to instruct, flying skill, and technical knowledge.

5.4.1. For instructor upgrade prerequisites, see **Table 5.1**.

5.4.2. All instructor candidates will demonstrate to a flight examiner their ability to instruct and perform selected maneuvers and items according to applicable directives.

5.4.3. Instructor candidates will be mission-ready in their unit’s mission. Formation airdrop pilots will be Flight Lead certified. With OG/CC approval, former instructor pilots going through in-unit requalification may accomplish lead certification in conjunction with instructor requalification. SQ/CC can direct training requirements for previous formation airdrop Flight Lead certified pilots.

5.4.4. For ground and flight training requirements, all initial aircrew instructor candidates will complete training on the principles of instruction at the appropriate formal school.

5.4.4.1. Initial instructor candidates will attend the formal C-130J instructor course. Waivers will be reviewed on a case-by-case basis by MAJCOM/A3T if formal school course slots are not available.

5.4.4.2. All initial instructor candidates who attend the FTU will complete the Preparatory Course before formal instructor upgrade training. Aircraft commanders should demonstrate aptitude in all IP maneuvers. Courseware is available from the MATS contractor. Initial instructor candidates who upgrade in-unit will complete the associated Preparatory Course academic courseware, but do not need to complete any Preparatory Course flying requirements.

5.4.5. Instructor candidates who previously attended a formal instructor course for instructor qualification and were certified in any US Air Force aircraft as an instructor may upgrade in-unit without completing the MATS course. In-unit instructor upgrades require OG/CC approval. MAJCOM waivers are not required. Unit commanders determine training required to complete upgrade. The upgrade program will culminate in an Initial Instructor evaluation (INIT INSTR) IAW AFI 11-202, Volume 2. Unit commanders may require prior instructors to attend the formal course. Refer to [Table 1.2](#) for in-unit training time limits.

5.4.6. Instructor Responsibilities:

5.4.6.1. An AF instructor shall be a competent subject matter expert adept in the methodology of instruction. The instructor shall be proficient in evaluating, diagnosing, and critiquing student performance, identifying learning objectives and difficulties, and prescribing and conducting remedial instruction. The instructor must be able to conduct platform and in-flight instruction.

5.4.6.2. Instructors are responsible to provide thorough preflight briefings, post-flight debriefings, and critiques. Instructors will comply with requirements of mission outlines, as appropriate, for the type mission being flown.

5.4.6.3. Instructors will review each trainee's training record prior to performing each training flight or session.

5.4.6.4. Instructors will ensure all required upgrade training items are completed, signed off, and proficiency demonstrated IAW AFI 11-2C-130J, Volume 2 grading requirements before recommending trainee for evaluation or certifying the student as qualified in a tactic or mission.

5.4.6.5. Instructor Pilots. Instructor pilots shall be fully aware they are in command of the aircraft on training flights and are responsible at all times for flight conduct and aircraft safety. Should the trainee's judgment or proficiency at the controls raise a question in the instructor's mind as to the trainee's ability to safely complete a prescribed maneuver at any time during the flight, the instructor will immediately assume aircraft control. The instructor should then explain and demonstrate proper tactics, techniques, and procedures for the maneuver prior to the trainee resuming control of the aircraft. All instructors will place special emphasis on procedures for positively identifying emergency conditions before initiating corrective action.

5.4.6.6. Instructor Loadmasters. Responsibility for safely executing duties of their position will be emphasized to each aircrew member. 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 takeover those duties. The instructor should then explain and demonstrate the proper method of executing those duties prior to the trainee resuming duties.

5.5. Flight Examiner Certification.

5.5.1. Flight Examiners. Sq/CC will recommend instructors for flight examiner certification. Instructors identified for certification as flight examiner will possess satisfactory knowledge of training and evaluation policies and procedures and the ability to administer evaluations according to applicable publications.

5.5.2. Flight examiner candidates will complete the MATS flight examiner course for their crew position. Squadron commanders may waive this requirement if the candidate is a previously qualified flight examiner in any USAF aircraft. Flight examiner candidates should:

5.5.2.1. Observe qualified evaluators conducting a cross-section of evaluations, to include techniques used to evaluate aircraft systems and flight directive knowledge.

5.5.2.2. Receive a briefing on command policies and interpretations of AFI 11-202, Volume 1, AFI 11-202, Volume 2, AFI 11-2C-130J, Volumes 1 and 2 and MAJCOM supplements.

5.6. Formation/Flight Lead Certification. This section prescribes the prerequisites, qualifications, and training requirements necessary for upgrade to lead multi-element formations for aircraft commanders. Accomplish the upgrade training in-unit using AMC developed syllabus on the AMC/A3T CoP: <https://afkm.wpafb.af.mil/ASPs/CoP/EntryCoP.asp?Filter=OO-OP-AM-81>. Graduates of a FTU mission qualification course are 2-ship formation lead certified.

5.6.1. Prerequisites. Commanders should select highly qualified mission ready aircraft commanders for formation/flight lead. Do not use flying hour totals alone as a measure of experience. Put more weight on leadership abilities, knowledge of tactics, techniques, and procedures, systems and procedural knowledge, ability to adapt to rapidly changing situations, and skill at operating in day visual, SKE, and NVG formations in the low-level, aerial delivery, and assault operations environments.

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

5.6.3. Flying Training. The primary responsibility of a formation lead is to lead the formation through a variety of situations to an objective. Place emphasis for in-flight training on course and time control, communications, formation requirements, wingman consideration, tactical formation maneuvering, formation tactical departures and arrivals, adaptability to changing scenario, and reaction to threats. As a minimum:

5.6.3.1. Fly in the flight lead position for both visual and instrument (SKE) operations. Fly in the element lead position 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. Use of all secure communications and electronic combat systems is essential 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.

5.6.3.2. The flight lead candidate should brief and debrief each training mission.

5.7. Night Vision Goggle (NVG) Training. NVGs are standard for night tactical operations in the C-130J. The primary method for NVG training is during initial FTU qualification. Units may complete NVG training (including assaults) in-unit as a part of the AETC mission transition course.

5.7.1. NVG Conversion Training – If a crewmember is NVG certified and the unit, or crewmember, converts to a different type NVG, then academic training is required. Use the AFRL academic training program to cover the operation and features of the other model NVGs and NVG testers. Any flight training is at the discretion of the unit commander.

5.8. Phoenix Banner Certification. Squadron commanders and operations officers will ensure that crew members chosen for these missions are certified IAW [paragraph 5.8.1](#) and highly capable. Selection should be based on qualification, proficiency, experience, maturity, and mission complexity.

5.8.1. Units will establish and maintain Phoenix Banner training programs. As a minimum, training will consist of an instructor-led in-depth review of AFI 11-289, *Phoenix Banner, Silver, and Copper Operation*, discussion of tasking and execution agencies for Phoenix Banner missions, and how the aircrew will interface with these agencies. Furthermore, the program will address the personnel to coordinate with, in case of diversion or delay, including the presidential Advance Agent, US Secret Service, HMX-1 representative. 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, minimum 80 percent, corrected to 100 percent will be accomplished. Before commanding a Phoenix Banner, Silver, or Copper mission, aircraft commanders require squadron commander certification IAW AFI 11-289.

5.9. Joint Precision Airdrop System (JPADS) Certification.

5.9.1. The JPADS training program is designed for all crew positions. 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 airdrop, the PADS MP laptop will be used to determine a more precise airdrop release point or launch acceptability region (LAR). Crews will use AMC-provided checklists and mission planning guides during training and employment. Crews will comply with all requirements of AFI 13-217, *Drop Zone and Landing Zone Operations*. **NOTE:** Sq/CC will determine training requirements for previously certified I-CDS/JPADS qualified pilots and loadmasters.

5.9.2. JPADS Airdrop: This training is designed to allow single/multiple ship I-CDS or JPADS operations using low, medium, or high altitude 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 (i.e., I-CDS) are used in lieu of JPADS guided loads, an in-flight wireless update will be completed to a static AGU for training prior to the drop. Airdropping actual JPADS guided systems is intended for

significant training events and exercises, not normal recurring or initial training. Due to limited training assets, commanders should use discretion when scheduling JPADS airdrops.

5.9.3. ICDS and JPADS certification and currency. ICDS and JPADS certification will be completed in accordance with the JPADS training syllabus and guide. JPADS PADS operator (PO) mobile training team (MTT) instructors must be an IP, but are not required to be qualified in the MDS (e.g., a certified C-130J IP may perform PADS operator primary or instructional duties on a C-130E/H). For non-MDS qualified crew members, log other time with crew duty position as XP. Crewmembers who previously completed the interim JPADS training syllabus are considered JPADS certified. All crewmembers will complete Phase I training. Phase I Pilots will receive a JPADS certification, but will not require any continuation training. In addition, crewmembers performing PADS Operator (PO) or loadmaster (LM) duties will complete Phase II qualification training, and require continuation training. PO qualification includes I-CDS and JPADS drop operations. If a unit/Mobile Training Team does not have access to syllabus-required training equipment, instructors will, with unit CC/DO concurrence, determine if a PO student has received sufficient instruction for certification. All simulated events must be verbally debriefed. 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. LM certification is split into I-CDS (Phase I) and JPADS operations (Phase II). LM's that do not complete hands-on AGU training will be certified as Phase I only until JPADS Phase II training is complete.

5.9.4. Upon completion of applicable training, crewmembers are considered JPADS/I-CDS qualified/certified or I-CDS-only certified as described in 5.9.3. Units may document Phase I training on AF FORM 1522, *ARMS Additional Training Accomplishment Report* for non-PO pilots. Use ARMS event identifiers Q502 "JPADS/I-CDS certification" for non-PO certified pilots, Q521 "JPADS Phase I" for I-CDS/non-guided certified loadmasters, and Q522 "JPADS Phase 2" for PADS Operator certified crewmembers and JPADS certified loadmasters.

5.9.5. The PADS Operator (PO) is defined as any JPADS Phase II certified rated officer. Normally this consists of an additional pilot, but may also be a PADS Operator from another airframe (e.g., C-130E/H, C-17). For the purposes of non-current PADS Operators who need an instructor, like specialty is not required (e.g., a navigator PADS Operator may instruct a pilot PADS Operator on events AD11 or AD12).

5.10. Unimproved Landing Certification. Pilots will be trained and certified by an instructor on unimproved airfields using assault procedures. Unimproved airfields are airfields where runway acquisition and ground operations are complicated by blowing snow, sand, or dirt; undulating terrain, or minimum runway lighting or markings. Only affects MR status for missions requiring unimproved field landings. Units will record and track this training. Aircraft commanders and above previously certified for unimproved landings in the C-130 E/H do not require recertification in the C-130J.

5.11. Functional Check Flight (FCF) Certification. AFI 11-2C-130J, Volume 3 outlines FCF requirements. FCF pilots will be selected from highly qualified instructors. The candidate will complete a review of applicable technical orders. The pilot candidate will fly as the PM on a

minimum of one FCF prior to unit commander certification in order to ensure proficiency in running the FCF checklists

5.12. Touch and Go Landing Certification. Pilots receive touch and go training (day and NVG) as part of initial qualification at the FTU. They may be touch and go certified by the unit commander once AC upgrade is complete. See AFI 11-2C-130J, Volume 3, chapter 9 for touch and go restrictions.

5.13. Modular Airborne Fire Fighting System (MAFFS). The MAFFS mission is a joint mission performed by ANG, AFRC, and US Forest Service (USFS) personnel as a partnership with USFS as the lead federal agency. The term MAFFS is used as a generic term which includes both MAFFS (legacy) and MAFFS II. This section establishes the continuation training requirements for a MAFFS certified C-130 crewmember. In addition, MAFFS Instructor certification guidance is included. OG/CCs of MAFFS units may provide additional guidance or clarification in local training procedures. MAJCOM/A3T approval is required if changing policy or guidance in [paragraph 5.13](#) or its subparagraphs.

5.13.1. Requirements.

5.13.1.1. MAFFS syllabus changes and updates will be forwarded to NGB/A3O for coordination. NGB/A3O will maintain the master files and approve syllabus changes. Final syllabus approval is NGB/A3 with informational copies sent to AMC/A3T.

5.13.1.2. Conduct MAFFS Certification for Pilots and Loadmasters IAW approved training syllabus. Upon completion of training, as detailed in this instruction and the syllabus, crewmembers will be certified for MAFFS missions. Flight evaluations are not required to certify MAFFS aircrew.

5.13.2. Approval/Waiver for MAFFS Certification. The MAFFS unit's OG/CC, through the squadron TRP is the approval authority for MAFFS Certification. The MAFFS unit's OG/CC is the waiver authority for MAFFS aircrew continuation training requirements.

5.13.3. Time Period for Mission Certification Training. There is no specified training time limit due to the availability of the MAFFS training program conducted by the US Forest Service.

5.13.4. MAFFS Training Prerequisites. For all crew positions, the crewmembers will be highly qualified C-130 Mission Ready crewmembers who are airdrop qualified. Pilots will be formation and visual low level qualified. Crewmembers must have the availability to complete the required training and respond to mission tasking during the wildfire season. Aircrew will be designated by the OG/CC for course entry.

5.13.5. MAFFS Initial Training. Accomplish ground and flight training under the supervision of a MAFFS instructor. All training will be conducted IAW the approved MAFFS Syllabus and training guides during the training session in coordination with the USFS, at a location determined by the USFS. A flight evaluation is not required. Upon successful completion of all required training items, instructors will nominate the crewmember for certification. Once certified, crewmembers will be allowed to perform MAFFS mission duties in their crew position.

5.13.5.1. Instructors. MAFFS instructor candidates will be selected from among the most qualified Instructors and will be experienced in all phases of MAFFS flying operations,

including actual wild fire airdrops. Prior to certifying instructors to teach MAFFS, they will receive training that will include ground and flight certification requirements under the supervision of a MAFFS instructor. OG/CCs should provide additional guidance and specific requirements for instructor certification.

5.13.6. Continuation Training. This section outlines ground and flying continuation training requirements for MAFFS certified Pilots and Loadmasters. MAFFS continuation training will be accomplished during an annually scheduled training session conducted by the individual operational MAFFS unit or in coordination with USFS at their biennially provided training event. If a crewmember does not attend a training session, they are considered non-current and may regain currency on an actual fire under the direct supervision of a MAFFS instructor. If a crewmember loses airdrop qualification, they will also lose MAFFS certification until qualification is regained. In addition, if Pilots lose formation or visual low level qualification, they will also lose MAFFS certification until qualification is regained.

5.13.6.1. USFS Certification. A MAFFS Instructor will supervise all MAFFS ground and flying continuation training. MAFFS Sq/CCs or OG/CCs will certify individual crewmember qualifications to the USFS upon successful completion of all required training items.

5.13.6.2. Continuation Training Requirements. MAFFS currency duration shall be based on the annual MAFFS training program. Due to the frequently changing available training opportunities throughout the training year, ARMS is not ideally suited to track ground or flying continuation training events. Units may develop X coded events for these purposes, but it is not required. Training accomplishment will be documented IAW paragraph 5.13.6.1.

5.13.6.3. Ground Training. Accomplish ground training IAW **Table 5.3**.

5.13.6.4. Flight Training. Accomplish annual flying training IAW **Table 5.4**.

Table 5.3. Annual MAFFS Ground Continuation Training Requirements (Pilots and Loadmasters).

Event	Frequency	Position
Operational MAFFS Unit Provided Training		
Review MAFFS System Components & Functions	A	P, L
Command/Control & Tanker Base Operations	A	P
Retardant & Air Servicing Procedures	A	L
Ground and Pit Operations	A	P, L
Checklist Procedures	A	P, L
In-flight Procedures	A	P, L
Emergency Procedures	A	P, L
CRM/ORM/aircrew discipline/Crew Coordination	A	P, L
Hazards of Mountain Flying	A	P
Aircraft Performance	A	P
USFS Provided Training		
Communication & Dispatch Procedures	B	P
Tanker Base Operations	B	P, L
Fire Tactics & Behavior	B	P
Chemicals	B	P
A-Annual, B-Biennial		

Table 5.4. Annual MAFFS Continuation Flying Requirements (Pilots and Loadmasters).

Event	Pilots		Loadmasters	
	A/B/C	CUR	A/B/C	CUR
MAFFS Mission Events	A/B/C	CUR	A/B/C	CUR
MAFFS Airdrop Events (Dry/Wet)	6/3*	A	0/3	A
A-Annual.				
* Minimum of 9 drops, of which 3 will be wet and 1 fully loaded system go-around				

5.13.7. Recertification Training Requirements

5.13.7.1. Pilots and loadmasters normally regain MAFFS currency by completing the annually scheduled training session conducted by the individual operational MAFFS unit or in coordination with USFS at their biennially provided training event. If a member does not complete the annual continuation training, they may regain currency on a wild

fire activation. However, the individual will be under direct supervision of a MAFFS instructor and the currency training will be coordinated with the Expeditionary Aerospace Squadron-Wildland Firefighting Commander (EAS-WFF/CC). If an individual misses two scheduled annual MAFFS training programs and remains non-current, that individual will regain currency by completing retraining as directed by the home-station Sq/CC.

5.14. ILS Precision Runway Monitoring (PRM) Certification Training.

5.14.1. AFI 11-202 Volume 3 requires aircrews operating aircraft equipped with dual VHF radios and 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. Document certification as ILS PRM-Certified, ARMS event identifier is Q017, ILS PRM. Before operations at an airport with ILS PRM approaches capabilities, pilots will complete the following training and certification. See AFI 11-2C-130J Volume 3 for more information.

5.14.2. Training Program. Review ILS PRM requirements according to the Airman's Information Manual, Part 5-4-15. Complete appropriate training including viewing of the video. The most current information can be viewed at: http://www.faa.gov/education_research/training/prm.

5.14.3. View FAA video, "ILS PRM Approach Information for Air Carrier Pilots" available for download. The large-file video is also available on the AMC/A3T CoP at: <https://afkm.wpafb.af.mil/community/views/home.aspx?Filter=OO-OP-AM-81>.

5.15. Low Cost/Low Altitude (LCLA) Certification.

5.15.1. The LCLA training program is designed for all crew positions. This program certifies MAF combat delivery aircrews to conduct non-standard DZ operations using LCLA airdrop procedures. Crews will comply with all requirements of AFI 13-217, *Drop Zone and Landing Zone Operations*.

5.15.2. Training Program. AATTC at St. Joseph, MO, is the MAF LCLA training lead. Units tasked to deploy LCLA-trained crews will schedule a Mobile Training Team (MTT) through AATTC to establish an initial cadre. If an MTT cannot be scheduled prior to deployment, OG/CCs will select highly experienced instructors from each crew position to serve as the unit's initial cadre. OG/CCs will gain approval from MAJCOM/A3T IAW waiver procedures outlined in paragraph 1.5 when exercising the non-MTT training option. The selected individuals will complete a thorough review of all available LCLA guidance and perform all events listed in [paragraph 7.14](#) (with no events waived). Once certified, unit initial cadre will train remaining unit crewmembers.

5.15.2.1. Prior Trained Crewmembers. Units with previously trained crewmembers (trained at AATTC, by a MTT, or utilizing the exception in [paragraph 5.9.2](#)) may be certified without any additional training. Crewmembers who are already instructor certified and LCLA certified may be used to train additional crewmembers.

5.15.3. Certification. LCLA is one-time training for all crew positions. Units may document training on AF FORM 1522, *ARMS Additional Training Accomplishment Report*, upon completion. Units will certify crewmembers and track in ARMS using code Q517 "Low Cost/Low Altitude (LCLA) Certification". Semi-annual continuation training for LCLA

airdrop is not required, but units will refresh crews on LCLA operations prior to AOR deployment. Log LCLA drops as AD04 (CDS Airdrop). **NOTE:** Sq/CC will determine training requirements for previously certified LCLA qualified pilots and loadmasters.

Chapter 6

C-130J MAINTENANCE AND AIRCREW TRAINING SYSTEM (MATS)

6.1. Description. MATS is a civilian contractor-provided maintenance and aircrew training system. The MATS contractor provides academic and simulator training. The Air Force conducts all actual flight training and administers all evaluations. The MATS contract guarantees trained students meet government standards.

6.2. Applicability. As defined in AFI 11-202, Volume 1.

6.2.1. Purpose: MATS is a system of academics, ATD sessions, and ground training. This system provides qualification, upgrade, and continuation training to attain and maintain appropriate qualification for C-130J crewmembers and maintenance engine run technicians. The MATS contractor provides training courseware and all academic and ATD instruction.

6.2.2. Goal. The goal of the MATS program is to optimize aircrew training through the integrated use of academics, ATD, and static aircraft instruction. These objectives should be included within the statement of work for such support as well as means for evaluation and approval of course content, standards, and media.

6.3. Dedicated Training Time. As defined in AFI 11-202, Volume 1.

6.3.1. Applies to formal school and continuation training. It is imperative that students complete training in a timely and uninterrupted manner. Students will enroll on a full-time basis. Relieve students of duties not directly related to training. EXCEPTION: Senior Officer Course (SOC) students may continue their normal duties as time permits.

6.4. MATS Course Prerequisites. MATS course prerequisites are listed in [Table 5.1](#), the Education and Training Course Announcement (ETCA, <https://etca.randolph.af.mil/>), and the appropriate syllabus (https://aetc_uft.randolph.af.mil/bookstore/). Each MATS course is designed and based on student prerequisites being met. Prerequisites may include a minimum number of flying hours, squadron operations officer recommendation, and completion of applicable courseware.

6.5. Lesson Objectives: Instructors and evaluators use lesson objectives as a reference document to establish training and evaluation standards.

6.5.1. Master Task List (MTL) and Standards of Evaluation (SOE) Purpose: MTL and SOE provide the basis for MATS courseware development, and are a principle source for evaluation criteria (validate crewmember performance).

6.5.1.1. Courseware developers, flight examiners, and instructors who evaluate or train C-130J crewmembers should use criteria in the MTL and SOE to help determine the ability of an individual to meet performance levels required to be mission-qualified. For evaluation, use AFI 11-2C-130J, Volume 2 criteria.

6.5.1.2. Conduct the Air Force evaluation to SOE standards, in a timely manner subsequent to the trainee's completion of the ground-based or flight training (to guarantee standards).

6.5.2. CRM Training. CRM is the effective use of all available resources—people, weapon systems, facilities, equipment, and environment—by individuals or crews to safely and efficiently accomplish an assigned mission or task. CRM is presented on a recurring basis throughout MATS. Introduction to CRM is presented during initial qualification training (IQT) and is imbedded in recurring phase training.

6.6. Unsatisfactory Student Progress. If a student's training progress is unsatisfactory, notification to the government representative (wing training, operations officer, etc), will occur according to the contract. Following review of the student's record, the government representative will determine whether to continue or terminate training. See formal course syllabus or MAJCOM policy for further guidance.

6.6.1. The contractor will provide feedback (per the contract) to the unit commander or training office for students who display substandard performance.

6.6.2. Remediation Procedures. Notify MATS contractor and COR within 24 hours of a failed flight evaluation following a MATS course. Remediation subsequent to a failed flight evaluation may be the MATS contractor's responsibility, Air Force's responsibility, or a joint responsibility, depending on the nature of failure. In every case, close coordination is required to achieve maximum trainee progress. Direct contact with appropriate MATS instructor supervisor is encouraged.

6.6.2.1. Remediation Scheduling:

6.6.2.1.1. When a trainee is required to return for remediation regarding deficient areas, the trainee's unit, appropriate wing or group training office, and MATS training manager will coordinate training start and completion dates.

6.6.2.1.2. The MATS contractor will notify the government (per the contract) when identifying a trainee who requires remediation or additional training. Air Force will review MATS contractor documentation and recommendations regarding trainee performance. Air Force will determine whether or not to continue any further training for that trainee, using MATS instruction, or otherwise terminate all training.

6.7. Courseware Changes. Changes to MATS courseware, including MTL and SOE, may be proposed by any C-130J crewmember. Complete recommended change on MATS contractor's change proposal form and submit to the local COR. Change proposals will be sent through wing/group training or COR offices to 714 TRS/TRT at Little Rock AFB. 714 TRS/TRT will coordinate with the MATS contractor and the originator and will provide feedback to reflect action taken. Contractor proposal forms are available from MATS contractor training manager at each site.

6.8. Scheduling:

6.8.1. General. Local procedures will be developed at each main operating base (MOB) for scheduling MATS trainees. MOB wing or group training offices will ensure procedures minimize schedule changes and turbulence.

6.8.2. Enrollment. Enrollment for all MATS courses (upgrade and continuation) will be accomplished through the MOB wing or group training office (appropriate ARC chain-of-command for ARC upgrades). Each active duty wing and group training office will establish procedures to accommodate ARC unit training requirements. Names and other personal data

required by MATS contractor will be passed to their scheduler not later than the time established by host wing or group training office.

6.8.3. Class Surging. Class surging will be coordinated between MAJCOMs due to relationships of the many MATS resources. Refer to the MATS contract class capacity allowances.

6.8.4. Class Size. Annual throughput for specific MATS courses is established in the MATS contract. The AETC PFT document reflects formal school throughput based on Air Force requirements and what is authorized by 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 MATS contractor channels. In conjunction with their COR office, wing or group training offices will monitor annual throughput (current or projected) according to their MOB MATS authorized throughput and notify AMC/A3T of differences either above or below what is authorized in the contract.

6.8.4.1. Every attempt will be made by MOB wing or group training office to ensure all classes are filled before requesting secondary method.

6.8.4.2. MATS training at alternate sites. The MATS contractor determines the required number of MATS 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 duty as well as designated ARC and other units specified to be trained at that MOB. Trainee scheduling at a particular MOB should be kept within the units designated for that MOB. If a unit is unable to complete their requirements at a designated site, units may receive training at another site with prior coordination between the unit and the site.

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

6.8.5.1. Cancellation procedures will be developed at each MOB between contractor and wing training.

6.8.5.2. Cancellation for MATS formal school courses. Units will notify HQ AETC/A3R 45-days before a formal school start date if a course allocation cancellation or no-fill is pending. This suspense should enable the class quota to be reallocated. Formal school cancellations will be made not later than 30-days before class start date, due to the impact of scheduling changes on the PFT. EXCEPTION: Emergency leave. HQ AETC/A3R will remove quotas and either reallocate or cancel affected quota or class.

6.8.6. Wing Option Time. MATS contractor is required to provide Air Force use of training equipment at each site. Amount of time varies by site. Use of this time is prioritized within the contract.

6.8.7. MATS Course Pre-Work. MATS courses may require trainee preparation before class start. If required, the pre-work is an integral portion of the course and will be accomplished to receive course completion credit. Pre-work may consist of reviewing study references,

quizzes, performance data preparation, workbooks, etc. Required pre-work is described in the appropriate student training guide. Failure to complete the pre-work will disrupt the scheduled training and, in some cases, may result in dismissal from the course.

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

6.9. Administration:

6.9.1. MATS Feedback

6.9.1.1. The COR is the liaison between the Administrative Contracting Officer/Procuring Contracting Officer (ACO/PCO) and the MATS contractor. CORs are empowered to evaluate any component of contract compliance. These individuals are entrusted with quality assurance, are the only appropriate office (unit-level) to direct contractor to perform or stop work via the ACO/PCO's direction, and are accountable for these actions. Each wing or group commander will establish MATS COR positions and enforce directives, requirements, and procedures established by Department of Defense (DoD) and MAJCOM directives and publications. MATS CORs will maintain a current copy of the MATS contract(s), designated quality assurance regulations and directives, and quality assurance procedures.

6.9.1.2. Operational Evaluation. The MATS contractor is required to evaluate the MATS program and its graduates' on-the-job performance as stated in the contract.

6.9.1.3. Feedback includes inputs from graduates, flight commanders (or designated representatives), and evaluators. Analysis of actual performance (Air Force evaluation) and trainee critique data help to determine if graduates' on-the-job performance meets MTL and established performance standards. The importance of this on-the-job performance feedback from graduates, flight commanders, and evaluators cannot be overemphasized. This data is vital to establishing a database to identify trends and support revisions to the MATS.

6.9.2. MATS Data Collection. Internal and external data will be collected, reported, and corrective actions taken according to approved operation evaluation plan.

6.10. Aircraft Flights for MATS Training Instructors.

6.10.1. Air Force Flight Instructor Observations. The MATS contractor may provide opportunities for Air Force flight instructors to observe trainee progress in ATDs (if provided within the contract). Likewise, MATS instructors may observe the trainee's aircraft flights, if in the contract. Every reasonable effort should be made to ensure this type of interface continues at each training site.

6.10.2. Contractor Personnel Flight Operations. If contract specifies, MATS instructors may observe USAF flights IAW AFI 11-401 and contract requirements.

6.11. MATS Facility Tours.

6.11.1. Wing training offices will coordinate all requests for MATS facility tours with the contractor as soon as possible, but in no case later than 24-hours before the planned event.

This may require close coordination with public affairs and protocol. Air Force option time may be used at the discretion of the OG/CC. Tours will be on an as-available basis and will not displace scheduled training events.

6.11.2. OG/CC will ensure an Air Force representative meets, greets, accompanies, and conducts all tours. The contractor is not manned for or on contract to perform these duties. The contractor shall be responsible for providing an aircrew training device operator only.

Chapter 7

ARMS IDENTIFIERS

7.1. Description. Event Identifiers and Descriptions.

Table 7.1. ARMS Identifiers.

Identifier	Group	Paragraph
A	Academic training	7.2
AA	USAF-Specified	7.3
AD	Airdrop	7.4
AS	Assault/Max Effort	7.5
B	Navigation & Individual Proficiency	7.6
C	Miscellaneous	7.7
E	Miscellaneous	7.7
FE	Miscellaneous	7.7
FR	Formation Departure & Recovery	7.8
G	Ground Training	7.9
LL	Aircrew Flight Equipment	7.10
M	Mission Specific	7.11
NV	NVG	7.12
P	Proficiency	7.13
Q	Qualification	7.14
RS	Airland Approaches / Departures	7.15
SK	SKE	7.16
SS	SERE	7.17
V	Global Ready Aircraft Commander	7.18
VL	Visual Low Level	7.19
VT	Visual Threat Recognition & Avoidance	7.20
X	Unit Defined	7.21

7.2. Academic Training Identifiers.

7.2.1. A001 Initial Qualification Academic Course

7.2.2. A004 Senior Staff Qualification Course

7.2.3. A010 Instructor Academic Training

7.2.4. A017 Regulation/Directive Knowledge/Use

7.2.5. A018 Aircraft Commander Responsibilities

7.2.6. A034 Requalification Course

7.2.7. A060 Flight Examiner Course

7.3. USAF-Specified Training Events.

7.3.1. AA01 Qualification Evaluation

7.3.1.1. Purpose: All C-130J aircrew will complete a periodic qualification evaluation in the C-130J, to include requisites, as specified by AFI 11-2C-130J, Volume 2.

7.3.1.2. OPR: AMC/A3V

7.3.2. AA11 Instrument Evaluation

7.3.2.1. Purpose: All C-130J Air Force pilots (and other pilots flying operationally with the Air Force, e.g., exchange pilots) will maintain instrument qualifications.

7.3.2.2. OPR: AMC/A3V

7.3.3. AA21 Combined Qualification / Instrument Evaluation

7.3.3.1. Purpose: All C-130J Air Force pilots (and other pilots flying operationally with the Air Force, e.g., exchange pilots) may combine qualification and instrument evaluations.

7.3.3.2. OPR: AMC/A3V

7.4. Airdrop (AD) Events. Log an airdrop event when a successful airdrop is accomplished. Pilots may log actual loads, training bundles or drogue chute only training drops (DOTD). If a no-drop condition occurs after the run-in checklist is completed, aircraft commanders will determine if enough training was accomplished to credit the airdrop for any crew position. See event descriptions for further guidance. Both pilots may credit the airdrop event.

7.4.1. Employment Altitudes. Use the following altitude definitions: **NOTE:** These definitions are separate from the altitude definitions in AFTTP 3-1.GP, which are not applicable to C-130 training. In the event of overlap (e.g., more than 10,000' MSL, but less than 3000' AGL due to mountainous terrain), use the most logical category for the type of airdrop being flown, and procedures being used. See AFI 11-2C-130JV3, AFTTP 3-3.C-130J, and AFI 11-231 for additional information on employment altitudes.

7.4.1.1. Very Low Altitude. Surface to 999' above ground level (AGL). Used for many drops.

7.4.1.2. Low Altitude. 1000' AGL to 2499' AGL. Used for many drops.

7.4.1.3. Medium Altitude. 2500' AGL to 9,999' MSL. Typically used for I-CDS/JPADS, HALO, HAHO, and other types of drops but has no special oxygen requirements. See AFI 11-231 for minimum HALO/HAHO altitudes.

7.4.1.4. High Altitude. 10,000' MSL to 17,999' MSL. Airdrops conducted at these altitudes have special oxygen requirements. See AFI 11-202V3 Chapter 6 and AFI 11-2C-130JV3 Chapter 19.

7.4.1.5. Very High Altitude. 18,000' MSL and above. Airdrops conducted at these altitudes have special oxygen requirements, including pre-breathing. See AFI 11-202V3 Chapter 6 and AFI 11-2C-130JV3 Chapter 19.

7.4.2. AD01 Basic Airdrop Event

7.4.2.1. Purpose: Continuation training for loadmasters.

7.4.2.2. Description: See AFTTP 3-3.C-130J and/or AFI 11-2C-130J, Volume 3 for airdrop procedures.

7.4.2.3. OPR: AMC/A3T/A3D

7.4.2.4. Training Media: Aircraft.

7.4.2.5. Instructor: Not required for continuation training.

7.4.2.6. Additional Information: Log this event with any airdrop. In the event of a planned or unplanned no-drop condition, the aircraft commander will determine if sufficient events were accomplished to credit this event.

7.4.3. AD03 Equipment / DOTD / SATB-H

7.4.3.1. Purpose: Continuation training for mission ready pilots and loadmasters.

7.4.3.2. Description: AFTTP 3-3.C-130J and/or AFI 11-2C-130J, Volume 3 for equipment airdrop (including SATB-H) procedures.

7.4.3.3. OPR: AMC/A3T/A3D

7.4.3.4. Training Media: Aircraft or WST

7.4.3.5. Instructor: Not required for continuation training.

7.4.3.6. Additional Information: Loadmasters log this event when an actual equipment load is loaded, rigged, all checklists through the run-in checklist are accomplished, and there is not a no-drop condition due to either loadmaster. Pilots may log this event for drogue chute only training drops (DOTD) or SATB-H.

7.4.4. AD04 Containerized Delivery System / SATB-C

7.4.4.1. Purpose: Continuation training for mission ready crewmembers.

7.4.4.2. Description: See AFTTP 3-3.C-130J and/or AFI 11-2C-130J, Volume 3 for CDS airdrop (including SATB-C) procedures.

7.4.4.3. OPR: AMC/A3T/A3D

7.4.4.4. Training Media: Aircraft or WST

7.4.4.5. Instructor: Not required for continuation training.

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

7.4.5. AD05 Personnel / SATB-P Airdrop

7.4.5.1. Purpose: Continuation training for mission ready crewmembers.

7.4.5.2. Description: See AFTTP 3-3.C-130J and/or AFI 11-2C-130J, Volume 3 for personnel airdrop procedures.

7.4.5.3. OPR: AMC/A3T/A3D

7.4.5.4. Training Media: Aircraft or WST

7.4.5.5. Instructor: Not required for continuation training.

7.4.5.6. Additional Information: Loadmasters log this event only when actual personnel are loaded, rigged, all checklists through the run-in checklist are accomplished, and there is not a no-drop condition due to either loadmaster.

7.4.6. AD09 JPADS Medium/High Altitude Airdrop

7.4.6.1. Purpose: Continuation training for airdrop-qualified crewmembers.

7.4.6.2. Description: JPADS (guided or unguided) airdrop at medium or high altitude. See paragraph 7.4.1 and 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-130J, AFI 11-2C-130JV3, AFI 11-231, and AFI 13-217 for medium/high-altitude airdrop procedures and restrictions.

7.4.6.3. OPR: AMC/A3T/A3D

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

7.4.6.5. Instructor: Not required for continuation training.

7.4.6.6. Additional Information: Crewmembers will perform their airdrop duties while on oxygen in order to credit the event, regardless of airdrop altitude flown. 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 JPADS (guided or unguided) airdrop in the aircraft, at or above 10,000' MSL, whenever practical.

7.4.7. AD10 JPADS (guided) Airdrop

7.4.7.1. Purpose: Continuation training for JPADS certified loadmasters.

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

7.4.7.3. OPR: AMC/A3T/A3D

7.4.7.4. Training Media: Aircraft

7.4.7.5. Instructor: Not required for continuation training.

7.4.7.6. 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 may credit the event if all checklists through slowdown are complete.

7.4.8. AD11 PADS Operator Unguided Airdrop.

7.4.8.1. Purpose: Continuation training for PO certified mission-ready pilots.

7.4.8.2. 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 will comply with all requirements of AFI 13-217, *Drop Zone and Landing Zone Operations*. The I-CDS airdrop is considered complete with successful deployment of the dropsonde(s), 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, though realistic AFTTP 3-3.C-130J altitudes should be used to the maximum extent possible based on airspace and DZ restrictions.

7.4.8.3. In the event that the dropsonde(s) was (were) deployed but insufficient dropsonde data was gathered to update the release point with the PADS computer, the crew will make 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, then at the discretion of the aircraft commander, 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.

7.4.8.4. OPR: AMC/A3T/A3D

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

7.4.8.6. Instructor: Not required for continuation training.

7.4.8.7. Additional Information: Must 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 AD04, AD09 and AD12 (in any combination) if all requirements of each of the respective events are met. If performing PO duties in a different MDS, POs will only log AD11.

7.4.9. AD12 PADS Operator Guided Airdrop.

7.4.9.1. Purpose: Continuation training for PO certified mission-ready pilots.

7.4.9.2. Description: JPADS airdrop to include mission planning, JPADS computer preflight and in-flight actions, flight station and cargo compartment configuration, JPADS checklists, airdrop damage estimate, and guided system airdrop. Crews will comply with all requirements of AFI 13-217, *Drop Zone and Landing Zone Operations*. The guided system airdrop is considered complete with 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 AD12 events must end in actual guided airdrop. Minimum altitudes for actual guided airdrops are IAW specific requirements of each guided system and AFI 13-217.

7.4.9.3. OPR: AMC/A3T/A3D

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

7.4.9.5. Instructor: Not required for continuation training.

7.4.9.6. Additional Information: PADS Operators must perform all PADS duties to credit the event. PADS operators may not log this event while occupying either pilot's seat. May dual log with AD04, AD09 and AD11 if all requirements of the events are met. If local airspace and equipment restrictions preclude actual guided airdrop, perform minimum of 50% of events in aircraft (through slowdown checklist) and up to 50% in the WST.

7.5. Assault/Max Effort (AS) Events. Credit assault events only as pilot flying (PF).

7.5.1. AS09 Assault Takeoff

7.5.1.1. Purpose: Training designed to give pilots experience taking off from a short and austere airfield within a relatively short distance.

7.5.1.2. Description: Accomplish a max-effort takeoff.

7.5.1.3. OPR: AMC/A3T/A3D

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: See the C-130J technical orders (Dash 1) for detailed procedures and AFI 11-2C-130J, Volume 3 for training restrictions. See AFTTP 3-3.C-130J. Will be dual logged with P020 by the PF.

7.5.2. AS11 Assault Landing

7.5.2.1. Purpose: Training designed to give pilots experience landing the aircraft at short and austere airfields.

7.5.2.2. Description: Accomplish assault landings IAW AFTTP 3-3.C-130J on appropriately marked landing zones of 3000 feet or more (zone may be marked on larger runways to satisfy assault continuation training). Meet the following requirements in order to log the landings: (1) Touchdown within the first 500-feet. (2) Do not credit go-arounds.

7.5.2.3. OPR: AMC/A3T/A3D

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: See the C-130J technical orders (Dash 1) for detailed procedures and AFI 11-2C-130J, Volume 3 for training restrictions. See AFTTP 3-3.C-130J. Will be dual logged with P190 by the PF. Will be dual logged with P192 by the PF if accomplished at night.

7.5.3. AS21 Heavyweight Assault Landing

7.5.3.1. Purpose: Continuation training for pilots.

7.5.3.2. Description: Accomplish an assault landing at an aircraft gross weight of 135,000 pounds or greater for C-130J-30 aircraft upgraded with block 6.0. For C-130J and C-130J-30 with block 5.4 and below, gross weight is 115,000 pounds or greater.

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: Dual log with AS11. The PF will also dual log with the appropriate normal landings.

7.5.4. AS31 Unimproved Airfield Assault Landing

7.5.4.1. Purpose: Training designed to support the Unimproved Landing Certification (paragraph 5.10).

7.5.4.2. Description: One-time training required for assault landing on an unimproved airfield certification. To qualify, all aircraft commanders qualified for assault landings will accomplish their first unimproved airfield landing to the satisfaction of an instructor pilot. Once qualified, there are no recurring training requirements associated with this event.

7.5.4.3. OPR: AMC/A3T/A3D

7.5.4.4. Curriculum Development: Unit / IP

7.5.4.5. Training Media: Aircraft

7.5.4.6. Instructor: An Unimproved Landing certified IP is required. The IP will directly supervise the pilot.

7.5.4.7. Additional Information: Check the Airfield Suitability and Restrictions Report (ASRR) and Assault Zone Availability Report (AZAR) to verify the suitability of any unimproved runway. See AFI 13-217. Dual logged with appropriate "AS" events. PF will dual log with appropriate normal landing events.

7.6. Navigation and Individual Proficiency Training (B) Events.

7.6.1. B014 Category 1 Sortie

7.6.1.1. Purpose: Navigation training for pilots to practice en route flight procedures when land-based navigation aids are not available and the aircrew needs to safely navigate to their destination.

7.6.1.2. Description: The basic navigation sortie will consist of a minimum of two hours of category 1 procedures to allow the pilots to demonstrate all procedures and mission tasks normally encountered on a category 1 mission. These tasks will include, but not be limited to, mission planning, pre-flight fuel planning, equal time point (ETP) computation, chart preparation, deviation checks, coast-out/in procedures, aircraft position fixing using appropriate/available navigation aids, log work, use of navigation systems/computers, pacing, in-flight fuel management, and other appropriate procedures.

7.6.1.3. OPR: AMC/A3T

7.6.1.4. Training Media: Aircraft, WST, or CPT

7.6.1.5. Instructor: Not required for continuation training.

7.7. Miscellaneous (C, E, FE) Events.

7.7.1. C040 Mobility Folder Review

7.7.1.1. Purpose: Units will track personnel preparedness using the Deployment Management System (DeMS) or AF Form 4005, Individual Deployment Requirements. Other systems are not authorized to track personnel readiness.

7.7.1.2. Description: The unit commander ensures unit personnel prepare for deployment in accordance with this AFI, AFMAN 10-401, and AFI 36-507.

7.7.1.3. OPR: Unit Commander, Unit Deployment Manager, and individual crewmembers.

7.7.1.4. Additional Information: See AFI 10-403, *Deployment Planning and Execution*. Frequency of this event will be determined by the unit.

7.7.2. E030 Passport

7.7.2.1. Purpose: Track passport expiration dates for crewmembers.

7.7.2.2. Description: All crewmembers will have a current Official US passport in order to comply with country entry requirements specified in the Foreign Clearance Guide.

7.7.3. E035 Secondary Passport

7.7.3.1. Purpose: Track secondary passport expiration dates for crewmembers.

7.7.3.2. Description: As required for unit mission. Primary use is for visa application.

7.7.4. E112 Information Protection

7.7.4.1. Purpose: Ensure all personnel using Air Force information systems understand the necessity and practice of safeguarding information processed, stored, or transmitted on all these systems. See course description in ETCA, Ancillary Training. **Reference:** USAF-wide web-based training program. This training replaces: Information Security (INFOSEC); NATO Security; E100--Information Assurance (IA); Records Management; Privacy Act; and Freedom of Information Act. Training can be located at the Air Force Portal <https://www.my.af.mil/faf/FAF/fafHome.jsp> / Top Viewed: Training / ADLS

7.7.5. E113 Human Relations

7.7.5.1. Purpose: See course description in ETCA, Ancillary Training. **Reference:** USAF-wide web-based training program. This training replaces Combat Trafficking and Suicide Awareness and Violence Prevention (SVAT). Combating Trafficking in Persons (must complete this section prior to SVAT being able to open). Training can be located at the Air Force Portal <https://www.my.af.mil/faf/FAF/fafHome.jsp> / Top Viewed: Training / ADLS

7.7.6. E114 Force Protection

7.7.6.1. Purpose: Provides detailed guidance for reporting and preventing terrorist activity. **Reference:** USAF-wide web-based training program. This program replaces G110, Level 1 Antiterrorism Training. Training can be located at the Air Force Portal <https://www.my.af.mil/faf/FAF/fafHome.jsp> / Top Viewed: Training / ADLS

7.7.6.2. Description: See course description in ETCA, Ancillary Training. Course covers information on threat conditions, security reporting, safe guarding aircraft and COMSEC

equipment, and individual responsibilities and protective measures. (AFI 10-245, *Air Force Antiterrorism (AT) Standards*).

7.7.6.3. OPR: AF/A1DLT

7.7.6.4. Curriculum Development: Units

7.7.6.5. Training Media: Lecture and handouts.

7.7.6.6. Instructor: Local AFOSI, AFAT Level II trained instructors, or CBT (IAW AFI 10-245).

7.7.6.7. Additional Information: Normally conducted during G070, Aircrew Intelligence. Unit personnel should contact unit intelligence personnel for up-to-date information on threat conditions in countries they will or may be likely to travel through.

7.7.7. FE09 Optical Threat Event

7.7.7.1. Purpose: Continuation training for mission-ready crewmembers to recognize and defeat optical guided threats.

7.7.7.2. Description: Proper application of tactics, techniques and procedures to recognize and defeat an optical guided threat (e.g. Anti-Aircraft Artillery (AAA), small arms). See AFTTP 3-1.Threat Guide and AFTTP 3-1.C-130 for tactics, techniques and procedures.

7.7.7.3. OPR: AMC/A3T/A3D

7.7.7.4. Curriculum Development: Unit (Aircraft commander if single ship or Formation Mission Commander).

7.7.7.5. Training Media: Aircraft, WST or Visual Threat Recognition and Avoidance Trainer (VTRAT).

7.7.7.6. Instructor: Not required for continuation training.

7.7.7.7. Additional Information: May be verbally debriefed by any instructor pilot.

7.7.8. FE19 IR Threat Event

7.7.8.1. Purpose: Continuation training for mission-ready crewmembers to recognize and defeat Infra- Red (IR) guided threats.

7.7.8.2. Description: Proper application of tactics, techniques and procedures to recognize and defeat an IR guided threat (e.g. man-portable air-defense system (MANPADS), SA-9/13). Includes proper employment of aircraft counter measures systems (actual or simulated release of expendables) if equipped. See AFTTP 3-1.Threat Guide and 3-1.C-130 for tactics, techniques and procedures.

7.7.8.3. OPR: AMC/A3T/A3D

7.7.8.4. Curriculum Development: Unit (Formation Mission Commander).

7.7.8.5. Training Media: Aircraft, WST or VTRAT.

7.7.8.6. Instructor: Not required for continuation training.

7.7.8.7. 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 instructor pilot

7.7.9. FE29 RWR Event

7.7.9.1. Purpose: Continuation training for mission-ready crewmembers to recognize and defeat radar-guided threats. Applies only to units whose aircraft are radar warning receiver (RWR) equipped, unless otherwise directed by the Sq/CC or appropriate operations training supervisor.

7.7.9.2. Description: Proper application of tactics, techniques and procedures to recognize and defeat radar-guided threats. Normally the aircrew will react because of an ADS or RWR indication or threat call, but this may be simulated by any crewmember.

7.7.9.3. OPR: AMC/A3D

7.7.9.4. Curriculum Development: AMC/A3T

7.7.9.5. Training Media: Aircraft, WST or VTRAT.

7.7.9.6. Instructor: Not required for continuation training.

7.7.9.7. Additional Information: The Aircraft Commander (or pilot flying the aircraft) will determine how far to take the threat reaction based on weather, terrain, aircrew experience, and other aircraft (to include the formation). May be verbally debriefed by any instructor pilot.

7.8. Formation Departure/Recovery (FR) Events.

7.8.1. FR06 Formation Visual Departure.

7.8.1.1. Purpose: Continuation training for mission ready pilots.

7.8.1.2. Description: The segment of a visual route from departure or low-approach to established in formation at briefed assembly altitude. See AFTTP 3-3.C-130J and/or AFI 11-2C-130J, Volume 3 for formation departure procedures.

7.8.1.3. OPR: AMC/A3T/A3D

7.8.1.4. Training Media: Aircraft or WST

7.8.1.5. Instructor: Not required for continuation training.

7.8.2. FR16 Formation Visual Recovery.

7.8.2.1. Purpose: Continuation training for mission ready pilots.

7.8.2.2. Description: See AFTTP 3-3.C-130J and/or AFI 11-2C-130J, Volume 3 for formation visual recovery procedures.

7.8.2.3. OPR: AMC/A3T/A3D

7.8.2.4. Training Media: Aircraft or WST

7.8.2.5. Instructor: Not required for continuation training.

7.8.3. FR26 SKE Departure

7.8.3.1. Purpose: Continuation training for mission ready pilots.

7.8.3.2. Description: See AFTTP 3-3.C-130J and/or AFI 11-2C-130J, Volume 3 for SKE formation procedures.

7.8.3.3. OPR: AMC/A3T/A3D

7.8.3.4. Training Media: Aircraft or WST

7.8.3.5. Instructor: Not required for continuation training.

7.8.4. **FR36 SKE Recovery**

7.8.4.1. Purpose: Continuation training for mission ready pilots.

7.8.4.2. Description: See AFTTP 3-3.C-130J and/or AFI 11-2C-130J, Volume 3 for SKE formation procedures.

7.8.4.3. OPR: AMC/A3T/A3D

7.8.4.4. Training Media: Aircraft or WST

7.8.4.5. Instructor: Not required for continuation training.

7.9. **Ground Training (G) Events.**

7.9.1. Records and Documentation. Units should use AF Form 1522, *ARMS Additional Training Accomplishment Input*, and AF Form 3526, *ARMS OMR Event Accomplishment Report*, to record training accomplishments. Small arms training will be recorded on AF Form 522, *USAF Ground Weapons Training Data*. Course instructors will deliver these forms to the appropriate scheduling and training documentation sections within one duty day after the class is taught.

7.9.2. **G002 Aircraft Marshalling Training and Examination**

7.9.2.1. Purpose: Ensures crewmembers understand proper marshalling procedures preventing aircraft taxi incidents.

7.9.2.2. Description: Review of AFI 11-218, *Aircraft Operation and Movement on the Ground*, followed by a test. MAJCOMs will ensure that all aircrew personnel are tested on their knowledge of marshalling signals. Test personnel prior to performing duties requiring knowledge of marshalling signals. Test personnel within 30 days after:

7.9.2.3. Reporting for duty following permanent change of station (N/A if tested at a formal school within the previous 6 months), or after their first assignment to duties requiring knowledge of marshalling signals and/or airport markings, lights, and signs.

7.9.2.4. OPR: MAJCOM: AMC/A3T

7.9.3. **G005 Flight Physical**

7.9.3.1. Purpose: Ensure that aircrew members are physically fit to perform aircrew duties.

7.9.3.2. Description: IAW AFI 44-170, Preventive Health Assessment, flight physicals become due 366 days after the previous physical, and expire after the 455th day or as indicated on the AF IMT 1042, whichever occurs first. The required frequency may vary

to address waivers and or individual physical limitations (as determined by the Flight Surgeon) but in no case will exceed 455 days.

7.9.3.3. OPR: AF/SG3P.

7.9.3.4. Additional Information: Flight Physical is automatically tracked as an ARMS resource event. If units elect to track Flight Physical as a training event, use G005 as the identifier.

7.9.4. **G006 Physiological Training**

7.9.4.1. Purpose: Familiarize aircrew members with physiological conditions associated with aircrew duties.

7.9.4.2. OPR: AFMOA/SGPT

7.9.4.3. Additional Information: Physiological Training is automatically tracked as an ARMS resource event. If units elect to track Physiological Training as a training event, use G006 as the identifier.

7.9.5. **G007 Flight Records Review.**

7.9.5.1. Purpose: Event to track crewmember's review of their flight records

7.9.5.2. Description: Governed by AFI 11-401.

7.9.6. **G010 Chemical, Biological, Radiological, Nuclear, or High-Yield Explosive (CBRNE) Defense Training**

7.9.6.1. Purpose: Trains crewmembers to successfully survive and fight in a chemical, biological, radiological, nuclear, or high-yield explosive (CBRNE) environment while wearing ground crew individual protective equipment. See AFI 10-2501.

7.9.6.2. Description: Academic and hands-on training with the ground crew protective equipment components. CBRNE Awareness CBT must be completed within 60 days prior to attendance of G010. Units may combine this training with LL04 (Aircrew Chemical Defense Training), provided both aircrew and ground ensembles are fully covered. See AFI 10-2501.

7.9.6.3. OPR: AMC/A7O or MAJCOM/CEX

7.9.6.4. Curriculum Development: HQ AFCESA/CEX and local civil engineering readiness flight

7.9.6.5. Training Media: Lecture accompanied by hands-on training with the ground crew protective equipment.

7.9.6.6. Instructor: Ground crew protective equipment will be taught by qualified disaster preparedness personnel (contact the Civil Engineering Readiness Flight).

7.9.7. **G055 Emergency Nuclear Airlift Force (ENAF) Training**

7.9.7.1. Purpose: Gives active duty airlift aircrews familiarity in the procedures for handling, protecting, and moving weapons of mass destruction during contingencies.

7.9.7.2. Description: One time training, given at the FTU, that provides active duty crewmembers information concerning the emergency movement of nuclear weapons.

7.9.7.3. OPR: AMC/A3T

7.9.7.4. Training Media: Academics for all active duty crewmembers.

7.9.7.5. Curriculum Development: MATS contractor

7.9.7.6. Instructor: MATS contractor and FTU.

7.9.7.7. Additional information: See AFI 11-237.

7.9.8. **G060 Tactics**

7.9.8.1. Purpose: To provide the crewmember with information necessary for effective and successful execution of the unit's assigned employment mission.

7.9.8.2. Description: G060 will be administered using courseware developed by AMC/A3D. The courseware is posted on the AMC Combat Operations SIPRNET website www.amc.scott.af.smil.mil/hosted_orgs/dok/. The course is based on information found in AFTTP 3-1, AFTTP 3-3 and AFI 11-2C-130J Volume 3 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.

7.9.8.3. OPR: AMC/A3D.

7.9.8.4. Course Development: AMC/A3D.

7.9.8.5. Training Media: Interactive lecture. Power Point presentation

7.9.8.6. Instructor: Rated Instructor Required. Instructor will be a graduate of the USAF Weapons School, the USAF EC Combat Aircrew Tactics School, or the Advanced Airlift Tactical Training Center (AATTC) Aircrew Course.

7.9.8.7. Additional Information: Tactics Instructors who teach G060 may credit their G060 semiannual requirement. USAFWS instructors, cadre and students may credit G060 with completion of formal weapons course syllabus.

7.9.9. **G070 Aircrew Intelligence**

7.9.9.1. 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.

7.9.9.2. Description. Course will provide 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). See AFI 14-202 Volume 1, AFI 14-105, *Unit Intelligence Mission and Responsibilities*, and AFI 14-105 AMCSup1; (see 14-2MDS Vol 3 when published) for further guidance. The unit intelligence officer will administer an AIT-related test to determine if training objectives are being met.

7.9.9.3. OPR. AMC/A2T

7.9.9.4. Course Development. AMC/A2T, with tailoring by unit intelligence personnel.

7.9.9.5. Instructors. Certified Unit Intelligence Trainer.

7.9.9.6. Training Media: Lecture.

7.9.9.7. Additional Information: USAFWS (WIC) instructors, cadre, and students may credit G070 with completion of formal weapons course syllabus instruction.

7.9.10. **G080 Communications Procedures**

7.9.10.1. Purpose: Ensures crewmembers possess a thorough knowledge of all communication and Communications Security (COMSEC) requirements.

7.9.10.2. Description: This course includes detailed discussion of equipment operation, procedures, and training requirements applicable to peacetime and wartime communications operations. It includes the proper use, protection, disposition, and accountability of COMSEC material. Course may be combined with G060, Tactics. The following subjects should be covered:

7.9.10.2.1. Authentication procedures

7.9.10.2.2. Identification, Friend, or Foe (IFF)/ Selective Identification Features (SIF) procedures and equipment operation

7.9.10.2.3. AFKAI-1

7.9.10.2.4. HAVE QUICK

7.9.10.2.5. Flight Information Handbook review

7.9.10.2.6. KY-58, Secure Voice radio

7.9.10.2.7. Combat Track II

7.9.10.2.8. COMSEC user requirements

7.9.10.2.9. L-BAND Satellite Communications (SATCOM)

7.9.10.3. OPR: AMC/A3T/A3A and AMC/A6X

7.9.10.4. Curriculum Development: Units

7.9.10.5. Training Media: Lecture.

7.9.10.6. Instructor: Qualified instructor, WIC graduate, or ATS instructors (if included in ATS contract)

7.9.11. **G090 Anti-Hijacking**

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

7.9.11.2. Description: This training will consist of a review of AFI 13-207, *Preventing and Resisting Aircraft Piracy [Hijacking] (FOUO)* and a criterion test.

7.9.11.3. OPR: AMC/A3T and AMC/A7S

7.9.11.4. Curriculum Development: MATS Contractor

7.9.11.5. Training Media: CBT

7.9.11.6. Instructor: Unit designated instructor

7.9.12. G100 Laws of Armed Conflict (LOAC)

7.9.12.1. Purpose: Ensure crewmembers understand LOAC.

7.9.12.2. Description: This training includes the principles and rules of LOAC for aircrews to carry out their duties and responsibilities according to the Hague and Geneva Conventions. If units choose, this may be accomplished via CBT.

7.9.12.3. OPR: USAF/JAO

7.9.12.4. Curriculum Development: Unit

7.9.12.5. Training Media: Lecture, but may be CBT. The CBT is located on the Advanced Distributed Learning Service (ADLS) website at <https://golearn.csd.disa.mil>.

7.9.12.6. Instructor: Wing assigned legal officer or unit intelligence officer

7.9.12.7. Additional Information. May be conducted during G070. Due to the different mission requirements, units have the option of putting increased emphasis on those areas in the course of particular interest to them. During wartime or contingency operations, the intelligence officer may brief LOAC with prior coordination between JA and intelligence. Intelligence is only responsible for presenting JA's scripted briefing. See AFI 51-401, *Training and Reporting to Ensure Compliance With the Law of Armed Conflict*.

7.9.13. G120 ISOPREP Review

7.9.13.1. Purpose: Generate (if necessary), review, and ensure accuracy of crewmembers' DD Form 1833, *Isolated Personnel Report*.

7.9.13.2. Description: May be completed during an aircrew's G070-Aircrew Intelligence Training (AIT). All crewmembers will maintain a digital ISOPREP in Personnel Recovery Management System (PRMS), IAW Joint Personnel Recovery Agency (JRSA) guidance. Once printed, the ISOPREP card is classified CONFIDENTIAL and must be safeguarded according to AFI 14-105, *Unit Intelligence Mission and Responsibilities*. Complete review of DD Form 1833, *Isolated Personnel Report (ISOPREP)* as prescribed by AFDD 2-1.6, *Personnel Recovery Operations*. See Joint Pub 3-50.2, *Doctrine for Joint Combat Search and Rescue*, and Joint Pub 3-50.3, *Joint Doctrine for Evasion and Recovery (JPRA)* for process and examples.

7.9.13.3. OPR: AMC/A2

7.9.13.4. Curriculum Development: Not Applicable.

7.9.13.5. Training Media: Not Applicable.

7.9.13.6. Instructor: Unit Intelligence officer

7.9.13.7. Additional Information. See JP-3-50, *Personnel Recovery*. Review of the crewmember's ISOPREP card within 90 days prior to Air Expeditionary Force (AEF) deployments is mandatory.

7.9.14. G130 Instrument Refresher Course (IRC)

7.9.14.1. Purpose: To ensure pilots possess sufficient knowledge of all applicable directives, procedures, and techniques to assure safe and professional instrument flying.

7.9.14.2. Description: Guidance for 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 Course Program*. Familiarity with AFMAN 11-210 is essential for unit program developers and IRC instructors. For units that receive contractor provided IRC on an annual basis or units that teach IRC on an annual basis with a certified IRC instructor, log IRC upon completion of the IRC course. However, the Instrument exam will be completed within the evaluation eligibility period. See the Air Force Flight Standards Agency (AFFSA) website for current list of topics that must be addressed: <https://afkm.wpafb.af.mil/ASPs/CoP/OpenCoP.asp?Filter=OO-ED-AF-96>

7.9.14.3. OPR: HQ AFFSA and AMC/A3T

7.9.14.4. Curriculum Development: Air Force Flight Standards Agency (AFFSA) and unit

7.9.14.5. Training Media: Full academic lecture, web-based training or a CBT and a 1-hour (minimum) academic lecture. This short-version lecture will cover applicable USAF, MAJCOM, NAF, and MDS-specific “Hot Topics” and applicable techniques and procedures for C-130 aircraft (by variant or model). For the extended academic lecture, the USAF Core IRC available from HQ AFFSA fulfills part of AFMAN 11-210 IRC requirements. Additional support is available from AMC/A3T. Unit program development assistance can be obtained by contacting HQ AFFSA, as part of their “IRC Roadshow.”

7.9.14.6. Instructor: IRC-qualified instructor.

7.9.15. **G182/G182A Hazardous Cargo**

7.9.15.1. Purpose: To familiarize Pilots and Loadmasters with procedures and restrictions when carrying hazardous materials.

7.9.15.2. Description: Complete MATS/squadron provided instruction reviewing AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*. Use AFJI 11-204 in conjunction with Air Force Joint Manual (AFJMAN) 24-204, *Preparing Hazardous Materials for Military Air Shipments*. The syllabus includes:

7.9.15.2.1. Hazardous classification

7.9.15.2.2. Aircraft loading and passenger movement

7.9.15.2.3. Certification/Packaging

7.9.15.2.4. Tactical and contingency airlift

7.9.15.2.5. Marking and labeling

7.9.15.2.6. Aircrew responsibility

7.9.15.3. OPR: AMC/A3T

7.9.15.4. Curricular Development: MATS contractor or squadron instructor

7.9.15.5. Training Media: Academic instruction (either a class or one-on-one).

7.9.15.6. Instructor: Qualified Instructor Loadmaster.

7.9.15.7. Additional Information: AMCH 11-214, *Aircrew Hazardous Materials Handbook* and AFJMAN 24-204. Aircraft commanders are not required to take a written test.

7.9.16. G230 Crew Resource Management (CRM) Refresher Academics

7.9.16.1. Purpose: Mission-specific continuation CRM training conducted according to AFI 11-290, *Cockpit/Crew Resource Management Training Program*, and MAJCOM Supplements.

7.9.16.2. Description: Reinforces initial CRM training through an academic review of the MAJCOM common core subjects (according AFI 11-290 and MAJCOM supplements) with specific emphasis on an annual refresher topic.

7.9.16.3. OPR: AMC/A3T

7.9.16.4. Curriculum Development: MATS contractor

7.9.16.5. Training Media: Lecture.

7.9.16.6. Instructor: MATS or CRM Instructor qualified crewmember.

7.9.16.7. Additional Information. See AFI 11-290 and MAJCOM supplements. This is a MATS course as defined by Chapter 6. May be accomplished by a crew in conjunction with the CRM simulator.

7.9.17. G231 Initial Crew Resource Management (CRM) Training

7.9.17.1. Purpose: Aircraft and crew-specific CRM training conducted according to AFI 11-290, *Crew Resource Management Program*, and MAJCOM Supplements.

7.9.17.2. Description: Introduces common core subjects (according to AFI 11-290 and MAJCOM Supplements). If initial CRM is not accomplished at the formal school, it shall be accomplished within 1 year of reporting to home station. Dual log with G230 for ARMS tracking purposes.

7.9.17.3. OPR: AMC/A3TA

7.9.17.4. Curriculum Development: MATS contractor

7.9.17.5. Training Media: WST and lectures.

7.9.17.6. Instructor: MATS contractor

7.9.17.7. Additional Information: Completion of any CRM pre-work, if applicable, is required prior to attending CRM training. Pre-work will be distributed to organizations in sufficient time and supply to allow completion. This is a MATS course as defined by [Chapter 6](#).

7.9.18. G232 C130J Crew Resource Management Facilitator Course

7.9.18.1. Purpose: Qualifies students to teach principles of CRM to their unit and provide them the skills and materials necessary to facilitate in-unit CRM training. Includes CRM seminar, instructor enhancement, and practice instruction and seminar presentation.

7.9.18.2. Description: A course of instruction taught at Little Rock AFB designed for unit Instructors, Examiners, and Supervisors to become CRM instructors. See ETCA and AFI 11-290.

7.9.18.3. OPR: AMC/A3T

7.9.18.4. Curriculum Development: MATS Contractor.

7.9.18.5. Training Media: Lecture and WST.

7.9.18.6. Instructor: MATS Contractor.

7.9.19. **G240 Crew Resource Management (CRM) Simulator**

7.9.19.1. Purpose: To provide practical application of classroom-presented CRM refresher concepts through CRM simulator training addressing human factors issues in a realistic mission scenario. *NOTE:* A separate CRM simulator profile is not required if during G250, CRM is briefed, utilized, and debriefed for each simulator mission.

7.9.19.2. Description: CRM mission-oriented simulator training (MOST) is conducted according to AFI 11-290 and MAJCOM Supplements. This training should focus upon realistic and demanding unit mission scenarios to include combat, contingency, and peacetime missions.

7.9.19.3. OPR: AMC/A3TA

7.9.19.4. Curriculum Development: MATS Contractor.

7.9.19.5. Training Media: WST

7.9.19.6. Instructor: MATS contractor

7.9.19.7. Additional Information. Crew size for this course is an aircraft commander, FP, and Loadmaster. If MAJCOMs authorize less than this crew complement to attend refresher training, the affected units will ensure that the MATS contractor is able to support the missing crewmembers. G240 should be accomplished in conjunction with G230, CRM Refresher academics. LMs will complete G602 prior to attending G240. This is a MATS course as defined by **Chapter 6**.

7.9.20. **G250 Pilot Simulator Refresher (PSR)**

7.9.20.1. Purpose: Continuation training for pilots to review and practice normal, emergency, and tactical procedures.

7.9.20.2. Description: Satisfactory completion of the C-130 MATS qualification or re-qualification course will satisfy the pilot refresher training requirement for the annual training cycle.

7.9.20.3. OPR: AMC/A3T

7.9.20.4. Curriculum Development: MATS Contractor

7.9.20.5. Training Media: WST

7.9.20.6. Instructor: MATS contractor

7.9.20.7. Additional Information. This is a MATS course as defined by **Chapter 6**. Units or crewmembers who desire to practice specific events will identify those requirements on the first day of training.

7.9.21. G280 Small Arms Training

7.9.21.1. Purpose: To train crewmembers in successful engagement of enemy targets within the range and capabilities of their assigned weapon.

7.9.21.2. Description: Course will meet the requirements of AFI 36-2226, *Combat Arms Training and Maintenance (CATM) Program*. Units will use AFI 31-207, *Arming and Use of Force by Air Force Personnel*, Attachment 7 to instruct "Use of Force" training.

7.9.21.3. OPR: AMC/A7F

7.9.21.4. Curriculum Development: Wing Combined Arms Training Maintenance (CATM).

7.9.21.4.1. Instructor: Qualified Security Forces Squadron combat arms instructor.

7.9.22. G281 Self-Aid and Buddy Care Training (SABC)

7.9.22.1. Purpose: Provide basic life and limb-saving techniques to help wounded or injured personnel survive in medical emergencies until medical help is available.

7.9.22.2. Description: SABC is an educational program established for nonmedical personnel. It concentrates on emergency first-aid procedures. It applies to all personnel of the regular Air Force, the Air National Guard, and Air Force Reserve Command. Unit commanders will ensure that personnel requiring SABC receive training and keep their certification current. See AFI 36-2238, *Self-Aid and Buddy Care Training*.

7.9.22.3. OPR: HQ USAF/SGWN.

7.9.22.4. Curriculum Development: HQ AETC/SGN.

7.9.22.5. Additional Information: Training remains current for 24 months. Members who have completed initial combat survival training are exempt for 24 months.

7.9.23. G602 Loadmaster Refresher Training (LRT)

7.9.23.1. Purpose: Continuation training for Loadmasters.

7.9.23.2. Description: All loadmasters will annually complete loadmaster refresher training (airland and airdrop course segments applicable to the crewmember's qualification). Complete refresher training according to MATS courseware. G602 will be completed prior to attending G240. Loadmaster initial qualification and loadmaster mission qualification satisfy refresher training requirements for the annual training cycle for airland and airdrop qualifications, respectively.

7.9.23.3. OPR: AMC/A3T

7.9.23.4. Curriculum Development: MATS Contractor and unit

7.9.23.5. Training Media: CBT, Lecture, and Fuselage Trainer or Aircraft

7.9.23.6. Instructor: Qualified Instructor Loadmasters or MATS instructors.

7.10. Aircrew Flight Equipment Training (LL) Events. MAJCOMs may combine and/or supplement courses to fulfill their needs. Refer to AFI 11-301V1, *Aircrew Flight Equipment (AFE) Program*, for course descriptions.

7.10.1. LL01 Aircrew Flight Equipment Familiarization

7.10.1.1. Purpose: To ensure all crewmembers are familiar with C-130J aircrew flight equipment and are able to identify, locate and utilize appropriate emergency equipment.

7.10.1.2. Description: One time event, per base assignment, conducted prior to the first flight at home station to familiarize aircrew members with local AFE availability, issue, use, pre-flight, and post-flight procedures. This training will be provided for subsequent re-assignments to the same base. Units may combine with Local Area Survival (SS01).

7.10.1.3. OPR: AMC/A3T.

7.10.1.4. Unit: Squadron Aircrew Flight Equipment.

7.10.1.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.10.1.6. Instructor: Qualified Aircrew Flight Equipment Instructor.

7.10.1.7. Training Aids: IBT with AFE training aids.

7.10.1.8. Additional Information: See AFI 11-301 Volume 1 and applicable MAJCOM guidance.

7.10.2. LL03 Emergency Egress Training, Non-Ejection Seat

7.10.2.1. Purpose: Understand aircraft egress procedures.

7.10.2.2. 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 IAW AFI 11-202, Vol 3.

7.10.2.3. OPR: AMC/A3T.

7.10.2.4. Unit: Squadron Aircrew Flight Equipment.

7.10.2.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.10.2.6. Instructor: Instructor aircrew and or Aircrew Flight Equipment instructor.

7.10.2.7. Training Aids: Aircraft and IBT with AFE training aids.

7.10.2.8. Additional Information: See AFI 11-301 Volume 1 and applicable MAJCOM guidance.

7.10.3. LL04 Aircrew Chemical Defense Training (ACDT).

7.10.3.1. Purpose: Understand Aircrew Chemical Defense procedures.

7.10.3.2. Description: An academic and equipment training session in which the aircrew member demonstrates and performs donning, doffing, and buddy dressing procedures

using either the first or second generation ACDE or Aircrew Eye/Respiratory Protection (AERP) equipment. This training also includes information on hazards and limitations of wearing the equipment properly and improperly, preflight procedures, aircraft integration, and parachute descent emergency procedures. Each aircrew will demonstrate procedures during their initial class; subsequent classes require a minimum of 10% of aircrew participants to dress out and demonstrate ACCA decontamination processing procedures.

7.10.3.3. Crewmembers who accomplish initial ACDT at a Technical Training Unit (TTU), Replacement Training Unit (RTU), or Formal Training Unit (FTU) will receive credit for initial training on arrival at their permanent duty station. Units will not combine this training with G010, CBRN training.

7.10.3.4. OPR: AMC/A3T.

7.10.3.5. Unit: Squadron Aircrew Flight Equipment.

7.10.3.6. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.10.3.7. Instructor: Aircrew Flight Equipment instructor.

7.10.3.8. Training Aids: IBT with AFE training aids.

7.10.3.9. Additional Information: See AFI 11-301 Volume 1 and applicable MAJCOM guidance.

7.10.4. LL05 Egress Training with ACDE.

7.10.4.1. Purpose: Understand Egress Training with ACDE.

7.10.4.2. Description: Evaluates the aircrew's ability to demonstrate proficiency in the use of primary as well as secondary air and ground egress procedures while wearing ACDE. Training will stress the unique changes in procedures to include added difficulties aircrew would and could experience as a result of wearing ACDE. Accomplishing this training also satisfies the requirements in LL03 if all LL03 objectives are met.

7.10.4.3. OPR: AMC/A3T.

7.10.4.4. Unit: Squadron Aircrew Flight Equipment.

7.10.4.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.10.4.6. Instructor: Instructor aircrew and or Aircrew Flight Equipment instructor.

7.10.4.7. Training Aids: Aircraft and IBT with AFE training aids.

7.10.4.8. Additional Information: See AFI 11-301 Volume 1 and applicable MAJCOM guidance.

7.10.5. LL06 Aircrew Flight Equipment Training (AFET)

7.10.5.1. Purpose: To familiarize aircrew with aircrew flight equipment.

7.10.5.2. 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.

7.10.5.3. OPR: AMC/A3T.

7.10.5.4. Unit: Squadron Aircrew Flight Equipment.

7.10.5.5. Curriculum Development: Each unit is responsible for tailoring training to meet unit needs.

7.10.5.6. Instructor: Aircrew Flight Equipment instructor.

7.10.5.7. Training Aids: IBT with AFE training aids.

7.10.5.8. Additional Information: See AFI 11-301 Volume 1 and applicable MAJCOM guidance.

7.11. Mission-Specific (M) Training Events.

7.11.1. M010 Proficiency Sortie

7.11.1.1. Purpose: Ensure crewmembers are familiar with actual operation of C-130J aircraft.

7.11.1.2. Description: For Loadmasters: Log Proficiency Sorties on local or operational missions that 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, and post-mission procedures.

7.11.1.3. For Pilots: Proficiency sorties allow pilots to practice instrument, transition, and emergency procedures while under the supervision of an IP or simulator instructor pilot. Aircraft commanders, MPD and cross-flow pilots should emphasize left-seat flying duties; however, they may fly in the right seat for proficiency. The following are the minimum required maneuvers to credit a proficiency sortie (comply with restrictions in AFI 11-2C-130J, Volume 3):

7.11.1.4. All pilots: review of boldface emergency procedures, one precision approach, one non-precision approach, 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 (VFR) traffic pattern (weather permitting).

7.11.1.5. OPR: AMC/A3TA

7.11.1.6. Instructor: IP required for pilots if flown in the aircraft. IP not required if flown in the simulator under simulator instructor pilot supervision.

7.11.1.7. Instructor: IP required for pilots.

7.11.1.8. Additional Information: Complete all maneuvers to an acceptable level of proficiency as determined by the IP to log the local proficiency sortie (LPS). Should weather, maintenance or operational restrictions preclude completing the planned profile, the instructor will determine whether the entire LPS will be re-accomplished or just those events not completed. Pilots need not accomplish all the events on a single sortie. Credit the LPS after completing the last event. Do not credit a Proficiency Sortie on the same

flight as an evaluation. See AFI 11-2C-130J, Volume 3. Two loadmasters may log M010 on the same sortie if the requirements of a Proficiency Sortie are met. EXCEPTION: ARC units will develop Proficiency Sortie guidelines to remain within their programmed flying hours.

7.11.2. M050 Tactical Mission

7.11.2.1. Purpose: Continuation training for loadmasters.

7.11.2.2. Description: Loadmasters will log a tactical mission 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.

7.11.2.3. OPR: AMC/A3T

7.11.2.4. Training Media: Aircraft.

7.11.2.5. Instructor: Not required.

7.11.3. M060 Theater Indoctrination (TI) Training

7.11.3.1. Purpose: Provide crewmembers the necessary training to safely operate in a specified theater.

7.11.3.2. Description: Units will ensure aircrews are trained for specific theater flight operations. As a minimum, this training will include a thorough review of the climatology, current political and military situation, local area procedures (e.g., aviation unit prep message, reporting instructions, ROE/SPINS, airspace), unique instrument requirements and procedures (e.g., non-DoD instrument approach procedures and required instrumentation for specific approaches, and host nation agreements).

7.11.3.3. For PACAF and USAFE crewmembers, this training includes theater orientation and unit indoctrination. It can be used by PACAF and USAFE to prepare newly assigned crewmembers for the unit's operational mission. Each newly assigned crewmember will complete a theater indoctrination program prior to attaining MR status.

7.11.3.4. Units will ensure crewmembers receive this training at home station or in theater. Units do not have to repeat any training normally provided in theater.

7.11.3.5. OPR: MAJCOM/A3T

7.11.3.6. Additional Information: This training may be dual logged with other events if the requirements for both M060 and the individual events are accomplished. To credit M060, the training will be accomplished no earlier than 60 days prior to deployment. Waiver authority is OG/CC.

7.12. NVG (NV, VV) Events.

7.12.1. NV00 Visual Low Level (VLL) NVG Event

7.12.1.1. Purpose: Continuation training for mission ready crewmembers operating in the low altitude environment using single-ship or formation procedures and Night Vision Goggles.

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

7.12.1.3. OPR: AMC/A3T/A3D

7.12.1.4. Training Media: Aircraft or WST

7.12.1.5. Instructor: Not required.

7.12.1.6. Additional information: See AFTTP 3-3.C-130J and/or AFI 11-2C-130J, Volume 3. Both pilots may credit this event.

7.12.2. NV01 NVG Initial Ground Training

7.12.2.1. Purpose: Teaches crewmembers how to use NVGs and their limitations.

7.12.2.2. Description: Course of instruction will emphasize sound night operations using NVGs, address common NVG hazards, C-130J 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.

7.12.2.3. OPR: AMC/A3T

7.12.2.4. Curriculum Development: Armstrong Laboratory, AETC, or local unit.

7.12.2.5. Training Media: Academic instruction to include hands-on training using a set of NVGs and an NVG tester.

7.12.2.6. Instructor: Any Armstrong Laboratory certified NVG instructor.

7.12.2.7. Additional Information: Directed by AFI 11-202, Volume 1.

7.12.3. NV02 NVG Sortie

7.12.3.1. Purpose: Continuation training for mission ready loadmasters using Night Vision Goggles.

7.12.3.2. Description: Log a NVG Sortie when NVG mission events are accomplished and the aircrew uses the Combat Entry and Combat Exit Checklists in conjunction with an actual NVG airdrop or Airland event. For loadmasters, NVG airdrop of heavy equipment or CDS, an NVG engine running on/off-load (ERO) (pallets or rolling stock only) or NVG Combat Offload satisfies this requirement. The aircraft commander will determine when enough individual events are accomplished to credit this sortie. Loadmasters will only log one NV02 event per sortie.

7.12.3.3. OPR: AMC/A3T/A3D

7.12.3.4. Training Media: Aircraft

7.12.3.5. Instructor: Not required for continuation training. In the event that two loadmasters are NMR for a NV02 NVG Sortie, but MR in all other events to be performed, only one instructor loadmaster is required. This does not apply to initial NVG qualification.

7.12.3.6. Additional information: See AFTTP 3-3.C-130J and/or AFI 11-2C-130J Volume 3.

7.12.4. NV03 NVG Ground Refresher Training

7.12.4.1. Purpose: Provides refresher training on the proper use of NVGs and their limitations.

7.12.4.2. Description: Course of instruction will emphasize sound night operations using NVGs, address common NVG hazards, C-130J specific NVG capabilities and limitations, and the limitations involved in night low-level NVG-aided operations. Course will include any local hazards or limiting factors for NVG operations.

7.12.4.3. OPR: AMC/A3T

7.12.4.4. Curriculum Development: Armstrong Laboratory, AMC/A3T/AD, and local unit.

7.12.4.5. Training Media: Academic Instruction.

7.12.4.6. Instructor: Any Armstrong Laboratory certified NVG instructor, WIC Graduate, or NVG certified instructor pilot.

7.12.4.7. Additional Information: Directed by AFI 11-202, Volume 1.

7.12.5. NV05 NVG Airland Event

7.12.5.1. Purpose: Continuation training for mission ready crewmembers using Night Vision Goggles.

7.12.5.2. Description: Log an NVG Airland Event anytime an NVG ERO or actual NVG Combat Offload is accomplished. An NVG ERO must be conducted with rolling stock or palletized cargo only. Dual logs with NV02.

7.12.5.3. OPR: AMC/A3T/A3D

7.12.5.4. Training Media: Aircraft. Real or locally built loads will be used for training.

7.12.5.5. Instructor: Not required for continuation training.

7.12.5.6. Additional information: See AFTTP 3-3.C-130J and/or AFI 11-2C-130J Volume 3.

7.12.6. NV08 VLL NVG Formation Event

7.12.6.1. Purpose: Continuation training for mission ready crewmembers operating in the low altitude environment using visual formation procedures using Night Vision Goggles.

7.12.6.2. Description: Log a 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.

7.12.6.3. OPR: AMC/A3T/A3D

7.12.6.4. Training Media: Aircraft or WST

7.12.6.5. Instructor: Not required for continuation training.

7.12.6.6. Additional Information: See AFTTP 3-3.C-130J and/or AFI 11-2C-130J, Volume 3. Dual log with NV00. Both pilots may credit this event.

7.12.7. NV18 NVG Airdrop

7.12.7.1. Purpose: Continuation training for mission ready crewmembers certified for NVG airdrops.

7.12.7.2. Description: An airdrop event or procedure to a covert or overt lit DZ. See AFTTP 3-3.C-130J and/or AFI 11-2C-130J, Volume 3 for NVG airdrop procedures.

7.12.7.3. OPR: AMC/A3T/A3D

7.12.7.4. Training Media: Aircraft or WST

7.12.7.5. Instructor: Not required for continuation training.

7.12.7.6. Additional Information: If requirements are met by crew position, crewmembers may dual log with AD03, AD04, or AD05. Both pilots may credit this event.

7.12.8. **NV47 NVG Takeoff**

7.12.8.1. Purpose: A takeoff accomplished with NVGs. This event is a basic proficiency event.

7.12.8.2. OPR: MAJCOM/A3

7.12.8.3. Training Media: Aircraft or WST

7.12.8.4. Instructor: Not required for continuation training.

7.12.8.5. Additional Information: Must be PF to credit. PF dual logs with P020. See AFTTP 3-3.C-130J and/or AFI 11-2C-130J, Volume 3.

7.12.9. **NV48 NVG Landing**

7.12.9.1. Purpose: A landing accomplished with NVGs using standard AFI 13-217 lighting patterns, to include expeditionary airfield lighting systems (EALS) (overt or covert; not airfield marking pattern (AMP)-4).

7.12.9.2. Description: A NVG-aided landing.

7.12.9.3. OPR: MAJCOM/A3

7.12.9.4. Training Media: Aircraft or WST

7.12.9.5. Instructor: Not required for continuation training.

7.12.9.6. Additional Information: Must be PF to credit. PF Dual logs with P190. See AFTTP 3-3.C-130J and/or AFI 11-2C-130J, Volume 3.

7.12.10. **NV49 NVG Assault Landing**

7.12.10.1. Purpose: An assault landing accomplished with NVGs using standard AFI 13-217 lighting patterns, to include expeditionary airfield lighting systems (EALS) (overt or covert; not AMP-4).

7.12.10.2. Description: A NVG-aided assault landing.

7.12.10.3. OPR: MAJCOM/A3

7.12.10.4. Training Media: Aircraft or WST

7.12.10.5. Instructor: Not required for continuation training.

7.12.10.6. Additional Information: Must be PF to credit . PF dual logs with NV48, AS11, AS21 (if heavyweight) and P190. See AFTTP 3-3.C-130J and/or AFI 11-2C-130J, Volume 3.

7.12.11. NV50 NVG Assault Takeoff

7.12.11.1. Purpose: An assault takeoff accomplished with NVGs.

7.12.11.2. Description: A NVG-aided assault takeoff.

7.12.11.3. OPR: MAJCOM/A3

7.12.11.4. Training Media: Aircraft or WST

7.12.11.5. Instructor: Not required for continuation training.

7.12.11.6. Additional Information: Must be PF to credit . PF dual logs with NV47, AS09 and P020. See AFTTP 3-3.C-130J and/or AFI 11-2C-130J, Volume 3.

7.12.12. NV80 NVG Instrument Approaches

7.12.12.1. Purpose: Continuation training for pilots.

7.12.12.2. Description: Practice instrument approach procedures while pilots transition from an instrument approach to a NVG landing. See AFTTP 3-3.C-130J and/or AFI 11-2C-130J, Volume 3.

7.12.12.3. OPR: AMC/A3T/A3D

7.12.12.4. Training Media: Aircraft or WST

7.12.12.5. Instructor: Not required for continuation training.

7.12.12.6. Additional Information: Both pilots may log this event. PF dual logs with other instrument approach events.

7.13. Aircrew and Individual Proficiency Training (P) Events.

7.13.1. Unless otherwise stated, pilots log only as PF.

7.13.2. P020 Takeoff

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

7.13.2.2. Training Media: Aircraft or WST

7.13.3. P028 Right Seat Takeoff.

7.13.3.1. Purpose: On-going training for pilots to maintain right-seat proficiency flying the aircraft

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

7.13.3.3. OPR: AMC/A3T

7.13.3.4. Training Media: Aircraft or WST

7.13.3.5. Instructor: Not required for continuation training

7.13.3.6. Additional Information: Dual log with P020.

7.13.4. P029 Left Seat Takeoff.

7.13.4.1. Purpose: On-going training for pilots to maintain left-seat proficiency flying the aircraft

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

7.13.4.3. OPR: AMC/A3T

7.13.4.4. Training Media: Aircraft or WST

7.13.4.5. Instructor: Not required for continuation training

7.13.4.6. Additional Information: Dual log with P020.

7.13.5. **P070 Instrument Approach**

7.13.5.1. Purpose: Training for pilots to fly Instrument Approach Procedures.

7.13.5.2. Description: Any precision (P100) or non-precision (P110) approach may be flown and credited if the crew could safely land out of the instrument approach procedure (IAP). While the entire IAP need not be flown, the portion from the final approach fix through the decision height or missed approach and either a landing or an ATC coordinated missed approach procedure or instructions will be accomplished.

7.13.5.3. OPR: AMC/A3T

7.13.5.4. Training Media: Aircraft or WST

7.13.5.5. Instructor: Not required for continuation training.

7.13.5.6. Additional Information: See the flight manual, AFI 11-2C-130J, Volume 3, AFI 11-202, Volume 3, *General Flight Rules*, and AFI 11-217, *Instrument Flight Procedures*, Volumes 2 and 3 for additional information.

7.13.6. **P071 Head Down Approach**

7.13.6.1. Purpose: Training for pilots to fly Instrument Approach Procedures using the Head Down Display (HDD) rather than the Head Up Display (HUD).

7.13.6.2. Description: An IAP flown by referencing the HDD instead of the HUD. Head Down approaches should be flown as manual approaches, without flight director cues, since they are in part designed to simulate the type of approach flown in BIU backup. Any precision (P100) or non-precision (P110) approach may be flown and credited if the crew could safely land out of the IAP. While the entire IAP need not be flown, the portion from the final approach fix through the decision height or missed approach and either a landing or an ATC coordinated missed approach procedure or instructions will be accomplished.

7.13.6.3. OPR: AMC/A3T

7.13.6.4. Training Media: Aircraft or WST

7.13.6.5. Instructor: Not required for continuation training.

7.13.6.6. Additional Information: See the flight manual, AFI 11-2C-130J, Volume 3, AFI 11-202, Volumes 3, and AFI 11-217, Volumes 2 and 3 for additional information.

7.13.7. **P080 Coupled Approach**

7.13.7.1. Purpose: Training for pilots to fly Instrument Approach Procedures using aircraft automation.

7.13.7.2. Description: An IAP flown with autopilot and autothrottles engaged IAW flight manual procedures. Any precision (P100) or non-precision (P110) approach and credited if the crew could safely land out of the IAP. While the entire IAP need not be flown, the portion from the final approach fix through the decision height or missed approach and either a landing or an ATC coordinated missed approach procedure or instructions will be accomplished.

7.13.7.3. OPR: AMC/A3T

7.13.7.4. Training Media: Aircraft or WST

7.13.7.5. Instructor: Not required for continuation training.

7.13.7.6. Additional Information: See the flight manual, AFI 11-2C-130J, Volume 3, AFI 11-202, Volume 3, and AFI 11-217, Volumes 2 and 3 for additional information.

7.13.8. P100 Precision Approach

7.13.8.1. Purpose: Training for pilots to fly using Instrument Approach Procedures with the aid of glide slope and course guidance information.

7.13.8.2. Description: Any precision approach radar (PAR), instrument landing system (ILS), or approved self-contained approach (SCA) approaches may be credited if the crew could safely land out of the IAP. While the entire IAP need not be flown, the portion from the final approach fix through the decision height, and either a landing or an ATC coordinated missed approach procedure or instructions will be accomplished.

7.13.8.3. OPR: AMC/A3T

7.13.8.4. Training Media: Aircraft or WST

7.13.8.5. Instructor: Not required for continuation training.

7.13.8.6. Additional Information: See the flight manual, AFI 11-2C-130J, Volume 3, AFI 11-202, Volume 3, and AFI 11-217, Volumes 2 and 3 for additional information.

7.13.9. P110 Non-precision Approach

7.13.9.1. Purpose: Training for pilots to fly an instrument approach procedure with course guidance but without the aid of glideslope information.

7.13.9.2. Description: Any VOR, TACAN, NDB, localizer, ASR, or approved non-precision SCA may be credited if the crew could safely land out of the approach. While the entire IAP need not be flown, the portion from the final approach fix through the missed approach and either a landing or an ATC coordinated missed approach procedure or instructions, will be accomplished.

7.13.9.3. OPR: AMC/A3T

7.13.9.4. Training Media: Aircraft or WST

7.13.9.5. Instructor: Not required for continuation training.

7.13.9.6. Additional Information: See the flight manual, AFI 11-2C-130J, Volume 3, AFI 11-202, Volume 3, and AFI 11-217, Volumes 2 and 3 for additional information.

7.13.10. **P116 NDB/VOR Approach**

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

7.13.10.2. Description: Any NDB may be credited if the crew could safely land out of the approach. While the entire IAP need not be flown, the portion from the final approach fix through the missed approach point and either a landing or an ATC coordinated missed approach procedure or instructions, will be accomplished.

7.13.10.3. OPR: AMC/A3T

7.13.10.4. Training Media: Aircraft or WST

7.13.10.5. Instructor: Not required

7.13.10.6. Additional Information: Non-directional beacons are a type of non-precision navigation aids used during IFR operations to guide the aircraft to a safe landing. Since NDBs are not usually co-located with distance measuring equipment, positional awareness can only usually be gained through a combination of crew coordination, NDB station passage, cross-tuning, timing, radar, and other navigation aids. Because of these factors and others, a higher than normal degree of crew coordination is required for many NDB approaches. See the flight manual, AFI 11-2C-130J, Volume 3, AFI 11-202, Volume 3, and AFI 11-217, Volumes 2 and 3 for additional information. Will be dual logged with P110. For units not co-located with a NDB, aircrews may fly VOR approaches using RMI only procedures and credit a NDB approach.

7.13.11. **P120 Category 2 (CAT 2) ILS Approach**

7.13.11.1. Purpose: Training for pilots to fly CAT 2 Instrument Approach Procedures.

7.13.11.2. Description: Any CAT 2 approach may be logged if the crew could have safely landed out of it. While the entire IAP need not be flown, the portion from the final approach fix through the decision height or missed approach and either a landing or an ATC coordinated missed approach procedure or instructions will be accomplished.

7.13.11.3. OPR: AMC/A3T

7.13.11.4. Training Media: Aircraft or WST

7.13.11.5. Instructor: Not required for continuation training.

7.13.11.6. Additional Information: Dual log P100. See the flight manual, AFI 11-2C-130J, Volume 3, AFI 11-202, Volume 3, and AFI 11-217, Volumes 2 and 3 for additional information.

7.13.12. **P123 Mission Computer Approach**

7.13.12.1. Purpose: Training for pilots to fly Self Contained Approach (SCA) Procedures.

7.13.12.2. Description: Any SCA approach may be credited if the crew utilizes an appropriately approved procedure and could safely land out of it. While the entire

approach need not be flown, the portion from the final approach fix through the decision height or missed approach and either a landing or an ATC coordinated missed approach procedure or instructions will be accomplished.

7.13.12.3. OPR: AMC/A3T

7.13.12.4. Training Media: Aircraft or WST

7.13.12.5. Instructor: Not required for continuation training.

7.13.12.6. Additional Information: Both pilots may credit the IPRA or LZ Approach. The PF may also credit P100/110 as applicable and P070. See the flight manuals, AFI 11-2C-130J, Volume 3, and AFI 11-202, Volume 3 for more information.

7.13.13. **P130 Circling Approach**

7.13.13.1. 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.

7.13.13.2. Description: Any circling approach may be credited if the crew could safely land out of the circling approach. While the entire non-precision IAP need not be flown, the portion from the final approach fix through the missed approach point through the circle to either a landing or an ATC coordinated missed approach procedure or instructions will be accomplished.

7.13.13.3. OPR: AMC/A3T

7.13.13.4. Training Media: Aircraft or WST

7.13.13.5. Instructor: Not required for continuation training.

7.13.13.6. Additional Information: See the flight manual, AFI 11-2C-130J, Volume 3, AFI 11-202, Volume 3, and AFI 11-217, Volumes 2 and 3 for additional information.

7.13.14. **P190 Landing**

7.13.14.1. Purpose: On-going training for pilots to maintain proficiency landing the aircraft

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

7.13.14.3. OPR: AMC/A3T

7.13.14.4. Training Media: Aircraft or WST

7.13.14.5. Instructor: Not required for continuation training.

7.13.14.6. Additional Information: See applicable aircraft technical orders and AFI 11-2C-130J, Volume 3.

7.13.15. **P192 Unaided Night Landing**

7.13.15.1. Purpose: On-going training for pilots to maintain proficiency landing the aircraft at night.

7.13.15.2. Description: Any landing actually accomplished (full stop, touch and go, stop and go) between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac.

7.13.15.3. OPR: AMC/A3T

7.13.15.4. Training Media: Aircraft or WST

7.13.15.5. Instructor: Not required for continuation training.

7.13.15.6. Additional Information: Dual log with P190. Does not dual log with NV48

7.13.16. P198 Right Seat Landing.

7.13.16.1. Purpose: On-going training for pilots to maintain right-seat proficiency landing the aircraft

7.13.16.2. Description: Training for pilots to maintain proficiency landing the aircraft. Any landing actually accomplished (full stop, touch-and-go, stop-and-go) from the right seat.

7.13.16.3. OPR: AMC/A3T

7.13.16.4. Training Media: Aircraft or WST

7.13.16.5. Instructor: Not required for continuation training

7.13.16.6. Additional Information: Dual log with P190.

7.13.17. P199 Left Seat Landing.

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

7.13.17.2. Description: Training for pilots to maintain proficiency landing the aircraft. Any landing actually accomplished (full stop, touch-and-go, stop-and-go) from the left seat.

7.13.17.3. OPR: AMC/A3T

7.13.17.4. Training Media: Aircraft or WST

7.13.17.5. Instructor: Not required for continuation training

7.13.17.6. Additional Information: Dual log with P190.

7.13.18. P260 HAVE QUICK Event

7.13.18.1. Purpose: Ensures crewmembers possess a thorough knowledge of HAVE QUICK requirements.

7.13.18.2. 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. The time-of-day (TOD) should be updated from a GPS or ground station master clock if available.

7.13.18.3. OPR: AMC/A3T

7.13.18.4. Training Media: Aircraft or WST

7.13.18.5. Instructor: Not required for continuation training.

7.13.19. P270 Secure Voice Event

7.13.19.1. Purpose: Ensures crewmembers possess a thorough knowledge of secure voice requirements.

7.13.19.2. Description: Training consists of correctly loading secure voice equipment with the proper communication protocols and communicating with another station (ground or air, beyond your own aircraft) in the secure-voice mode.

7.13.19.3. OPR: AMC/A3T

7.13.19.4. Training Media: Aircraft

7.13.19.5. Instructor: Not required for continuation training.

7.13.20. P280 Aircrew Chemical Defense Task Qualification Training (ACDTQT)

7.13.20.1. Purpose: Aircrew chemical defense continuation training for crewmembers.

7.13.20.2. Description: An exercise emphasizing hands-on training, dressed out in partial chemical defense ensemble. Aircraft commanders will not accomplish in conjunction with a formation take-off or a night formation departure. The purpose of the exercise is to enable crewmembers to become aware of their limitations while wearing the equipment. Complications of heat exhaustion, fatigue, hyperventilation, limited dexterity, and hampered communication all can be experienced during the exercise. Observers will closely monitor crewmember actions during the exercise. If a crewmember experiences difficulties such as excessive thermal stress, hyperventilation, headaches, etc., and either the observer or crew member believes it is unsafe to continue, the equipment will be immediately removed. If all requirements are not met, the crewmember will re-accomplish the training.

7.13.20.3. OPR: AMC/A3TL

7.13.20.4. Curriculum Development: AMC/A3TL

7.13.20.5. Training Media: Flying helmet (if applicable), AERP ACDE equipment that includes the MBU-19/P hood and mask assembly, CQU-7/P blower assembly with filter canisters and batteries, MXU-835 intercom assembly. The first generation ACDE equipment that includes MBU-13/P mask, HGU-41/P hood, CRU-80/P filter pack, MXU-835 intercom, suspension straps, and glove set may be substituted if the unit does not have the AERP ACDE. ACDTQT should be accomplished in a simulator with visual displays, provided a simulator exists or is available.

7.13.20.6. Instructor: If accomplished in a simulator, MATS instructors will observe the exercise, no other supervision is required, and no restrictions apply on which or how many crewmembers may wear the gear.

7.13.20.7. Additional Information: Prior to being scheduled for this event, each crewmember will have completed LL03 and LL04, including LL05 criteria. If performed in the aircraft:

7.13.20.7.1. Only one pilot will be dressed out at any time.

7.13.20.7.2. An instructor pilot occupying the copilot seat will supervise the aircraft commander. An instructor pilot or experienced aircraft commander (determined by the Sq/CC) will supervise the MPD or cross-flow pilot.

7.13.20.7.3. Pilots will review emergency procedures and accomplish at least one take-off, approach, and landing, and complete all associated checklists.

7.13.20.7.4. Loadmasters will be supervised by another loadmaster and wear the gear while either loading or unloading cargo or vehicles.

7.14. Qualification and Certification (Q) Training Events. The following codes provide the basis for tracking aircrew qualification events and aircrew certification using the ARMS database (See paragraph 1.8). ARMS may be used to generate a computerized letter of X's". MAJCOM/A3T may authorize additions and modifications to the purpose and description of the codes to meet specific unit and mission requirements.

7.14.1. Q001 Open-Book Qualification Examination

7.14.2. Q002 Closed-Book Qualification Examination

7.14.3. Q003 Mission Evaluation

7.14.4. Q004 Emergency Procedures Examination

7.14.5. Q008 Instructor Evaluation

7.14.6. Q009 Tactics Open Book Exam

7.14.7. Q011 Flight Lead Certification

7.14.7.1. Purpose: This ARMS identifier is used to track the formation lead certification for MR aircraft commanders crewmembers who have been trained as a Flight Lead/Element Lead/Mission Commander of a four-ship (or greater) formation.

7.14.7.2. OPR: AMC/A3T/A3V/A3D

7.14.7.3. Training Media: Unit-based ground and flight training (See paragraph 5.6).

7.14.8. Q013 Element Lead (Two-Ship) Certification

7.14.8.1. Purpose: This ARMS identifier is used to track the element lead certification for MR crewmembers who have been trained as an element lead of a two-ship formation. Graduates of an FTU mission qualification course are single Element Lead (Two-Ship) formation certified.

7.14.8.2. OPR: AMC/A3T/A3V/A3D

7.14.8.3. Training Media: Unit-based ground and flight training (See [paragraph 5.6](#)).

7.14.9. Q017 Precision Runway Monitoring (PRM) ILS

7.14.10. Q018 Mission Examinations (open and/or closed book)

7.14.11. Q052 Aircraft Commander Touch and Go Landing Certification

7.14.12. Q090 Flight Publications Check

7.14.13. Q100 Operational Mission Evaluation (OME)

- 7.14.14. **Q110 Personal Reliability Program**
- 7.14.15. **Q160 Instrument Refresher Course (IRC) Examination**
- 7.14.16. **Q170 Flight Evaluation Folder (FEF) Review**
- 7.14.17. **Q502 JPADS/I-CDS Certification**
- 7.14.18. **Q510 Aircraft Commander Certification**
- 7.14.19. **Q511 Flight Instructor Certification**
- 7.14.20. **Q512 Flight Evaluator Certification**
- 7.14.21. **Q513 AFRL Instructor**
- 7.14.22. **Q514 FTU Instructor Certification**
- 7.14.23. **Q517 Low Cost/Low Altitude (LCLA) Certification**
- 7.14.24. **Q521 JPADS Phase I Certification**
- 7.14.25. **Q522 j pads Phase II Certification**
- 7.14.26. **Q537 MAFFS Certified Loadmaster**
- 7.14.27. **Q538 MAFFS Certified Pilot**
- 7.14.28. **Q539 MAFFS Certified Aircraft Commander**
- 7.14.29. **Q540 MAFFS Certified Instructor**
- 7.14.30. **Q542 Unimproved Landing Certification**
- 7.14.31. **Q543 Functional Check Flight (FCF) Certification**
- 7.14.32. **Q544 Phoenix Banner Certification**
- 7.14.33. **Q545 Deleted. See ASRR.**
- 7.14.34. **Q546 Deleted. See ASRR.**
- 7.14.35. **Q565 Aerial Demo – Pilot Flying**
- 7.14.36. **Q566 Aerial Demo – Pilot Not Flying**
- 7.14.37. **Q572 Drop Zone Safety Officer (DZSO) Certification**
- 7.14.38. **Q573 Landing Zone Safety Officer (LZSO) Certification** *NOTE: See Airfield Suitability and Restrictions Report (ASRR) for more information on Certification Airfields and Special Pilot in Command Airports (<https://private.amc.af.mil/a3/a36a/A3AS/a3as.htm>)*
- 7.14.39. **Q587 Certification Airfield – PADK, Adak NAS, AK**
- 7.14.40. **Q588 Certification Airfield – PALU, Cape Lisburne AFS, AK**
- 7.14.41. **Q589 Certification Airfield – PAEH, Cape Newenham, AK**
- 7.14.42. **Q590 Certification Airfield – PACZ, Cape Romanzof AFS, AK**
- 7.14.43. **Q591 Certification Airfield – SLLP, El Alto International, Bolivia**

7.14.44. **Q592 Certification Airfield – PAIM, Indian Mtn Long Range Radar Station (LRRS), AK**

7.14.45. **Q593 Certification Airfield – BGSF, Sondre Stromfjord, Greenland**

7.14.46. **Q594 Certification Airfield – PASV, Sparrevohn LRRS, AK**

7.14.47. **Q595 Certification Airfield – PATL, Tatlina LRRS, AK**

7.14.48. **Q596 Certification Airfield – PATC, Tin City LRRS, AK**

7.14.49. **Q597 Certification Airfield – PADU, Unalaska, AK**

7.14.50. **Q601 Certification Airfield – MHTG, Toncontin Int'l (Tegucigalpa), Honduras**

7.15. Arrival and Departure (RS) Events. Accomplish arrival and departure events according to AFTTP 3-3.C-130J and/or AFI 11-2C-130J, Volume 3. Must be PF to credit.

7.15.1. RS06 High Altitude Arrival

7.15.1.1. Purpose: These approaches are used primarily when high altitude ingress is necessary. Crewmembers should practice high altitude arrivals from 4,000 feet AGL and above.

7.15.1.2. Description: See AFTTP 3-3.C-130J and/or AFI 11-2C-130J, Volume 3.

7.15.1.3. OPR: AMC/A3T/A3D

7.15.1.4. Training Media: Aircraft or WST

7.15.1.5. Additional Information: If both pilots are current and qualified, this maneuver may be flown on continuation training and operational missions with passengers on board.

7.15.2. RS16 Low Altitude Arrival

7.15.2.1. Purpose: These approaches are used primarily when low altitude ingress is necessary.

7.15.2.2. Description: These include the downwind, the overhead, the straight-in, teardrop, and abeam. See AFTTP 3-3.C-130J and/or AFI 11-2C-130J, Volume 3 for descriptions and procedures.

7.15.2.3. OPR: AMC/A3T/A3D

7.15.2.4. Training Media: Aircraft or WST

7.15.2.5. Additional Information: If both pilots are current and qualified, this maneuver may be flown on continuation training and operational missions with passengers on board.

7.15.3. RS26 High-Altitude Departure

7.15.3.1. Purpose: This maneuver is used primarily when a departure at medium to high altitude is necessary.

7.15.3.2. Description: The maneuver requires a departure to medium or high altitude. See AFTTP 3-3.C-130J and/or AFI 11-2C-130J, Volume 3.

7.15.3.3. OPR: AMC/A3T/A3D

7.15.3.4. Training Media: Aircraft or WST

7.15.3.5. Additional Information: If both pilots are current and qualified, this maneuver may be flown on continuation training and operational missions with passengers on board.

7.15.4. **RS36 Low-Altitude Departure**

7.15.4.1. Purpose: This maneuver is used primarily when a departure at low altitude is necessary.

7.15.4.2. Description: See AFTTP 3-3.C-130J and/or AFI 11-2C-130J, Volume 3.

7.15.4.3. OPR: AMC/A3T/A3D

7.15.4.4. Training Media: Aircraft or WST

7.15.4.5. 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.

7.15.5. **RS46 Penetration/Rapid Descent**

7.15.5.1. Purpose: Continuation training for mission-ready pilots. Pilots should attempt to practice penetration/rapid descents from 10,000 feet AGL and above.

7.15.5.2. Description: Provides a capability to transition from upper altitudes to a low-altitude tactical approach or slowdown and airdrop. See AFTTP 3-3.C-130J, TO 1C-MDS-1-1 and/or AFI 11-2C-130J, Volume 3.

7.15.5.3. OPR: AMC/A3T/A3D

7.15.5.4. Training Media: Aircraft or WST

7.15.5.5. Instructor: Not required

7.15.5.6. Additional Information: If both pilots are current and qualified, this maneuver may be flown on continuation training and operational missions with passengers on board. If local airspace restrictions preclude flying a penetration / rapid descent, units may credit this event in the simulator or through instructor-led briefing / discussion.

7.16. SKE (SK) Events. These events are for SKE qualified crewmembers. Both pilots may log SKE events.

7.16.1. **SK07 SKE Formation Wing Event**

7.16.1.1. Purpose: Continuation training for mission ready pilots using SKE formation procedures.

7.16.1.2. 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.

7.16.1.3. OPR: AMC/A3T/A3D

7.16.1.4. Training Media: Aircraft or WST

7.16.1.5. Instructor: Not required for continuation training.

7.16.1.6. Additional Information: See AFTTP 3-3.C-130J and/or AFI 11-2C-130J, Volume 3 for SKE formation procedures.

7.16.2. **SK17 SKE Lead Event**

7.16.2.1. Purpose: Continuation training for SKE flight lead and element lead certified mission-ready aircraft commanders.

7.16.2.2. Description: Log a SKE formation 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.

7.16.2.3. OPR: AMC/A3T/A3D

7.16.2.4. Training Media: Aircraft or WST

7.16.2.5. Instructor: Not required for continuation training.

7.16.2.6. Additional Information: See AFTTP 3-3.C-130J and/or AFI 11-2C-130J, Volume 3 for SKE formation procedures.

7.17. **Special Certification Training (SP) Events.** Not used.

7.18. Survival Training (SS) Events. MAJCOMs may combine and/or supplement courses to tailor training to fulfill their needs. Refer to AFI 16-1301, Survival, Evasion, Resistance, and Escape (SERE) Program, for general instructions and course descriptions.

7.18.1. **SS01 Local Area Survival**

7.18.1.1. 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.

7.18.1.2. Description: SS01 is a one-time requirement, to be accomplished prior to the first flight each base of assignment. Units may combine and dual log with Aircrew Flight Equipment Familiarization Training (LL01).

7.18.1.3. OPR: AMC/A3T

7.18.1.4. Additional Information: Each unit is responsible for tailoring training to meet unit needs.

7.18.2. **SS02 Combat Survival Training (CST)**

7.18.2.1. Purpose: Mandatory for mobility personnel required to maintain currency in S-V80-A SERE TTPs. 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 simulated combat conditions.

7.18.2.2. Description: See AFI 16-1301 and MAJCOM supplements. Mission Ready (MR)/Combat Mission Ready (CMR) and personnel assigned to combat-coded units will receive CST not to exceed 36 months between events. CST must be completed prior to awarding mission ready status. MAJCOMs will tailor training based on mission, type of

aircraft, and level of risk (combat aircraft vs. transport aircraft requirements vs. special operations). Aircrew will demonstrate proficiency in tactics, techniques and procedures for survival and recovery under field conditions, while in a simulated combat environment using weapons system specific survival equipment. This training is designed to enforce learning objectives through hands-on experiential training.

7.18.2.3. OPR: AMC/A3T

7.18.2.4. Additional Information: This course must be taught by 1T0x1 SERE Specialists or other personnel trained IAW SERE training plans validated by the SERE MAJCOM Functional Manager and approved by the Career Field Manager (HAF/A3O-AS).

7.18.3. **SS03 Conduct after Capture (CAC)**

7.18.3.1. Purpose: Training designed for crewmembers in units with a war fighting responsibility.

7.18.3.2. Description: Mission Ready (MR)/Combat Mission Ready (CMR) and personnel assigned to combat-coded units will receive CAC with a currency not to exceed 36 months between events. CAC must be completed prior to being awarded mission ready status. See AFI 16-1301 and MAJCOM supplements.

7.18.3.3. OPR: AMC/A3T

7.18.3.4. Additional Information: This course is taught by 1T0x1 SERE Specialists or other personnel trained IAW SERE training plans validated by the SERE MAJCOM Functional Manager and Approved by the Career Field Manager (HAF/A3O-AS).

7.18.4. **SS05 Water Survival Training**

7.18.4.1. Purpose: To provide aircrews with the information necessary for a water survival situation.

7.18.4.2. Description: Mission Ready (MR)/Combat Mission Ready (CMR) and personnel assigned to combat-coded units will receive water survival training with a currency not to exceed 36 months between events. Water survival training must be completed prior to being awarded mission ready status. See AFI 16-1301 and MAJCOM supplements.

7.18.4.3. Aircrew will 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 will utilize the demonstration and performance method of instruction.

7.18.4.4. OPR: AMC/A3T

7.18.5. **SS06 Emergency Parachuting Training (Refresher)**

7.18.5.1. Purpose: Aircrew training geared towards the critical post ejection/egress and parachute malfunction procedures while suspended under the parachute canopy.

7.18.5.2. Description: All personnel assigned to aircraft with parachutes, as a means of egress or bailout, will complete this training. See AFI 16-1301 and MAJCOM supplements.

7.18.5.3. OPR: AMC/A3DT

7.18.6. SS07 Contingency SERE Indoctrination (CSI) / (High Risk of Isolation)

7.18.6.1. Description: CSI is a Combatant Command-directed training activity and is designed to prepare high risk of isolation (HRI) personnel deploying to a specific theater of operations or contingency. CSI should be accomplished within 60 days prior to deployment. Currency for CSI is determined by gaining Combatant Command. CSI will be tailored to the specific mission, e.g., fighters, transport aircraft or ground forces. Combatant Commands will certify selected SERE Specialists to instruct HRC theater preparations. CSI is also referred to as HRC theater preparation or High Risk of Isolation (HRI), and is usually conducted by SERE Specialists, or COCOM certified personnel. Parent regulation is either the COCOM theater entry requirement, or the Foreign Clearance Guide, depending on the COCOM.

7.18.7. SS35 Emergency Parachuting Training (Initial) (S-V80-B).

7.18.7.1. 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, Emergency Parachute training 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 Emergency Parachute Training as part of Initial Combat Survival training, use the completion date for SS20 as the date for SS35.

7.18.7.2. Description: All personnel assigned to aircraft carrying parachutes as a means of egress or bailout will complete this training. See AFI 16-1301 and MAJCOM supplements.

7.18.7.3. OPR: AMC/A3DT

7.19. Mobility Pilot Development (MPD). (See [Chapter 5](#) for additional information.)

7.19.1. **V280 MPD Phase I**

7.19.2. **V281 MPD Phase II**

7.19.3. **V282 AMC Orientation Tour / GRACC**

7.20. Visual Low Level (VL) Events. For each type VL event, aircraft commanders are the final authority to determine if individual crewmembers accomplished enough training to credit the event. Both pilots credit VL events.

7.20.1. VL01 Visual Low Level Day Event

7.20.1.1. Purpose: Continuation training for mission ready pilots operating in the low altitude environment using visual single-ship or formation procedures during daylight.

7.20.1.2. 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.

7.20.1.3. OPR: AMC/A3T/A3D

7.20.1.4. Training Media: Aircraft or WST

7.20.1.5. Additional Information: See AFTTP 3-3.C-130J and/or AFI 11-2C-130J, Volume 3.

7.20.2. VL11 Visual Low Level Formation Day Event

7.20.2.1. Purpose: Continuation training for mission ready pilots operating in the low altitude environment using visual formation procedures during daylight.

7.20.2.2. 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 using visual formation procedures.

7.20.2.3. OPR: AMC/A3T/A3D

7.20.2.4. Training Media: Aircraft or WST

7.20.2.5. Additional Information: See AFTTP 3-3.C-130J and/or AFI 11-2C-130J, Volume 3 for visual formation procedures. Dual log with VL01.

7.20.3. VL21 Visual Low Level Formation Lead Event

7.20.3.1. Purpose: Continuation training flight lead, element lead, and 2-ship certified mission-ready pilots. May be flown during the day or on NVGs.

7.20.3.2. 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.

7.20.3.3. OPR: AMC/A3T/A3D

7.20.3.4. Training Media: Aircraft or WST

7.20.3.5. Additional Information: See AFTTP 3-3.C-130J and/or AFI 11-2C-130J, Volume 3 for visual formation procedures. Dual log with VL01 or NV00 and NV08.

7.20.4. VL30 Medium/High to Low Altitude Transition

7.20.4.1. Purpose: Continuation training for mission-ready pilots.

7.20.4.2. Description: Log a medium/high to low altitude transition event when completing the transition from a medium/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.

7.20.4.3. OPR: AMC/A3T/A3D

7.20.4.4. Training Media: Aircraft or WST

7.20.4.5. Additional Information: See AFTTP 3-3.C-130J and/or AFI 11-2C-130J, Volume 3. 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 medium/high to low altitude transition, units may credit this event in the simulator or through instructor-led briefing / discussion.

7.21. Visual Threat Recognition and Avoidance Trainer (VTRAT) Training (VT) Events. VTRAT is a training device designed to introduce or refresh scanners on their duties during an anti-aircraft threat engagement. The visual simulation displays realistic visual characteristics of anti-aircraft weaponry such as missile fly-out and AAA rate-of-fire, as seen from the scanner's viewpoint in the aircraft. Instruction in VTRAT is delivered in the context of flight over a simulated threat environment. The student views this environment on a high-resolution 67" display system, from the perspective of his/her duty position. The student hears the instructional text through a headset, and interacts with the trainer via a voice recognition system, as well as the communication and flares countermeasures controls available on the real-world aircraft. VTRAT diagnoses weak areas of student performance and emphasizes training in these areas until mastery of the specific threat protocol is achieved. OG/CC is waiver authority for VTRAT training.

7.21.1. VT01 VTRAT Initial Training

7.21.1.1. Purpose: Initial training for crewmembers.

7.21.1.2. Description: Trains crewmembers in the basics of AAA and MANPAD recognition and avoidance. Course will be taught in a group setting (~3 hours) followed by ~30 minutes of individual simulator time on the VTRAT.

7.21.1.3. OPR: AMC/A3T/A3D

7.21.1.4. Training Media: VTRAT device.

7.21.1.5. Additional Information: See AFTTP 3-1.Threat Guide and 3-1.C-130.

7.21.2. VT03 VTRAT Refresher Training

7.21.2.1. Purpose: Continuation training for mission ready crewmembers.

7.21.2.2. Description: Refreshes crewmembers on basics of AAA and MANPAD recognition and avoidance. Course involves 30 minutes of individual simulator time on the VTRAT (conducted annually).

7.21.2.3. OPR: AMC/A3T/A3D

7.21.2.4. Training Media: VTRAT device

7.21.2.5. Additional Information: See AFTTP 3-1.Threat Guide and 3-1.C-130. Event is only mandatory for units co-located with a VTRAT device.

7.22. Unit Defined (X) Events. Reserved for use by local units. Publish OG/CC level guidance documenting local event identifiers, associated ARMS nomenclature, volume, currency and/or frequency. OG/CC should review all "X" events for relevancy to the unit's mission during the TRP. This review will be documented in the TRP minutes.

HERBERT J. CARLISLE, Lt Gen, USAF
DCS, Operations, Plans and Requirements

Attachment 1

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AFMAN 33-363, *Management of Records*, 1 Mar 2008

AFPD 51-4, *Compliance with the Law of Armed Conflict*, 26 Apr 1993

AFI 51-401, *Training and Reporting to Ensure Compliance with the Laws of Armed Conflict*, 19 Jul 1994

AFPD 90-9, *Operational Risk Management*, 1 Apr 2000

AFI 90-901, *Operational Risk Management*, 1 Apr 2000

AFI 91-204, *Safety Investigations and Reports*, 24 September 2008

AMCI 36-2204, *AMC Formal Training Program*, 1 Jun 2000

AFTTP 3-3.C-130J, *Combat Aircraft Fundamentals – C-130J*, 30 May 2008

Adopted Forms

AETC Form 6, *Waiver Request*

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 522, *USAF Ground Weapons Training Data*

AF Form 847, *Recommendation for Change of Publication*

AF Form 1042, *Medical Recommendation for Flying or Special operational Duty*

AF Form 1522, *ARMS Additional Training Accomplishment Report*

DD Form 1801, *DoD International Flight Plan*, DD Form 1833, *Isolated Personnel Report (ISOPREP)*

AF Form 3526, *ARMS OMR Event Accomplishment Report*

AF Form 4005, *Individual Deployment Requirements*

AF Form 4022, *Aircrew Training Folder*

AF Form 4023, *Aircrew Training Progress Report*

AF Form 4024, *Aircrew Training Accomplishment Report*

AF Form 4025, *Aircrew Summary/Close-out Report*

AF Form 4324, *Aviation Resource Management System (ARMS) Upgrade Worksheet.*

Abbreviations and Acronyms

A—Annual

A3T—Director of Training

AAA—Anti-Aircraft Artillery

AATTC—Advanced Airlift Tactical Training Center

AC—Aircraft Commander

ACC—Air Combat Command

ACDE—Aircrew Chemical Defense Ensemble

ACDT—Aircrew Chemical Defense Training

ACDTQT—Aircrew chemical defense task qualification training

ACO—Administrative Contracting Officer

AD—Airdrop
ADIZ—Air Defense Identification Zone
ADS—Aircraft Defensive System
ADSC—Active Duty Service Commitment
AE—Aeromedical Evacuation
AECM—Aeromedical Evacuation Crew Member
AEF—Air Expeditionary Force
AERP—Aircrew Eye/Respiratory Protection
AETC—Air Education and Training Command
AF—Air Force
AFB—Air Force Base
AFC—Aircrew Fundamentals Course
AFCEA—Air Force Civil Engineering Support Agency
AFDD—Air Force Doctrine Document
AFE—Aircrew Flight Equipment
AFSA—Air Force Flight Standards Agency
AFI—Air Force Instruction
AFJMAN—Air Force Joint Manual
AFMAN—Air Force Manual
AFMC—Air Force Material Command
AFOSH—Air Force Occupational Safety and Health
AFOSI—Air Force Office of Special Investigations
AFPD—Air Force Policy Directive
AFRC—Air Force Reserve Command
AFSC—Air Force Service Code
AFSOC—Air Force Special Operations Command
AFTO—Air Force Technical Order
AFTTP—Air Force Tactics, Techniques, and Procedures
AGL—Above Ground Level
AMC—Air Mobility Command
AMCAOS—Air Mobility Command Air Operations Squadron
AMOG—Air Mobility Operations Group

AMP—Airfield Marking Pattern
ANG—Air National Guard
AQP—Airport Qualification Program
ARC—Air Reserve Component (ANG and AFRC)
ARMS—Aviation Resource Management System
ASEV—Aircrew Standardization/Evaluation Visit
ASMT—Avionics Systems Management Trainer
ASR—Airport Surveillance Approach
ASRR—Airfield Suitability and Restrictions Report
AT—Academic Training
ATC—Air Traffic Control
ATD—Aircrew Training Device
ATS—Aircrew Training System
AW—Airlift Wing
AZAR—Assault Zone Availability Report
B—Biennial
BAQ—Basic Aircraft Qualified
BLM—Basic Loadmaster
BMC—Basic Mission Capable
CAC—Conduct After Capture
CATM—Combined Arms Training Maintenance
CBRNE—Chemical, Biological, Radiological, Nuclear and High Yield Explosive
CBT—Computer-Based Training
CC—Commander
CCWG—Courseware Configuration Work Group
CDS—Containerized Delivery System
CEA—Career Enlisted Aviator
CLS—Contractor Logistic Support
CM—Configuration Management
CMR—Combat Mission Ready
COMSEC—Communications security
CONOPS—Concept of Operations

CONUS—Continental United States
CoP—Community of Practice
COR—Contracting Officer Representative
CPT—Cockpit Procedures Trainer
CRG—Contingency Response Group
CRM—Crew Resource Management
CRO—COMSEC Responsible Officer
CSI—Contingency SERE Indoctrination
CST—Combat SERE Training
CTD—Celestial Training Device
CUR—Currency
CWD—Chemical Warfare Defense
DeMS—Deployment Management System
DNIF—Duties Not Involving Flying
DO—Director of Operations
DOC—Designed Operational Capability
DoD—Department of Defense
DOTD—Drogue Chute Only Training Drop
DSN—Defense Switched Network
DZ—Drop Zone
EAR—Event Accomplishment Report
EAUC—Enlisted Aircrew Undergraduate Training Course
ECP—Engineering Change Proposal
EGB—Electronic Grade Book
EMTF—Expeditionary Mobility Task Force
ENAF—Emergency Nuclear Airlift Force
EOR—Explosive Ordinance Recognition
EP—Fully Certified/Qualified Evaluator Pilot who is performing evaluator duties on the mission
EPT—Emergency Parachuting Training
ERO—Engine Running On/Off-load
ESD—Evaluation Standards Document
ETCA—Education and Training Course Announcements

ETP—Equal Time Point
FAA—Federal Aviation Administration
FAIP—First Assignment Instructor Pilot
FCA—Functional Configuration Audits
FEB—Flight Evaluation Board
FEF—Flight evaluation folder
FIR—Flight Information Region
FLIP—Flight Information Publications
FP—Flight Qualified Pilot, PIQ Graduate (Non-Aircraft Commander)
FPL—Flight Qualified Pilot
FPN—Flight Qualified Pilot - Non-Mission Ready (MPD Graduate In Local MR Training)
FPQ—Flight Qualified Pilot; (Qualified, Mission Ready MPD Pilot)
FS—Flight Surgeon
FTL—Flying Training Level
FTU—Formal Training Unit
FuT—Fuselage Trainer
GPS—Global Positioning System
GRACC—Global Ready Aircraft Commander Course
GT—Ground Training
HAHO—High Altitude High Opening
HALO—High Altitude Low Opening
HARMS—Host Aviation Resource Management System
HDD—Head Down Display
HMX-1—Marine Presidential Helicopters
HQ—Headquarters
HRI—High Risk of Isolation
HUD—Head Up Display
HVAA—High Value Airborne Asset
IA—Information Assurance
IAP—Instrument Approach Procedure
IAW—In Accordance With
I-CDS—Improved Container Delivery System

ICW—Interactive Courseware
IFF/SIF—Identification, Friend or Foe / Selective Identification Feature
IL—Instructor Loadmaster
ILS—Instrument Landing System
IMC—Instrument Meteorological Conditions
IP—Instructor Pilot
IQT—Initial Qualification Training
IR—Infrared
IRC—Instrument Refresher Course
ISOPREP—Isolated Personnel Report
JA/ATT—Joint Airborne/Air Transportability Training
MATS—C-130J Maintenance and Aircrew Training System
JPADS—Joint Precision Airdrop System
LAD—Loadmaster Aerial Delivery
LC/LA—Low Cost Low Altitude
LM—Loadmaster
LOP—Line of Position
LPS—Local Proficiency Sortie
LRT—Loadmaster Refresher Training
LZ—Landing Zone
MAFFS—Modular Airborne Fire Fighting System
MAJCOM—Major Command
MANPADS—Man-portable air-defense system
MC—Mission Commander
MDS—Mission-Design-Series (e.g., C-130E/H vice C-130J)
MEP—Mission Essential Personnel (replaces MEGP)
MISREP—Mission Reports
ML—Mission Ready Loadmaster
MLS—Microwave Landing System
MMCT—MAFFS Mission Certification Training
MOB—Main Operating Base
MOST—Mission Oriented Simulator Training

MP—Mission Pilot
MPD—Mobility Pilot Development
MPF—Military Personnel Flight
MQF—Master Question File
MQT—Mission Qualification Training
MR—Mission Ready
MSL—Mean Sea Level
MSSR—Media Selection Syllabus Report
MTL—Master Task Listing
MX—Maintenance
N/A—Not Applicable
NAF—Numbered Air Force
NCO—Non-Commissioned Officer
NDB—Non-Directional Beacon
NGB—National Guard Bureau
NLT—No Later Than
NMR—Non-Mission Ready
NOTAM—Notice To Airmen
NVD—Night Vision Devices
NVG—Night Vision Goggles
OCONUS—Outside the Continental United States
OFT—Operational Flight Trainer
OG—Operations Group
OG/CC—Operations Group Commander
OMAR—Objective Media Analysis Report
OME—Operational Mission Evaluation
OPORD—Operations Order
OPR—Office of Primary Responsibility
OSA—Operational Support Aircraft
OSS—Operational Support Squadron
PAA—Primary Aircraft Authorization
PACAF—Pacific Air Forces

PAI—Primary Aircraft Inventory
PAMS—Pilot Absorption Management System
PCO—Procuring Contracting Officer
PCS—Permanent Change of Station
PF—Pilot Flying
PFT—Programmed Flying Training
PIQ—Pilot Initial Qualification
PLD—Personnel Lowering Device
PM—Pilot Monitoring
PO—Program Officer
POC—Point of Contact
POW—Prisoner of War
PQP—Prior Qualified Pilot
PR—Progress Review
PRD—Program Requirements Document
PRM—Precision Runway Monitoring
PRT—Pilot Refresher Training
PTT—Part Task Trainer
QA—Quality Assurance
QAI—Quality Assurance Issue
QAR—Quality Assurance Representative
QASP—Quality Assurance Surveillance Program
QMS—Quality Management System
RDS—Records Disposition Schedule
RFI—Request for Information
RPL—Required Proficiency Level
RTRB—Realistic Training Review Board
RTU—Replacement Training Unit
RWR—Radar Warning Receiver
SAFE—Selected Area for Evasion
SAID—SAFE Area Intel Description
SAR—Search and Rescue

SARMS—Squadron Aviation Resource Management System

SATB—Standard Airdrop Training Bundle

SATCOM—Satellite Communications

SCA—Self Contained Approach

SERE—Survival, Evasion, Resistance, and Escape

SIF—Selective Identification Features

SIM—Simulator

SIMCERT—Simulator Certification

SIPRNET—Secret Internet Protocol Router Network

SKE—Station Keeping Equipment

SME—Subject Matter Expert

SOC—Senior Officers Course

SOE—Standards of Evaluation

SORTS—Status of Resources and Training System

SOW—Statement of Work

SPINS—Special Instructions

Sq/CC—Squadron Commander

Sq/DO—Squadron Operations Officer

SSN—Social Security Number

TACAN—Tactical Aid to Navigation

TACC—Tanker/Airlift Control Center

TDY—Temporary Duty

TI—Theater Indoctrination

TL—Training Level

TOA—Time of Arrival

TOD—Time of Day

TOT—Time-Over-Target

TRP—Training review panel

TRS—Training Squadron

TTP—Tactics, Techniques, and Procedures

TTU—Technical Training Unit

TX—Transition

UDM—Unit Deployment Manager
UIR—Upper Information Region
UL—Unqualified Loadmaster
UNQ—Unqualified
UP—Unqualified Pilot
UPT—Undergraduate Pilot Training
US—United States
USAF—United States Air Force
USAF EC—United States Air Force Expeditionary Center
USAFE—United States Air Forces in Europe
USAFWS—USAF Weapons School
UTA—Unit Training Assembly
VFR—Visual Flight Rules
VLL—Visual Low-Level
VMC—Visual Meteorological Conditions
VOR—VHF Omnidirectional Range
VTRAT—Visual Threat Recognition and Avoidance Trainer
Wg/CC—Wing Commander
WIC—Weapons Instructor Course
WPS—Weapons School
WST—Weapon System Trainer
WX—Weather

Terms

AC Candidate—An individual designated by the Sq/CC or appropriate AFRC/ANG Operations Supervisor for entry into training before aircraft commander upgrade. While under the direct supervision of an IP, aircraft commander candidates may perform all flight maneuvers authorized for a qualified aircraft commander.

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 prior to simulator or flight training.

Aeromedical Evacuation (AE)—The movement of patients under medical supervision to and between medical treatment facilities by air transportation.

Aeromedical Evacuation Crew Member (AECM)—Qualified flight nurses, AE technicians, and unqualified student trainees performing AE duties under the direct supervision of a qualified instructor or flight examiner.

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 systems (SNS), operational flight trainers (OFT), and weapons systems trainers (WST).

Airdrop (AD) Mission—A flight that involves delivery of cargo or personnel by airdrop methods.

Airdrop Procedure—Log an event when a successful airdrop is accomplished. See Attachments 4 and 5 for additional guidance and exceptions.

Airdrop Scoring—Log an airdrop event if the load exits the aircraft and is scored as a successful drop. See [Attachment 2](#).

Airland Mission—A flight that involves the delivery of cargo or personnel between airfields.

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 (i.e., 1 Jan 09 to 31 Dec 10).

Avionics Systems Management Trainer (ASMT)—A part task trainer used to teach functionality of key C-130J avionics systems.

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 his or her 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 I (Airland Operations). BMC crewmembers should be able to attain full qualification (MR) in the unit mission within 45 days, if needed.

Biennial—Training required in the second year after training was accomplished (i.e., 1 Jan 02 to 31 Dec 03). Specific ARMS codes will identify further guidance or restrictions for each event.

C-130J Maintenance and Aircrew Training System (MATS)—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.

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.

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, 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.

COMSEC Responsible Officer (CRO)—Individual appointed by a unit commander to oversee the unit's COMSEC program as outlined in AFI 33 - 211, Communications Security (COMSEC) User Requirements.

Container Delivery System (CDS)—Equipment or materiel rigged and airdropped from the aircraft using roller conveyors and gravity extraction.

Continuation Training—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 unit's missions.

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.

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 his/her 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 in-flight evaluation completion date.

Direct Supervision—A crewmember is considered under direct supervision when flying with an instructor in the same crew position. For pilots the IP will occupy one of the pilot seats. For other crew positions, the instructor will 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, prerequisites, clothing requirements and location information. <https://etca.randolph.af.mil/>

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 AFI 11-202, Volumes 1 and 2, 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 crew members, based upon experience and Sq/CC recommendation, 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 MATS 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 AFI 11-202, Volumes 1 and 2, to train other crewmembers of like specialty.

Loadmaster—A crewmember fully qualified to perform loadmaster duties.

Loadmaster MAFFS Airdrop Training Event—Perform air/retardant servicing and all other loadmaster duties required to fly a MAFFS airdrop profile consisting of two actual airdrops.

Low Altitude—1000' AGL to 2499' AGL

Mass CDS—For training, four or more CDS bundles.

Medium Altitude—2500' AGL to 9,999' MSL

Mission Oriented Simulator Training (MOST)—Part of a training program (e. g., crew resource management) that includes a practical application, full-mission scenario in the simulator or weapons system trainer.

Mission Qualification Training (MQT)—The training necessary to qualify a crewmember 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 squadron's mission(s) according to the unit's Designed Operational Capability (DOC) statement. The crewmember will 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 fire fighting 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 *American 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 *American Air Almanac*.

Non-current—Failure to meet the minimum prescribed currency requirements in a training period for a given event.

Non-Mission Ready (NMR)—Individual who is non-current in required continuation training or unqualified in the aircraft, or is not otherwise certified to perform the unit's mission(s). **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 who has completed NVG ground and flying training as prescribed in Chapter 5 of this instruction.

Off-Station Training Flight—Any training mission that remains over night (RON) at a base other than home station, or carries cargo or passengers.

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.

Part Task Trainer (PTT)— A device used to practice a specific task such as cargo loading training.

Pilot MAFFS Training Airdrop Event— Plan, brief, and fly a MAFFS airdrop profile consisting of a minimum of 2 simulated (dry) airdrops and 1 actual (wet) airdrop while following a USFS lead plane.

Primary Aircraft Authorization (PAA)— Aircraft authorized for performance of the operational mission. The PAA forms the basis for allocation of operating resources to include manpower, support equipment, and flying-hour funds. The operating command determines the PAA required for their assigned missions. PAI also includes test and training requirements.

Primary Aircraft Inventory (PAI)— Aircraft assigned to meet the primary aircraft authorization.

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 MATS contractor site manager (for MATS 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.

Contracting Officer Representative (COR)— Member of the wing or group staff designated to verify and evaluate contractor performance according to the MATS quality assurance program plan, mandated by Federal Acquisition Regulations (FAR).

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.

Refresher Simulator— Simulator training emphasizing aircraft systems, normal and emergency procedures, and mission-specific training requirements.

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.

Semiannual— The 6-month training periods from 1 January to 30 June and 1 July to 31 December. For 109AW, the semiannual 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, weapon system trainer (WST), ground training, flight, etc.

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.

Special Mission— Any mission requiring special qualification (Phoenix Banner, Unimproved Landing, etc.) or specific unit missions that include MAFFS, 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— A 15-pound training bundle that may be dropped to simulate personnel, equipment, or CDS airdrops.

Supervised Training Status—A crewmember will fly under instructor supervision as designated by the Sq/CC or flight examiner. This status is usually a result of loss of currency or qualification, or due to evaluation resulting in other than Qualification Level 1.

TF Coded—Designated Training Aircraft.

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-130E/H, C-130 AMP, and C-130J will be Transition Training using specific courseware.

Triennial—Training required in the third year after training was accomplished (i.e., 1 Jan 09 to 31 Dec 12). Specific ARMS codes will identify further guidance or restrictions for each event.

Unqualified—A crewmember is unqualified under the following circumstances cases:

- 1—Failure to successfully pass an evaluation according to AFI 11-2C-130J, Volume 2, or
- 2—Failure to accomplish an evaluation in the time frame required by AFI 11-2C-130J, Volume 2, or
- 3—Non-current flight training events in excess of six months as specified by this AFI, or
- 4—Determined administratively by Sq/CC or higher authority, or
- 5—Never qualified in the aircraft.

Upgrade Training—Training to qualify a crewmember in a higher crew qualification (i.e., aircraft commander, instructor, or evaluator) or specialized certification (i.e., grid, HALO, or NVG).

Very High Altitude—18,000' MSL and above.

Very Low Altitude—Surface to 999' above ground level (AGL).

Weapon System Trainer (WST)—Device that provides 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 guidelines on proper training documentation. Electronic Grade Book (EGB) documentation is the primary method for documenting aircrew training. FTUs and units will use the Training Management System EGB in lieu of paper AF Form 4022, *Aircrew Training Folder*, AF Form 4023, *Aircrew Training Progress Report*, AF Form 4024, *Aircrew Training Accomplishment Report*, and AF Form 4025, *Aircrew Summary/Close-out Report*. EGB instructions are provided at <https://MATS.littlerock.af.mil>. Units transitioning to the EGB will transcribe the information in the traditional AF Form 4022, AF Form 4023, AF Form 4024, and AF Form 4025 from paper training folders that are currently open into the EGB. Paper training folders that have been closed-out will continue to comply with paragraph A2.5.2. The following paragraphs apply to the EGB or the previously approved paper training folders. AMC/A3TA and Det 3, AMCAOS at Little Rock AFB are the POCs and liaison with the MATS contractor for EGB changes and recommendations. Coordinate all recommended changes through MAJCOM to AMC/A3TA and Det 3 AMCAOS.

A2.1.1. Initiate a training folder (AF Form 4022) for ETCA formal training courses (formal school or in-unit), mission 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.

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 will enter comments pertinent to the training deficiency on AF Form 4023 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 of time the unit may combine all training into one AF Form 4022; e.g., an experienced C-130 aircraft commander returning to fly may have his or her Unit Indoctrination and applicable airland or mission qualification training, formation lead training, and instructor re-qualification training combined in one folder.

A2.1.2. Access to Training Records. Squadrons will 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.

A2.1.2.1. Web-based EGB provides world-wide 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 will review the training folder, to include AF Forms 4023 and 4024 or the training guide, prior to all training periods. Those areas not previously accomplished or those, in which crewmembers require additional training, will be noted for possible inclusion during the current training period.

A2.1.4. Training Folder Review. Operations officers will review active training folders quarterly, and flight commanders or squadron training representatives will conduct a monthly review. Monthly and quarterly reviews will be annotated on AF Form 4023 or in the training guide.

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. See **paragraph A2.5.1.**

A2.1.5.1. Formal School Disposition of Training Records. Formal schools will send the original AF Form 4022 with all training records to the student's gaining unit within ten working days of the student's graduation or departure. 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.

A2.1.5.2. Specific to PACAF and USAFE. After one year, training offices will retain the AF Form 4025 in the crewmember's Permanent Training Record. Refer to the Air Force Records Disposition Schedule (RDS) located at <https://www.my.af.mil/afrims/afrims/afrims/rims.cfm>, for further guidance.

A2.1.5.3. Disposition of Training Records. All squadron training offices that do not maintain Permanent Training Records will retain all AF Forms 4022 contents until one year after training close out and then return them to the crewmember. Training records maintained in the EGB will be accessible for review through the MATS website. No unit will insert AF Forms 4022, 4023, or 4024 or training guides 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. If training guides are not used, AF Forms 4022, 4023, or 4024 will be used for MATS and formal school courses.

A2.1.7. Units may overprint versions of AF Forms 4022, 4023, 4024, and/or 4025 in accordance with AFI 33-360, Volume 2, *Forms Management Programs*.

A2.1.8. For purposes of training documentation, "classroom only" training conducted at the unit should be identified as Academic Training (AT). Ground Training (GT) will be considered all academic training conducted outside the classroom. Academic training conducted while performing flying duties will be documented as Flying Training.

A2.2. Instructions for AF Form 4022, *Aircrew Training Folder*. For paper grade books 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) will be attached through the centered holes of the folder. Obtain a folder through the AF publications distribution system (see web site address on first page of this instruction). **NOTE:** Formal school instructors using MATS 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. SOAR, formation lead etc. For other types of training, enter a descriptive identifier.

A2.2.1.5. Class number. Enter formal school class number; otherwise, leave blank.

A2.2.1.6. Course number: Enter only the ETCA formal course number, e.g., "C130JPIQ1LP" etc. 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 inunit 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," etc., 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 loadmaster (IL), etc.

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 AFI 11-2C-130J, Volume 2 description or other appropriate identifier.

A2.2.4.3. Grade. Enter according to AFI 11-2C-130J, Volume 2.

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 AFI 11-2C-130J, Volume 2 evaluation description or other appropriate identifier.

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 will accomplish reviews during formal training courses. Sq/CC or operations officer will review prior to flight evaluations not associated with a formal training course.

A2.2.5.5. Date evaluated. Enter the date the evaluation was completed.

A2.2.5.6. Evaluator. Selfexplanatory.

A2.2.5.7. Grade. Enter according to AFI 11-2C-130J, Volume 2.

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. Selfexplanatory. On operational missions, enter inclusive dates, e.g., 28 Jul - 7 Aug 04.

A2.2.6.2. Training period. Enter sequentially numbered training period designators, e.g., "S-1," "AD-1," "O-2," etc. Formal schools may use 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, will be 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.

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, *Aircrew Training Progress Report*. 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). Training period is ground, simulator, or flight, i.e., AT-1, GT-1, SIM-3, S-4, etc. 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. A running total (Items 3, 5, and 7) is obtained by adding previous totals to current training period time. Classroom academic training periods will be annotated as AT and tabulated 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 period. **NOTE:** This is not required for AETC FTUs.

A2.3.4. Remarks and Recommendations (Item 9). Describe the mission scenario to accurately document each event (i.e., payload, type airdrops, type and number of approaches, etc). Local overprints are authorized. Comments will elaborate on trainee strengths and weaknesses, identify problem areas, record unusual circumstances, and indicate student progress. Recommendations will be 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 sortie information heading section (Items 1 through 8) of following block of form and continue remarks.

A2.3.5. Instructor Block (Item 10). Instructors will print and sign their name and annotate their rank and crew qualification.

A2.3.6. Students Block (Item 11). Students will print and sign their name.

A2.3.7. Reviewer Block (Item 12). For Operations Reviews, Sq/CCs, operations officers, or flight commanders will 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 will conduct a monthly review of active status AF Forms 4022. The Sq/CC or operations officer will review active status AF Forms 4022 at least once each calendar quarter. Document reviews on an AF Form 4023. The reviewer will annotate "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. MATS personnel will review the student's records and ensure all required training is completed prior to entering flight training. If problems are encountered during the flying phase, the squadron will conduct reviews necessary to document unsatisfactory progress.

A2.3.8. AF Form 4023 will be completed and reviewed by the student prior to his or her next training period.

A2.4. Instructions for the AF Form 4024, *Aircrew Training Accomplishment Report*. This form tracks, for each sortie, individual event and task accomplishment and grades. Units will overprint event and task listings, total number of repetitions required, and the required

proficiency level (RPL) for each event and task. Use separate AF Forms 4024 for simulator, ground training, and flight training. Maintain AF Forms 4024 on the right side of AF Form 4022. **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., C130ACQ. For special mission qualification, enter the type and identify the method of training, e.g., WST training, flying training, etc.

A2.4.4. Sortie. Enter sortie number e.g., S-1, S-2, CPT-1, etc.

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 will determine whether "F" items are completed by 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 actually accomplished.

A2.4.11. Required Proficiency Level (RPL). RPL for the specific event and task. Each event and task will have a performance standard designated for the required proficiency level the crewmember will 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 instruction. For those weapons systems that do not have any RPL listing, all events will 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 will

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 will re-obtain proficiency prior to the end of the block of training in order to be recommended for a checkride (when applicable) or certification (when applicable).

A2.4.11.2. Proficiency Advance. In order to recommend a crewmember for a checkride (when applicable) or certification (associated with completion of training), the final grade for each event will meet the Required Proficiency Level (RPL) and the total number accomplished will normally meet or exceed 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	Individual can do most activities only after being told or shown how.
2	Partially Proficient	Individual can do most of the behaviors, but not necessarily to the desired levels of speed, accuracy, and safety.
3	Proficient	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	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	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	Individual can explain 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	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 will be done and tell others how to accomplish activities
D	Evaluation and Complete Theory	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, *Aircrew Summary and Close-out Report*.

A2.5.1. For each formal training program leading to qualification, to include secondary method training, a summary and close-out report will be completed detailing the individual's strengths, weaknesses, overall performance, and other pertinent information. For training programs leading to certification, this form is optional.

A2.5.2. Sq/CCs, operations officers and flight commanders will ensure the comments on this form do not reflect personal opinions or biases. All comments will be supported by information contained in the AF Forms 4023, 4024, or training guides as applicable. At formal schools, the instructor will accomplish the AF Form 4025 and the Sq/CC's signature is optional. Refer to the Air Force Records Disposition Schedule (RDS) located at <https://www.my.af.mil/afirms/afirms/afirms/rims.cfm>, for further guidance. USAFE: After one year, training offices will retain the AF Form 4025 in the crewmember's training folder (AF Form 4022) and all other records may be returned to the individual.

A2.6. Aircrew Training Guides (TG).

A2.6.1. Units may use TGs developed by support contractors or produce their own as appropriate. TGs will be developed in accordance with AFI 36-2201. Coordinate TG development through appropriate MAJCOM with an info copy sent to AMC/A3T.

A2.6.2. Initiating TGs. Training and resource management personnel in each unit will initiate a TG on crew members prior to their entering any phase of qualification training. These TGs will be inserted in AF Form 4022.

A2.6.3. Use of TGs. Specific instructions for annotating training are included in each TG. TGs will be placed in an AF Form 4022 and maintained in accordance with paragraph A2.1.5.

A2.6.3.1. Active status TGs will be carried by the student during all training and operational missions and made available to the instructor for review and annotation. The student will review the TG and initial the training progress record prior to the next training period.

A2.6.3.2. 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 upgrade, the instructor will recommend an evaluation and state: "Recommend evaluation for (crew position)" on the training progress record. Trainees will not be recommended for an evaluation if a TG required event is incomplete or requires corrective action.

A2.6.3.3. On missions without an instructor or examiner, the senior qualified counterpart (e.g., aircraft commander for FPQs, qualified loadmaster for FLQ, etc) will accomplish required training for those areas not requiring an instructor. Annotate applicable training information in the TG.

A2.6.3.4. When an initial qualification flight evaluation is not successfully completed and additional training is required, the flight commander will annotate deficient areas on reproduced pages of the appropriate TG and training progress record. This mini-TG will be placed in the AF Form 4022 and used to document completion of additional training.

A2.6.3.5. At the conclusion of training, when all requirements of the TG are met, fill-out an AF Form 4025 in accordance with **paragraph A2.5**. Maintain the TG and associated AF Form 4025 in a training folder according to **paragraph A2.1.5**.

A2.6.3.6. Do not maintain the training guide in the flight evaluation folder.

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. 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 number and types of drops.

A2.6.4.1.1.2. Applicable NVG Phase of training. Include the number of night-vision goggles (NVG) landings, low-level routes, and the number or types of NVG drops.

A2.6.4.1.2. Loadmasters:

A2.6.4.1.2.1. Operational flights or static loads. Enter a general description of the payload, number of pallets, rolling stock cargo (trucks, engines, tanks, etc), floor-loaded general cargo, and passengers, e.g. 8 pallets and 5 passengers.

A2.6.4.1.2.2. AD missions. Enter the words "no drop" when the load did not exit the aircraft.

A2.6.4.1.2.3. Personnel AD missions. Enter the number of personnel dropped on each pass, e. g. "first pass-2," "second pass-2," etc.

A2.6.4.1.2.4. Heavy equipment drop missions. Enter a general description of the load, e.g. "type V, sequential platform (one mass load, one jeep), etc." The instructor or trainer will sign and enter his or her crew qualification on the training progress record. The trainee will initial the training progress record.

A2.6.4.2. The flight commander or squadron training representative will conduct a monthly review of TGs. This review will be indicated by entering initials and date in the review block of the TG.

A2.6.4.3. The commander or operations officer will review active TGs at least once each calendar quarter and prior to an evaluation. This review will be a separate entry on the TG and will include comments on weak areas and upgrade potential. 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 an active status), will be reviewed monthly and quarterly as indicated above. 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.

A2.6.5. Disposition of TGs. Place completed TGs in AF Form 4022 and maintain according to **paragraph A2.1.5**.

Attachment 3

C-130 MATS COURSES

A3.1. MATS Courseware Availability. Courseware availability is subject to change according to mission requirements and the MATS contract. AETC maintains a list of formal school courses in the Education and Training Course Announcement (ETCA). The site address is: <https://etca.randolph.af.mil/>.

A3.1.1. Pilot Courses.

A3.1.1.1. FTU Pilot Courses.

A3.1.1.1.1. PIQ Pilot Initial Qualification – Level 1 (Basic Qual), Level 3 (Qual/Mission), Level 5 (Mission). A Mobility Pilot Development (MPD) course which qualifies Undergraduate Pilot Training graduates in the C-130J.

A3.1.1.1.2. PXA Pilot Transition A - Level 1 (Basic Qual), Level 3 (Qual/Mission), Level 5 (Mission). Qualifies the following cross-flow pilots in the C-130J: C-17, Non-Tactical Mobility, FAIP/OSA, Fighter, Bomber. Also qualifies former C-130J pilots who have been unqualified for over 8 years.

A3.1.1.1.3. PXB Pilot Transition B - Level 1 (Basic Qual), Level 3 (Qual/Mission), Level 5 (Mission). Qualifies the following pilots in the C-130J: Qualified C-130 E/H aircraft commander with a minimum of 300 C-130E/H PAA hours and former C-130J pilots who have been unqualified for 39 (non-flying) or 48 (flying) months to 8 years

A3.1.1.1.4. PXC Pilot Transition C - Level 1 (Basic Qual), Level 3 (Qual/Mission), Level 5 (Mission). Qualifies former C-130J pilots who have been unqualified up to 39 (non-flying) or 48 (flying) months.

A3.1.1.1.5. PIN Pilot Instructor Qualification - Level 1 (Basic Qual), Level 3 (Qual/Mission). Qualifies pilots as instructors.

A3.1.1.1.6. SOC Senior Officer Course - Pilot Familiarization Short Course – Level 1 (Basic Qual). Academic instruction to include simulator training culminating in a flight evaluation. Graduates will fly with an instructor pilot.

A3.1.1.2. Continuation / In-Unit Pilot Courses.

A3.1.1.2.1. PIP Pilot Instructor Preparatory Course. Prerequisite for the Pilot Instructor Course (PIN); contains the aircraft systems information required to complete PIN.

A3.1.1.2.2. PIR Pilot Instrument Refresher Course. Course completion fulfills AFI 11-202, Volume 1 requirements.

A3.1.1.2.3. PRT Pilot Refresher Training - Course completion fulfills AFI 11-202, Volume 1 requirements. (Referred to as PSR in the MATS contract).

A3.1.2. Loadmaster Courses.

A3.1.2.1. FTU Courses

A3.1.2.1.1. LIQ Loadmaster Initial Qualification - Level 1 (Basic Qual), Level 3 (Qual/Mission), Level 5 (Mission). Qualifies loadmasters in C-130J aircraft.

A3.1.2.1.2. LXA Loadmaster Transition A - Level 3 (Qual/Mission). Qualifies loadmasters with at least 2 years experience in any cargo airframe.

A3.1.2.1.3. LXB Loadmaster Transition B - Level 3 (Qual/Mission). Qualifies former C-130J loadmasters who have been unqualified up to 39 (non-flying) or 48 (flying) months and qualified C-130E/H loadmasters with a minimum of 200 PAA hours.

A3.1.2.1.4. LIN Loadmaster Instructor Qualification - Level 1 (Basic Qual) and Level 3 (Qual/Mission). Qualifies LMs as instructors.

A3.1.2.2. Continuation / In-Unit Loadmaster Courses

A3.1.2.2.1. LRT Loadmaster Refresher Training.

A3.1.2.2.2. LIP LM Instructor Preparatory. An in-unit, prerequisite for LM Instructors (LIN).