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Subj: KC-130J TRAINING AND READINESS MANUAL

Ref: (a) NAVMC 3500.14C

Encl: (1) KC-130J T&R Manual

1. Purpose. In accordance with reference (a), enclosure (1) contains revised standards and regulations regarding the training of KC-130J aircrew.
2. Cancellation. NAVMC 3500.53B
3. Scope. Highlights of major Training and Readiness (T&R) planning considerations included in this KC-130J T&R Manual are as follows:
  - a. The flight leadership model was edited to incorporate lessons learned from Aviation Combat Element mission tasking while supporting the Special Purpose Marine Air Ground Task Force Crisis Response Force.
  - b. Chapter 3 was revised for crewmasters to receive initial Aerial Delivery accession training at the Fleet Replacement Detachments (MCAS Cherry Point and MCAS Miramar) instead of Little Rock Air Force Base.
  - c. Prerequisites were redefined to better reflect preparation for mission tasking for Crewmaster Levels 1 through 3, Crewmaster Crew Chief, and Crewmaster Loadmaster.
  - d. The Harvest Hawk Fire Control Officer codes were re-numbered. Harvest Hawk pilots now have the ability to log T&R events as a Harvest Hawk Pilot and Fire Control Officer on the same flight.

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distribution is unlimited.

e. The Harvest Hawk Instructor and Harvest Hawk Fire Control Officer Instructor certifications were combined into one certification; it is now Harvest Hawk Instructor.

4. Information. Recommended changes to this Manual should be submitted via the syllabus sponsor and the appropriate chain of command to: Commanding General (CG), Training and Education Command (TECOM), Marine Air Ground Task Force Training and Education Standards Division (MTESD) (C 466), Aviation Standards Branch using standard Naval correspondence or the Automated Message Handling System plain language address: CG TECOM MTESD.

5. Command. This Manual is applicable to the Marine Corps Total Force.

6. Certification. Reviewed and approved this date.

  
J. W. LUKEMAN  
By direction

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CHAPTER 1

KC-130J TRAINING AND READINESS UNIT REQUIREMENTS

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CHAPTER 1

KC-130J TRAINING AND READINESS UNIT REQUIREMENTS

1.0 TRAINING AND READINESS REQUIREMENTS. The Marine Aviation Training and Readiness (T&R) Program provides the Marine Air-Ground Task Force (MAGTF) commander with an Aviation Combat Element (ACE) capable of executing the six functions of Marine Aviation. The T&R Program is the fundamental tool used by commanders to construct, attain, and maintain effective training programs. The standards established in this program are validated by subject matter experts to maximize combat capabilities for assigned METs while conserving resources. These standards describe and define unit capabilities and requirements necessary to maintain proficiency in mission skills and combat leadership. Training events are based on specific requirements and performance standards to ensure a common base of training and depth of combat capability.

1.1 VMGR MISSION. Support the MAGTF Commander by providing air-to-air refueling, assault support, and close air support, day or night under all weather conditions during expeditionary, joint, or combined operations.

1.2 VMGR TABLE OF ORGANIZATION (T/O). Refer to Table of Organization managed by Total Force Structure, MCCDC, for current authorized organizational structure and personnel strength for KC-130J squadrons. As of this publication date; VMGR Squadrons are authorized:

| <b>KC-130J Table of Organization</b> |                                   |                                      |                                     |                                    |  |
|--------------------------------------|-----------------------------------|--------------------------------------|-------------------------------------|------------------------------------|--|
| <b>Squadron</b>                      | <b>Squadron<br/>(15 Aircraft)</b> | <b>Squadron(-)<br/>(12 Aircraft)</b> | <b>Squadron(-)<br/>(9 Aircraft)</b> | <b>Detachment<br/>(3 Aircraft)</b> | <b>VMGR Fleet<br/>Replacement<br/>Detachment<br/>(FRD)</b> |
| <b>Pilots</b>                        | <b>49</b>                         | <b>38</b>                            | <b>27</b>                           | <b>11</b>                          | <b>5</b>   |
| <b>TPC</b>                           | <b>30</b>                         | <b>24</b>                            | <b>18</b>                           | <b>6</b>                           | <b>5</b>   |
| <b>CP (T2P/T3P)</b>                  | <b>19</b>                         | <b>14</b>                            | <b>9</b>                            | <b>5</b>                           | <b>0</b>   |
| <b>Crewmaster</b>                    | <b>83</b>                         | <b>67</b>                            | <b>51</b>                           | <b>16</b>                          | <b>17</b>  |

1.3 SIX FUNCTIONS OF MARINE AVIATION

| SIX FUNCTIONS OF MARINE AVIATION |              |  |
|----------------------------------|--------------|--|
| FUNCTION                         | ABBREVIATION | DESCRIPTION  |
| Offensive Air Support            | OAS          | OAS involves air operations that are conducted against enemy installations, facilities, and personnel in order to directly assist in the attainment of MAGTF objectives by destroying enemy resources or isolating enemy military forces. Its primary support of the warfighting functions is to provide fires and force protection through CAS and DAS.   |
| Assault Support                  | ASPT         | ASPT contributes to the warfighting functions of maneuver and logistics. Maneuver warfare demands rapid, flexible maneuverability to achieve a decision. Assault support uses aircraft to provide tactical mobility and logistic support to the MAGTF for the movement of high priority personnel and cargo within the immediate area of operations (or the evacuation of personnel and cargo).  |
| Anti-Air Warfare                 | AAW          | AAW is the actions used to destroy or reduce the enemy air and missile threat to an acceptable level. The primary purpose of AAW is to gain and maintain whatever degree of air superiority is required; this permits the conduct of operations without prohibitive interference by opposing air and missile forces. AAW's other purpose is force protection.  |
| Electronic Warfare               | EW           | EW is any military action involving the use of electromagnetic and directed energy to control the electromagnetic spectrum or to attack the enemy. EW supports the warfighting functions of fires, command and control, and intelligence through the three major subdivisions: electronic attack, electronic protection, and electronic warfare support.   |
| Control of Aircraft & Missiles   | CoA&M        | The control of aircraft and missiles supports the warfighting function of Command and Control. The ACE commander maintains centralized command, while control is decentralized and executed through the Marine Air Command and Control System (MACCS). CoA&M integrates the other five functions of Marine Aviation by providing the commander with the ability to exercise Command and Control authority over Marine Aviation assets. |
| Aerial Reconnaissance            | AerRec       | AerRec employs visual observation and/or sensors in aerial vehicles to acquire intelligence information. It supports the intelligence warfighting function and is employed tactically, operationally, and strategically. The three types of air reconnaissance are visual, multi-sensor imagery, and electronic.   |

1.4 ABBREVIATIONS

|        |                                       |
|--------|---------------------------------------|
| ALZ    | ASSAULT LANDING ZONE                  |
| TN     | TACTICAL NAVIGATION                   |
| TR     | THREAT REACTION                       |
| AT     | ASSAULT SUPPORT                       |
| CPT    | COCKPIT PROCEDURES TRAINING           |
| LAT    | LOW ALTITUDE TACTICS                  |
| LRN    | LONG RANGE NAVIGATION                 |
| NS (H) | NIGHT SYSTEMS HIGH                    |
| AAR    | AIR TO AIR REFUELING                  |
| ADGR   | AVIATION DELIVERED GROUND REFUELING   |
| AD     | AIR DELIVERY                          |
| DT     | DEFENSIVE TACTICS                     |
| NS (L) | NIGHT SYSTEMS LOW                     |
| BI     | BATTLEFIELD ILLUMINATION              |
| CAS    | CLOSE AIR SUPPORT                     |
| MIR    | MULTI-SENSORY IMAGERY RECONNAISSANCE  |
| BAS    | BASIC AIR TO SURFACE                  |
| ANI    | ASSISTANT NATOPS INSTRUCTOR           |
| FRSI   | FLEET REPLACEMENT SQUADRON INSTRUCTOR |
| NSI    | NIGHT SYSTEMS INSTRUCTOR              |

|        |   |
|--------|---|
| LATI   | LOW ALTITUDE TACTICS INSTRUCTOR               |
| NSLATI | NIGHT SYSTEMS LOW ALTITUDE TACTICS INSTRUCTOR |
| DTI    | DEFENSIVE TACTICS INSTRUCTOR                  |
| FLSE   | FLIGHT LEADERSHIP STANDARDIZATION EVALUATOR   |
| WTI    | WEAPONS AND TACTICS INSTRUCTOR                |
| CPLI   | CARGO PASSENGER LOADING INSTRUCTOR            |
| MI     | MISSION INSTRUCTOR                            |
| SI     | SYSTEMS INSTRUCTOR                            |
| ADI    | AIR DELIVERY INSTRUCTOR                       |
| HH-I   | HARVEST HAWK INSTRUCTOR                       |
| PC     | PLANE CAPTAIN                                 |

1.5 DEFINITIONS

| TERM                                  | DEFINITION  |
|---------------------------------------|---|
| Core Model                            | The Core Model is the basic foundation or standardized format by which all T&Rs are constructed. The Core model provides the capability of quantifying both unit and individual training requirements and measuring readiness. This is accomplished by linking community Mission Statements, Mission Essential Task Lists, Output Standards, Core Skill Proficiency Requirements and Combat Leadership Matrices |
| Core Skill                            | Fundamental, environmental, or conditional capabilities required to perform basic functions. These basic functions serve as tactical enablers that allow crews to progress to the more complex Mission Skills. Primarily 2000 Phase events but may be introduced in the 1000 Phase.   |
| Mission Skill                         | Mission Skills enable a unit to execute a specific MET. They are comprised of advanced event(s) that are focused on MET performance and draw upon the knowledge, aeronautical abilities, and situational awareness developed during Core Skill training. 3000 Phase events.   |
| Core Plus Skill                       | Training events that can be theater specific or that have a low likelihood of occurrence. They may be Fundamental, environmental, or conditional capabilities required to perform basic functions. 4000 Phase events.   |
| Core Plus Mission                     | Training events that can be theater specific or that have a low likelihood of occurrence. They are comprised of advanced event(s) that are focused on Core Plus MET performance and draw upon the knowledge, aeronautical abilities, and situational awareness. 4000 Phase events.  |
| Core Skill Proficiency (CSP)          | CSP is a measure of training completion for 2000 Phase events. CSP is attained by executing all events listed in the Attain Table for each Core Skill. The individual must be simultaneously proficient in all events within that Core Skill to attain CSP.   |
| Mission Skill Proficiency (MSP)       | MSP is a measure of training completion for 3000 Phase events. MSP is attained by executing all events listed in the Attain Table for each Mission Skill. The individual must be simultaneously proficient in all events within that Mission Skill to attain MSP. MSP is directly related to Training Readiness.  |
| Core Plus Skill Proficiency (CPSP)    | CPSP is a measure of training completion for 4000 Phase "Skill" events. CPSP is attained by executing all events listed in the Attain Table for each Core Plus Skill. The individual must be simultaneously proficient in all events within that Core Plus Skill to attain CPSP   |
| Core Plus Mission Proficiency (CPMP)  | CPMP is a measure of training completion for 4000 Phase "Mission" events. CPMP is attained by executing all events listed in the Attain Table for each Core Plus Mission. The individual must be simultaneously proficient in all events within that Core Plus Mission to attain CPMP   |
| Core Model Training Standard (CMTS)   | CMTS is an objective optimum training standard used by squadrons that reflects the number of individuals trained to CSP/MSP, per crew position. The CMTS is for internal squadron planning only and is not utilized for readiness reporting. The numbers are determined by individual communities.  |
| Core Model Minimum Requirement (CMMR) | CMMR represents the minimum crew definition qualifications and designations, the number of crews required per MET, and minimum Combat Leadership requirements for readiness reporting purposes.   |

1.6 MISSION ESSENTIAL TASK LIST (METL). The METL is a list of specified tasks a unit is expected to execute. Core METs are drawn from the Marine Corps Task List (MCTL), are standardized by type unit, and are used for reporting Core squadron readiness in DRRS-MC. Core Plus METs reflect additional capabilities to support missions or plans which are limited in scope, theater specific, or have a lower probability of execution. Core Plus METs may be included in readiness reporting when contained within an Assigned Mission METL. An Assigned Mission METL consists of only selected METs (drawn from Core and Core Plus METs) necessary for that Assigned Mission. Chapter 7 of the Aviation T&R Program Manual provides additional information on Aviation Training Readiness policy.

| VMGR KC-130J                       |              |  |
|------------------------------------|--------------|--|
| MISSION ESSENTIAL TASK LIST (METL) |              |  |
| CORE                               |              |  |
| MET                                | ABBREVIATION | DESCRIPTION  |
| MCT 1.3.3.3.2                      | EXP          | Conduct Aviation Operations from Expeditionary Shore-Based Sites |
| MCT 1.3.4.1                        | AT           | Conduct Combat Assault Transport                                 |
| MCT 1.3.4.2                        | AAR          | Conduct Air-to-Air Refueling                                     |
| MCT 1.3.4.2.1                      | ADGR         | Provide Aviation-Delivered Ground Refueling                      |
| MCT 4.3.4                          | AD           | Conduct Air Delivery   |
| CORE PLUS                          |              |  |
| MET                                | ABBREVIATION | DESCRIPTION  |
| MCT 1.3.4.3                        | BI           | Provide Aviation Delivered Battlefield Illumination              |
| MCT 3.2.3.1.1                      | CAS          | Conduct Close Air Support  |
| MCT 2.2.5.2.2                      | MIR          | Conduct Multi-Sensory Imagery Reconnaissance                     |

1.7 MISSION ESSENTIAL TASK (MET) TO SIX FUNCTIONS OF MARINE AVIATION

| VMGR KC-130J   |              |                                  |      |     |    |       |        |
|--|--------------|----------------------------------|------|-----|----|-------|--------|
| MISSION ESSENTIAL TASK (MET) TO SIX FUNCTIONS OF MARINE AVIATION |              |                                  |      |     |    |       |        |
| CORE   |              |                                  |      |     |    |       |        |
| MET  | ABBREVIATION | SIX FUNCTIONS OF MARINE AVIATION |      |     |    |       |        |
|  |              | OAS                              | ASPT | AAW | EW | CoA&M | AerRec |
| MCT 1.3.3.3.2  | EXP          |                                  | X    |     |    |       |        |
| MCT 1.3.4.1  | AT           |                                  | X    |     |    |       |        |
| MCT 1.3.4.2  | AAR          | X                                | X    |     |    |       |        |
| MCT 1.3.4.2.1  | ADGR         |                                  | X    |     |    |       |        |
| MCT 4.3.4  | AD           |                                  | X    |     |    |       |        |
| CORE PLUS  |              |                                  |      |     |    |       |        |
| MCT 1.3.4.3  | BI           | X                                | X    |     |    |       |        |
| MCT 3.2.3.1.1  | CAS          | X                                |      |     |    |       | X      |
| MCT 2.2.5.2.2  | MIR          | X                                |      |     |    |       | X      |

1.8 MET TO CORE/MISSION/CORE PLUS SKILL MATRIX. Depicts the relationship between a MET and each Core/Mission/Core Plus/Mission Plus skill associated with the MET for readiness reporting and resource allocation purposes. There shall be a one-to-one relationship between the MET and a corresponding Mission Skill. For example: the MET for EXP shows a one-to-one relationship with the EXP Mission Skill; the CAS MET shows a one-to-one relationship with the CAS Mission Skill, and so on. Shading indicates Core Plus.

| VMGR KC-130J   |                          |        |     |    |     |     |      |       |                             |    |     |      |                        |    |        |       |    |    |         |    |    |     |     |
|--|--------------------------|--------|-----|----|-----|-----|------|-------|-----------------------------|----|-----|------|------------------------|----|--------|-------|----|----|---------|----|----|-----|-----|
| MET TO CORE SKILLS/MISSION SKILLS/CORE PLUS SKILLS/MISSION PLUS SKILLS |                          |        |     |    |     |     |      |       |                             |    |     |      |                        |    |        |       |    |    |         |    |    |     |     |
| MET  | CORE                     |        |     |    |     |     |      |       |                             |    |     |      | CORE PLUS (4000 PHASE) |    |        |       |    |    |         |    |    |     |     |
|  | CORE SKILLS (2000 Phase) |        |     |    |     |     |      |       | MISSION SKILLS (3000 Phase) |    |     |      | SKILLS                 |    |        |       |    |    | MISSION |    |    |     |     |
|  | LSF                      | NS (H) | LRN | TN | LAT | AAR | FORM | IR TR | ALZ                         | AT | AAR | ADGR | AD                     | TN | NS (L) | RF TR | DT | HH | BAS     | AD | BI | CAS | MIR |
| 1.3.3.3.2<br>EXP   | X                        | X      |     |    |     |     | X    | X     |                             |    |     |      |                        |    |        | X     | X  |    |         |    |    |     |     |
| 1.3.4.1<br>AT  | X                        | X      | X   | X  | X   |     | X    | X     |                             | X  |     |      |                        |    | X      | X     | X  |    |         |    |    |     |     |
| 1.3.4.2<br>AAR   | X                        | X      |     | X  |     | X   | X    | X     |                             |    | X   |      |                        | X  |        | X     | X  |    |         |    |    |     |     |
| 1.3.4.2.1<br>ADGR  | X                        | X      |     |    |     |     |      |       |                             |    | X   |      |                        |    |        |       |    |    |         |    |    |     |     |
| 4.3.4<br>AD  | X                        | X      |     | X  |     |     | X    | X     |                             |    |     | X    | X                      |    | X      | X     |    |    | X       |    |    |     |     |
| CORE PLUS  |                          |        |     |    |     |     |      |       |                             |    |     |      |                        |    |        |       |    |    |         |    |    |     |     |
| 1.3.4.3<br>BI  |                          | X      |     |    |     |     | X    |       |                             |    |     |      |                        |    | X      | X     | X  | X  |         | X  |    |     |     |
| 3.2.3.1.1<br>CAS   |                          | X      |     |    |     |     | X    |       |                             | X  |     |      |                        |    |        |       | X  | X  |         |    | X  |     |     |
| 2.2.5.2.2<br>MIR   |                          | X      |     |    |     |     | X    |       |                             | X  |     |      |                        |    |        |       | X  | X  |         |    |    |     | X   |

1.9 MISSION ESSENTIAL TASK (MET) OUTPUT STANDARDS. The following MET output standards are the required level of performance a VMGR squadron must be capable of sustaining during contingency/combat operations by MET to be considered MET-ready. Output standards will be demonstrated through the incorporation of unit training events. A core capable VMGR squadron is able to sustain the number of sorties listed below on a daily basis during contingency/combat operations. The sortie rates are based on 2.6 hour average sortie duration. It assumes >70% FMC aircraft and >90% T/O aircrew on hand. If unit FMC aircraft is <70% or T/O aircrew <90%, core capability will be degraded by a like percentage.

| VMGR KC-130J SQUADRON (12 AIRCRAFT) / DETACHMENT (6 AIRCRAFT)                                   |              |                       |                         |
|---|--------------|-----------------------|-------------------------|
| 15 Aircraft squadron / 12 Aircraft squadron(-) / 9 Aircraft squadron(-) / 3 Aircraft detachment |              |                       |                         |
| MET OUTPUT STANDARDS MATRIX   |              |                       |                         |
| CORE  |              |                       |                         |
| MET   | ABBREVIATION | MAXIMUM DAILY SORTIES | MAXIMUM SORTIES PER MET |
|   |              | SQUADRON/DETACHMENT   | SQUADRON/DETACHMENT     |
| MCT 1.3.3.3.2   | EXP          | 20/16/12/4            | 13/10/6/3               |
| MCT 1.3.4.1   | AT           |                       | 20/16/12/4              |
| MCT 1.3.4.2   | AAR          |                       | 20/16/12/4              |
| MCT 1.3.4.2.1   | ADGR         |                       | 2 Points*               |
| MCT 4.3.4   | AD           |                       | 9/6/5/1                 |
| CORE PLUS   |              |                       |                         |
| MET   | ABBREVIATION | MAXIMUM DAILY SORTIES | MAXIMUM SORTIES PER MET |
|   |              | SQUADRON/DETACHMENT   | SQUADRON/DETACHMENT     |
| MCT 1.3.4.3   | BI           | 20/16/12/4            | 8/6/5/1                 |
| MCT 3.2.3.1.1   | CAS          |                       | 6/6/3/3                 |
| MCT 2.2.5.2.2   | MIR          |                       | 6/6/3/3                 |

\*The output standard for Aviation-Delivered Ground Refueling is not stated in sorties but on refueling points provided.

1.10 CORE MODEL MINIMUM REQUIREMENTS (CMMR) FOR READINESS REPORTING (DRRS-MC). The paragraphs and tables below delineate the minimum aircrew qualifications and designations required to execute the MET output standards of para 1.9. Chapter 7 of the Aviation T&R Program Manual provides additional guidance and a detailed description of readiness reporting using the Defense Readiness Reporting System - Marine Corps (DRRS-MC).

1.10.1 The CMMR Readiness Reporting Matrix delineates the minimum crew definition qualifications and designations, the number of crews required per MET, and minimum Combat Leadership requirements for readiness reporting purposes. The number of crews formed using the below minimum standards per crew capture the readiness capability of a squadron to perform the MET sorties under all light levels.

| VMGR KC-130J   |               |          |             |             |                                    |                    |                   |              |
|--|---------------|----------|-------------|-------------|------------------------------------|--------------------|-------------------|--------------|
| CMMR READINESS REPORTING MATRIX  |               |          |             |             |                                    |                    |                   |              |
| KC-130J MINIMUM CREW QUALIFICATIONS / DESIGNATIONS REQUIRED FOR MET CAPABILITY |               |          |             |             |                                    |                    |                   |              |
| CORE   |               |          |             |             |                                    |                    |                   |              |
| METS   | CREW POSITION |          |             |             | CREWS REQUIRED PER MET (CREW CMMR) |                    |                   |              |
| MCT  | PILOT         | COPILOT  | FCO         | CM          | SQD<br>15 A/C                      | SQDN (-)<br>12 A/C | SQDN (-)<br>9 A/C | DET<br>3 A/C |
| 1.3.3.3.2 (ALZ)  | MSP, TPC      | MSP      | N/A         | 2 x MSP     | 8                                  | 6                  | 4                 | 2            |
| 1.3.4.1 (AT)   | N/A           | N/A      | N/A         | 1 x MSP     | 21                                 | 16                 | 11                | 5            |
| 1.3.4.2 (AAR)  | MSP, TPC      | MSP      | N/A         | 2 x MSP     | 15                                 | 12                 | 9                 | 3            |
| 1.3.4.2.1 (ADGR)   | MSP, TPC      | MSP      | N/A         | 3 x MSP*    | 8                                  | 6                  | 4                 | 2            |
| 4.3.4 (AD)   | MSP, TPC      | MSP      | N/A         | 2 x MSP     | 5                                  | 4                  | 3                 | 1            |
| MISSION PLUS   |               |          |             |             |                                    |                    |                   |              |
| MET  | PILOT         | CO-PILOT | FCO         | CREWMASTER  | SQD                                | DET 12             | DET 9             | DET 3        |
| 1.3.4.3 (BI)   | MSP, TPC      | MSP      | N/A         | 3 x MSP**   | 5                                  | 4                  | 3                 | 1            |
| 3.2.3.1.1 (CAS)  | MSP, TPC, FCO | MSP      | MSP         | MSP         | 4                                  | 4                  | 2                 | 2            |
| 2.2.5.2.2 (MIR)  | MSP, TPC, FCO | MSP      | MSP         | N/A         | 4                                  | 4                  | 2                 | 2            |
| COMBAT LEADERSHIP  |               |          |             |             |                                    |                    |                   |              |
| DESIGNATION  |               |          | 15 Aircraft | 12 Aircraft | 9 Aircraft                         | 3 Aircraft         |                   |              |
| Transport Plane Commander (TPC)  |               |          | 23          | 18          | 13                                 | 5                  |                   |              |
| Section Leader (SL)  |               |          | 10          | 8           | 6                                  | 2                  |                   |              |
| Division Leader (DL)   |               |          | 5           | 4           | 3                                  | 1                  |                   |              |
| TAC RAC  |               |          | 7           | 6           | 5                                  | 1                  |                   |              |
| STRAT RAC  |               |          | 4           | 3           | 2                                  | 1                  |                   |              |
| QUALITY ASSURANCE SAFETY OFFICER (QASO)<br>(Crewmaster Only)                   |               |          | 5           | 4           | 3                                  | 1                  |                   |              |
| REFUELING SUPERVISOR (RS) (Crewmaster Only)                                    |               |          | 8           | 6           | 4                                  | 2                  |                   |              |

\* One Crewmaster shall be a Refueling Supervisor.

\*\* One Crewmaster shall be a Quality Assurance Safety Officer.

1.11 CORE MODEL TRAINING STANDARD (CMTS). The CMTS is the optimum training standard reflecting the number of aircrews trained to CSP/MSP, per crew position to execute each stage of flight as detailed below. The CMTS Matrix depicts the training goal and optimum depth of training desired for each squadron as they develop their squadron training plan. It is not utilized for readiness reporting (DRRS-MC) purposes. At a minimum, the CMTS shall enable a squadron to form CMMR crews for Mission Skills (and Mission Plus Skills when required). For single-seat aircraft, the number of aircrews trained to MSP standards in the CMTS Matrix and CMMR may be the same.

1.11.1 Tactical Squadron

| <b>VMGR KC-130J CMTS MATRIX</b>  |              |            |                   |
|--|--------------|------------|-------------------|
| <b>15 A/C squadron / 12 A/C squadron(-) / 9 A/C squadron(-) / 3 A/C detachment</b> |              |            |                   |
| <b>CORE SKILLS (2000 PHASE)</b>  |              |            |                   |
| <b>SKILL</b>   | <b>PILOT</b> | <b>FCO</b> | <b>CREWMASTER</b> |
| LSF  | 30/24/18/6   | N/A        | N/A               |
| NS(H)  | 30/24/18/6   | N/A        | 30/24/18/6        |
| LRN  | 30/24/18/6   | N/A        | 30/24/18/6        |
| TN   | 22/16/10/6   | N/A        | 22/16/10/6        |
| LAT  | 10/8/6/2     | N/A        | N/A               |
| AAR  | N/A          | N/A        | 30/24/18/6        |
| FORM   | 22/18/14/4   | N/A        | N/A               |
| IR TR  | 30/24/18/6   | N/A        | 30/24/18/6        |
| <b>MISSION SKILLS (3000 PHASE)</b>   |              |            |                   |
| <b>MISSION</b>   | <b>PILOT</b> | <b>FCO</b> | <b>CREWMASTER</b> |
| ALZ  | 16/12/8/4    | N/A        | 16/12/8/4         |
| AT   | N/A          | N/A        | 21/16/11/5        |
| AAR  | 30/24/18/6   | N/A        | 15/12/9/3         |
| ADGR   | 16/12/8/4    | N/A        | 24/18/12/6        |
| AD   | 10/8/6/2     | N/A        | 15/12/9/3         |
| <b>CORE PLUS (4000 PHASE)</b>  |              |            |                   |
| <b>CORE PLUS SKILLS</b>  | <b>PILOT</b> | <b>FCO</b> | <b>CREWMASTER</b> |
| NS(L)  | 8/6/4/2      | N/A        | N/A               |
| TN   | 8/6/4/0      | N/A        | N/A               |
| RF TR  | 8/6/4/2      | N/A        | N/A               |
| DT   | 6/4/2/2      | N/A        | 6/4/2/2           |
| HH   | 8/8/4/4      | 6/6/3/3    | 12/12/6/6         |
| BAS  | 8/8/4/4      | 6/6/3/3    | N/A               |
| AD   | 6/4/2/2      | N/A        | 6/4/2/2           |
| <b>MISSION</b>   |              |            |                   |
| <b>MISSION PLUS</b>  | <b>PILOT</b> | <b>FCO</b> | <b>CREWMASTER</b> |
| BI   | 10/8/6/2     | N/A        | 20/16/12/4        |
| CAS  | 8/8/4/4      | 6/6/3/3    | 12/12/6/6         |
| MIR  | 8/8/4/4      | 6/6/3/3    | N/A               |

Note<sup>1</sup>: In the Core Plus METS the first number represents the number of individuals the squadron is expected to train at all times in order to retain a cadre of capability within the squadron. The second number represents the number of MET capable individuals the squadron must train if that MET becomes required within an Assigned Mission/Directed Mission Set.

1.12 INSTRUCTOR DESIGNATIONS (5000 Phase)

| VMGR KC-130J CMTS INSTRUCTOR MATRIX  |          |     |     |     |     |             |     |     |     |     |
|--------------------------------------|----------|-----|-----|-----|-----|-------------|-----|-----|-----|-----|
| INSTRUCTOR REQUIREMENTS (5000 PHASE) |          |     |     |     |     |             |     |     |     |     |
| DESIGNATION                          | PILOT    |     |     |     |     | CREWMASTER* |     |     |     |     |
|                                      | AIRCRAFT |     |     |     | FRD | AIRCRAFT    |     |     |     | FRD |
|                                      | 15       | 12  | 9   | 3   |     | 15          | 12  | 9   | 3   |     |
| ANI                                  | 5        | 4   | 3   | 1   | 4   | 7           | 6   | 4   | 2   | 2   |
| BIP                                  | 10       | 8   | 5   | 2   | N/A | N/A         | N/A | N/A | N/A | N/A |
| FRSI                                 | 3        | 3   | 0   | 0   | 5   | N/A         | N/A | N/A | N/A | N/A |
| NSI                                  | 5        | 4   | 3   | 1   | 2   | 5           | 4   | 3   | 1   | 2   |
| LATI                                 | 5        | 4   | 3   | 1   | 2   | N/A         | N/A | N/A | N/A | N/A |
| NSLATI                               | 3        | 2   | 1   | 1   | 0   | N/A         | N/A | N/A | N/A | N/A |
| DTI                                  | 0        | 0   | 0   | 0   | 0   | N/A         | N/A | N/A | N/A | N/A |
| FLSE                                 | 3        | 2   | 1   | 1   | 2   | N/A         | N/A | N/A | N/A | N/A |
| WTI                                  | 3        | 2   | 1   | 1   | 0   | 5           | 4   | 3   | 1   | 0   |
| CPLI                                 | N/A      | N/A | N/A | N/A | N/A | 12          | 10  | 8   | 1   | 6   |
| MI                                   | N/A      | N/A | N/A | N/A | N/A | 12          | 10  | 8   | 1   | 6   |
| SI                                   | N/A      | N/A | N/A | N/A | N/A | 12          | 10  | 8   | 1   | 6   |
| ADI                                  | 3        | 2   | 1   | 1   | N/A | 7           | 6   | 5   | 1   | 6   |
| HH-I                                 | 2        | 2   | 1   | 1   | 0   | N/A         | N/A | N/A | N/A | N/A |

\*CM - During the transition to CM (1) CMCC ANI and (1) CMLM ANI is equivalent to (1) CM ANI [Ex. (9) CMCC ANI's and (7) CMLM ANI's would equal (7) CM ANI's].

1.13 REQUIREMENTS, CERTIFICATIONS, QUALIFICATIONS, AND DESIGNATIONS (RCQD) (6000 Phase)

1.13.1 Tactical squadron

| VMGR CMMR                   |             |             |            |            |
|-----------------------------|-------------|-------------|------------|------------|
| QUALIFICATIONS (6000 PHASE) |             |             |            |            |
| QUALIFICATIONS              | 15 Aircraft | 12 Aircraft | 9 Aircraft | 3 Aircraft |
| FCF (Pilot)                 | 5           | 4           | 3          | 1          |
| FCF (Crewmaster)            | 5           | 4           | 3          | 1          |

1.13.2 FRD

| VMGR FRD                       |        |
|--------------------------------|--------|
| FLIGHT LEADERSHIP (6000 PHASE) |        |
| DESIGNATIONS                   | PILOTS |
| TPC                            | 5      |
| SEC LDR                        | 3      |
| DIV LDR                        | 2      |

1.14 ORDNANCE REQUIREMENTS. See KC-130J CCRM (Ordnance Module) for specific squadron requirements.

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## **VMGR**

### **Core**

MCT 1.3.3.3.2 Conduct Aviation Operations From Expeditionary Shore-Based Sites  
MCT 1.3.4.1 Conduct Combat Assault Transport  
MCT 1.3.4.2 Conduct Air-to-Air Refueling  
MCT 1.3.4.2.1 Provide Aviation-Delivered Ground Refueling  
MCT 4.3.4 Conduct Air Delivery

### **Core Plus**

MCT 1.3.4.3 Provide Aviation Delivered Battlefield Illumination  
MCT 3.2.3.1.1 Conduct Close Air Support  
MCT 2.2.5.2.2 Conduct Multi-sensor Imagery Reconnaissance

**MCT 1.3.3.3.2      Conduct Aviation Operations From Expeditionary Shore-Based Sites**

**Conditions:**

**C 2.5.4.1.3 Runway Length:**

Long (> 8200 ft); Commercial (5000 to 8200 ft); Short (3500 to 5000 ft); Very short (< 3500 ft).

**C 1.3.2.1 Light**

Light available to illuminate objects from natural or manmade sources.

Descriptors: Bright (sunny day); Day (overcast day); low (dusk, dawn, moonlit, streetlight lit); Negligible (overcast night)

**C 1.3.1.3.1 Air Temperature**

Atmospheric temperature at ground level (degrees Fahrenheit).

Descriptors: Hot (> 85 F); Temperate (40 to 85 F); Cold (10 to 39 F); Very cold (< 10 F).

**C 2.7.2 Air Superiority**

The extent to which operations in the air, over sea and/or, over land can be conducted with acceptable losses due to hostile air forces and air defense systems action. Descriptors: Full (Air Supremacy); General; Local.

**C 2.5.4.1.4 Runway Weight Bearing Capacity**

Descriptors: Low (C-130).

**Standards:**

**KC-130J [15 A/C squadron/12 A/C squadron(-)/9 A/C squadron(-)/3 A/C Det]**

**Personnel**

- 22/17/12/4 aircrews formed (KC-130J)
- 90% of squadron T/O personnel MOS qualified and deployable
  - And Level 2 (L2) IAW ALERTS.

**Equipment**

- 70% Full Mission Capable (FMC) aircraft of PAA
  - 10/8/4/2 aircraft (KC-130J)

OR

Upon establishment, 100 percent RFT entitlement IAW T/M/S standard.

- Operational support equipment fully supports MCT

**Training**

- 8/6/4/2 Crews ALZ Mission Skill proficient IAW T&R requirements

**Output Standards**

- 13/10/6/3 sorties daily sustained during contingency/combat operations

MCT 1.3.4.1            Conduct Combat Assault Transport

**Conditions:**

**C 2.5.4.1.3 Runway Length:**

Long (> 8200 ft); Commercial (5000 to 8200 ft); Short (3500 to 5000 ft); Very short (< 3500 ft).

**C 1.3.2.1 Light**

Light available to illuminate objects from natural or manmade sources.

Descriptors: Bright (sunny day); Day (overcast day); low (dusk, dawn, moonlit, streetlight lit); Negligible (overcast night)

**C.1.3.2.3 Aviation Meteorological Conditions**

Current weather/flight conditions affecting flight rules next 24 hours.

Descriptors: VMC (Conditions that permit flight using external cues and a distinguishable horizon.)

**C 2.5.4.1.4 Runway Weight Bearing Capacity** Low (C-130).

**C 1.3.1.3.3 Surface Wind Velocity**

The speed at which air moves through the atmosphere at an altitude up to 500 feet.

Descriptors: Light (< 7 mph); Moderate (7 to 24 mph); Strong (25 to 46 mph)  
KTS -

**C 1.1.1.2 Terrain Elevation**

Height of immediate terrain in reference to sea level.

Descriptors: Very high (> 10,000 ft); High (6,000 to 10,000 ft); Moderately high (3,000 to 6,000 ft); Moderately low (1,000 to 3,000 ft); Low (500 to 1,000 ft); Very low (< 500 ft).

**C 2.7.2 Air Superiority**

The extent to which operations in the air, over sea and/or, over land can be conducted with acceptable losses due to hostile air forces and air defense systems action. Descriptors: Full (Air Supremacy); General; Local.

**Standards:**

**KC-130J [15 A/C squadron/12 A/C squadron(-)/9 A/C squadron(-)/3 A/C Det]**

**Personnel**

- 22/17/12/4 aircrews formed (KC-130J)
- 90% of squadron T/O personnel MOS qualified and deployable
  - And Level 2 (L2) IAW ALERTS.

**Equipment**

- 70% Full Mission Capable (FMC) aircraft of PAA
  - 10/8/4/2 aircraft (KC-130J)

OR

Upon establishment, 100 percent RFT entitlement IAW T/M/S standard.

- Operational support equipment fully supports MCT

**Training**

- 21/16/11/5 Crews AT Mission Skill proficient IAW T&R requirements

**Output Standards**

- 20/16/12/4 sorties daily sustained during contingency/combat operations

**MCT 1.3.4.2**            **Conduct Air-to-Air Refueling**

**Conditions:**

**C 1.3.2.1 Light**

Light available to illuminate objects from natural or manmade sources.  
Descriptors: Bright (sunny day); Day (overcast day); low (dusk, dawn, moonlit, streetlight lit); Negligible (overcast night)

**C 2.7.2 Air Superiority**

The extent to which operations in the air, over sea and/or, over land can be conducted with acceptable losses due to hostile air forces and air defense systems action. Descriptors: Full (Air Supremacy); General; Local.

**Standards:**

**KC-130J [15 A/C squadron/12 A/C squadron(-)/9 A/C squadron(-)/3 A/C Det]**

**Personnel**

- 22/17/12/4 aircrews formed (KC-130J)
- 90% of squadron T/O personnel MOS qualified and deployable
  - o And Level 2 (L2) IAW ALERTS.

**Equipment**

- 70% Full Mission Capable (FMC) aircraft of PAA
    - o 10/8/4/2 aircraft (KC-130J)
- OR

Upon establishment, 100 percent RFT entitlement IAW T/M/S standard.

- Operational support equipment fully supports MCT

**Training**

- 15/12/9/3 Crews AAR Mission Skill proficient IAW T&R requirements

**Output Standards**

- 20/16/12/4 sorties daily sustained during contingency/combat operations

**MCT 1.3.4.2.1      Provide Aviation-Delivered Ground Refueling**

**Conditions:**

**C 2.5.4.1.3 Runway Length:**

Long (> 8200 ft); Commercial (5000 to 8200 ft); Short (3500 to 5000 ft)

**C 1.3.2.1 Light**

Light available to illuminate objects from natural or manmade sources.  
Descriptors: Bright (sunny day); Day (overcast day); low (dusk, dawn, moonlit, streetlight lit); Negligible (overcast night)

**C 2.7.2 Air Superiority**

The extent to which operations in the air, over sea and/or, over land can be conducted with acceptable losses due to hostile air forces and air defense systems action. Descriptors: Full (Air Supremacy); General; Local.

**C 2.5.4.1.4 Runway Weight Bearing Capacity:** Low (C-130).

**Standards:**

**KC-130J [15 A/C squadron/12 A/C squadron(-)/9 A/C squadron(-)/3 A/C Det]**

**Personnel**

- 22/17/12/4 aircrews formed (KC-130J)
- 90% of squadron T/O personnel MOS qualified and deployable
  - And Level 2 (L2) IAW ALERTS.

**Equipment**

- 70% Full Mission Capable (FMC) aircraft of PAA
    - 10/8/4/2 aircraft (KC-130J)
- OR
- Upon establishment, 100 percent RFT entitlement IAW T/M/S standard.
- Operational support equipment fully supports MCT

**Training**

- 8/6/4/2 Crews ADGR Mission Core Skill proficient IAW T&R requirements

**Output Standards**

- Provide (2) refueling points capable of transferring 90 GPM IFR Drogue and Probe, One IFR Pump

**MCT 4.3.4**                    **Conduct Air Delivery**

**Conditions:**

**C 1.3.2.1 Light**

Light available to illuminate objects from natural or manmade sources.  
Descriptors: Bright (sunny day); Day (overcast day); low (dusk, dawn, moonlit, streetlight lit); Negligible (overcast night)

**C 1.3.1.3.3 Surface Wind Velocity**

The speed at which air moves through the atmosphere at an altitude up to 500 feet.

Descriptors: Light (< 7 mph); Moderate (7 to 24 mph); Strong (25 to 46 mph)  
KTS -

**C 2.7.2 Air Superiority**

The extent to which operations in the air, over sea and/or, over land can be conducted with acceptable losses due to hostile air forces and air defense systems action. Descriptors: Full (Air Supremacy); General; Local.

**Standards:**

**KC-130J [15 A/C squadron/12 A/C squadron(-)/9 A/C squadron(-)/3 A/C Det]**

**Personnel**

- 22/17/12/4 aircrews formed (KC-130J)
- 90% of squadron T/O personnel MOS qualified and deployable
  - And Level 2 (L2) IAW ALERTS

**Equipment**

- 70% Full Mission Capable (FMC) aircraft of PAA
  - 10/8/4/2 aircraft (KC-130J)

OR

Upon establishment, 100 percent RFT entitlement IAW T/M/S standard.

- Operational support equipment fully supports MCT

**Training**

- 5/4/3/1 Crews AD Mission Skill proficient IAW T&R requirements

**Output Standards**

- 9/6/5/1 sorties daily sustained during contingency/combat operations

Core Plus

MCT 1.3.4.3      Provide Aviation-Delivered Battlefield Illumination

Conditions:

**C 2.7.2 Air Superiority**

The extent to which operations in the air, over sea and/or, over land can be conducted with acceptable losses due to hostile air forces and air defense systems action. Descriptors: Full (Air Supremacy); General; Local.

Standards:

KC-130J [15 A/C squadron/12 A/C squadron(-)/9 A/C squadron(-)/3 A/C Det]

Personnel

- 22/17/12/4 aircrews formed (KC-130J)
- 90% of squadron T/O personnel MOS qualified and deployable
  - And Level 2 (L2) IAW ALERTS.

Equipment

- 70% Full Mission Capable (FMC) aircraft of PAA
  - 10/8/4/2 aircraft (KC-130J)

OR

Upon establishment, 100 percent RFT entitlement IAW T/M/S standard.

- Operational support equipment fully supports MCT

Training

- 5/4/3/1 Crews BI Core Plus proficient IAW T&R requirements

Output Standards

- 8/6/5/1 sorties daily sustained during contingency/combat operations

**MCT 3.2.3.1.1 Conduct Close Air Support (CAS)**

**Conditions:**

**C 2.7.2 Air Superiority**

The extent to which operations in the air, over sea and/or, over land can be conducted with acceptable losses due to hostile air forces and air defense systems action. Descriptors: Full (Air Supremacy); General; Local.

**Standards:**

**KC-130J [15 A/C squadron/12 A/C squadron(-)/9 A/C squadron(-)/3 A/C Det]**

**Personnel**

- 22/17/12/4 aircrews formed (KC-130J)
- 90% of squadron T/O personnel MOS qualified and deployable
  - And Level 2 (L2) IAW ALERTS

**Equipment**

- 70% Full Mission Capable (FMC) aircraft of PAA
  - 10/8/4/2 aircraft (KC-130J)

OR

Upon establishment, 100 percent RFT entitlement IAW T/M/S standard.

- Operational support equipment fully supports MCT

**Training**

- 4/4/2/2 Crews CAS Core Plus proficient IAW T&R requirements

**Output Standards**

- 6/6/3/3 sortie daily sustained during contingency/combat operations

**MCT 2.2.5.2.2 Conduct Multi-sensor Imagery Reconnaissance**

**Conditions:**

**C.1.3.1.3.11 Ceiling**

Height of lowest cloud cover above sea level.

Descriptors: Medium (3,000 to 10,000 feet); High (>10,000 feet)

**C 1.3.2 Visibility**

Maximum distance to see an object given the moisture and particulate matter (dust, salt, ash) suspended in the atmosphere.

Descriptors: Moderate (1 to 3 NM); Good (3 to 10 NM); High (10 to 20 NM); Unlimited (>20 NM)

**C 2.7.2 Air Superiority**

The extent to which operations in the air, over sea and/or, over land can be conducted with acceptable losses due to hostile air forces and air defense systems action. Descriptors: Full (Air Supremacy); General; Local.

**Standards:**

**KC-130J [15 A/C squadron/12 A/C squadron(-)/9 A/C squadron(-)/3 A/C Det]**

**Personnel**

- 22/17/12/4 aircrews formed (KC-130J)
- 90% of squadron T/O personnel MOS qualified and deployable
  - And Level 2 (L2) IAW ALERTS.

**Equipment**

- 70% Full Mission Capable (FMC) aircraft of PAA
    - 10/8/4/2 aircraft (KC-130J)
- OR
- Upon establishment, 100 percent RFT entitlement IAW T/M/S standard.
- Operational support equipment fully supports MCT

**Training**

- 4/4/2/2 Crews MIR Core Plus proficient IAW T&R requirements

**Output Standards**

- 6/6/3/3 sortie daily sustained during contingency/combat operations

CHAPTER 2

KC-130J PILOT (MOS 7556/7557)

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CHAPTER 2

KC-130J PILOT MOS 7556/7557

2.0 KC-130J PILOT 7556/7557 INDIVIDUAL TRAINING AND READINESS REQUIREMENTS.  
This T&R Syllabus is based on specific goals and performance standards designed to ensure individual proficiency in Core and Mission Skills. The goal of this chapter is to develop individual and unit warfighting capabilities.

2.1 KC-130J PILOT TRAINING PROGRESSION MODEL. This model represents the recommended training progression for the minimum to maximum time per phase for the KC-130J Pilot. Units should use the model as a guide to generate individual training plans.

| KC-130J PILOT TRAINING PROGRESSION MODEL |   |                          |                   |    |              |                             |             |        |   |    |    |    |    |    |    |
|--|---|--------------------------|-------------------|----|--------------|-----------------------------|-------------|--------|---|----|----|----|----|----|----|
|  |   |                          |                   |    |              |                             |             |        |   |    |    |    |    |    |    |
|  |   |                          |                   |    |              |                             |             |        | <b>Designations (6000)</b>  |    |    |    |    |    |    |
|  |   |                          | TAC<br>RAC        |    | Sect<br>Lead |                             | Div<br>Lead |        | STRAT<br>RAC  |    |    |    |    |    |    |
|  |   |                          |                   |    |              |                             |             |        | <b>Instructor Certifications (5000)</b><br>BIP, ALZI, ADI, LATI, NSI, DTI, NSLATI, ANI, FRSI, HHI, ,<br>WTI |    |    |    |    |    |    |
|  |   |                          |                   |    |              |                             |             |        | <b>Core Plus/Mission Plus (4000)</b>  |    |    |    |    |    |    |
|  |   |                          | DT,HH             |    |              |                             |             | NSQ(L) |   | BI |    |    |    |    |    |
|  |   |                          |                   |    |              | <b>Mission Skill (3000)</b> |             |        |   |    |    |    |    |    |    |
| <b>Core Skill Intro (1000)</b>           |   | <b>Core Skill (2000)</b> |                   |    |              |                             |             |        |   |    |    |    |    |    |    |
|  |   | NSQ<br>(H)               |                   |    | LATQ         |                             |             |        |   |    |    |    |    |    |    |
| Qualify as<br>T3P                        |   |                          | Upgrade<br>to T2P |    |              | Upgrade<br>to TPC           |             |        |   |    |    |    |    |    |    |
| 3  | 6 | 9                        | 12                | 15 | 18           | 21                          | 24          | 27     | 30  | 33 | 36 | 39 | 42 | 45 | 48 |
| Months to Train (Min to Max)             |   |                          |                   |    |              |                             |             |        |   |    |    |    |    |    |    |

2.2 INDIVIDUAL CORE SKILL PROFICIENCY REQUIREMENTS

2.2.1 Management of individual CSP serves as the foundation for developing proficiency requirements in DRRS-MC.

2.2.2 Individual CSP is a "Yes/No" status assigned to an individual by Core Skill. When an individual attains and maintains CSP in a Core Skill, the individual counts towards CMTS Unit CSP requirements for that Core Skill.

2.2.3 Proficiency is attained by individual Core Skill where the training events for each skill are determined by POI assignment.

2.2.4 Once proficiency has been attained by Core Skill (by any POI assignment) then the individual maintains proficiency by executing those events noted in the maintain table and in the Maintain POI column of the Attain and Maintain Table. An individual maintains proficiency by individual Core Skill.

**\*Note\***

Individuals may be attaining proficiency in some Core Skills while maintaining proficiency in other Core Skills.

2.2.5 Once proficiency has been attained, should one lose proficiency in an event in the "Maintain POI" column, proficiency can be re-attained by demonstrating proficiency in the delinquent event. Should an individual lose proficiency in all events in the "Maintain POI" column by Core Skill, the individual will be assigned to the Refresher POI for that Skill. To regain proficiency for that Core Skill the individual must demonstrate proficiency in all R-coded events for that Skill.

| CORE SKILL (2000 Phase) ATTAIN AND MAINTAIN PROFICIENCY TABLE |         |                       |         |               |         |                      |         |
|---|---------|-----------------------|---------|---------------|---------|----------------------|---------|
| ATTAIN PROFICIENCY  |         |                       |         |               |         | MAINTAIN PROFICIENCY |         |
| BASIC POI   |         | SERIES CONVERSION POI |         | REFRESHER POI |         | MAINTAIN POI         |         |
| SKILL   | EVENT # | SKILL                 | EVENT # | SKILL         | EVENT # | SKILL                | EVENT # |
| LSF   | 2100    | LSF                   | 2100    | LSF           | 2100    |                      | 2100    |
| NS (H)  | 2150    | NS (H)                | 2150    | NS (H)        | 2150    | NS (H)               |         |
|   | 2151    |                       | 2151    |               | 2151    |                      | 2151    |
| LRN   | 2160    | LRN                   | 2160    | LRN           |         | LRN                  |         |
|   | 2161    |                       | 2161    |               |         |                      |         |
|   | 2162    |                       | 2162    |               | 2162    |                      | 2162    |
| TN  | 2200    | TN                    | 2200    | TN            | 2200    | TN                   |         |
|   | 2201    |                       | 2201    |               | 2201    |                      |         |
|   | 2250    |                       | 2250    |               | 2250    |                      |         |
|   | 2251    |                       | 2251    |               | 2251    |                      | 2251    |
| LAT   | 2260    | LAT                   | 2260    | LAT           |         | LAT                  |         |
|   | 2261    |                       | 2261    |               | 2261    |                      | 2261    |
| FORM  | 2300    | FORM                  | 2300    | FORM          | 2300    | FORM                 |         |
|   | 2301    |                       | 2301    |               | 2301    |                      | 2301    |
|   | 2350    |                       | 2350    |               | 2350    |                      | 2350    |
| IR TR   | 2400    | IR TR                 | 2400    | IR TR         | 2400    | IR TR                | 2400    |

**\*NOTE\***

Specific Maintain events are selected by community SMEs to update corresponding skills in the Attain table. Maintaining proficiency in these select events will ensure the individual will never go delinquent in that corresponding skill in the Attain table.

**2.3 INDIVIDUAL MISSION SKILL PROFICIENCY REQUIREMENTS**

2.3.1 Management of individual MSP serves as the foundation for developing proficiency requirements in DRRS-MC.

2.3.2 Individual MSP is a "Yes/No" status assigned to an individual by Mission Skill. When an individual attains and maintains MSP in a Mission Skill, the individual counts towards CMMR Unit MSP requirements for that Mission Skill.

2.3.3 Proficiency is attained by individual Mission Skill where the training events for each skill are determined by POI assignment.

2.3.4 Once proficiency has been attained by Mission Skill (by any POI assignment) then the individual maintains proficiency by executing those

events noted in the maintain table and in the Maintain POI column of the Attain and Maintain Table. An individual maintains proficiency by individual Mission Skill.

**\*Note\***

Individuals may be attaining proficiency in some Core Skills while maintaining proficiency in other Core Skills.

2.3.5 Once proficiency has been attained, should one lose proficiency in an event in the "Maintain POI" column, proficiency can be re-attained by demonstrating proficiency in the delinquent event. Should an individual lose proficiency in all events in the "Maintain POI" column by Mission Skill, the individual will be assigned to the Refresher POI for that Skill. To regain proficiency for that Mission Skill the individual must demonstrate proficiency in all R-coded events for that Skill.

| MISSION SKILL (3000 Phase) ATTAIN AND MAINTAIN PROFICIENCY TABLE |         |                       |         |               |         |                      |         |
|--|---------|-----------------------|---------|---------------|---------|----------------------|---------|
| ATTAIN PROFICIENCY   |         |                       |         |               |         | MAINTAIN PROFICIENCY |         |
| BASIC POI  |         | SERIES CONVERSION POI |         | REFRESHER POI |         | MAINTAIN POI         |         |
| SKILL  | EVENT # | SKILL                 | EVENT # | SKILL         | EVENT # | SKILL                | EVENT # |
| ALZ  | 3500    | ALZ                   | 3500    | ALZ           | 3500    | ALZ                  |         |
|  | 3501    |                       | 3501    |               | 3501    |                      |         |
|  | 3502    |                       | 3502    |               | 3502    |                      |         |
|  | 3503    |                       | 3503    |               | 3503    |                      | 3503    |
|  | 3550    |                       | 3550    |               | 3550    |                      | 3550    |
| AAR  | 3600    | AAR                   | 3600    | AAR           | 3600    | AAR                  |         |
|  | 3601    |                       | 3601    |               | 3601    |                      |         |
|  | 3602    |                       | 3602    |               | 3602    |                      | 3602    |
|  | 3650    |                       | 3650    |               | 3650    |                      | 3650    |
| ADGR   | 3660    | ADGR                  |         | ADGR          | 3660    | ADGR                 | 3660    |
| AD   | 3700    | AD                    | 3700    | AD            | 3700    | AD                   |         |
|  | 3701    |                       | 3701    |               | 3701    |                      |         |
|  | 3702    |                       | 3702    |               | 3702    |                      |         |
|  | 3703    |                       | 3703    |               | 3703    |                      | 3703    |
|  | 3704    |                       | 3704    |               | 3704    |                      |         |
|  | 3705    |                       | 3705    |               | 3705    |                      | 3705    |

**\*NOTE\***

Specific Maintain events are selected by community SMEs to update corresponding skills in the Attain table. Maintaining proficiency in these select events will ensure the individual will never go delinquent in that corresponding skill in the Attain table.

2.3.6 INDIVIDUAL CORE PLUS SKILL PROFICIENCY REQUIREMENTS

2.3.7 Management of individual CPSP serves as the foundation for developing proficiency requirements in DRRS-MC.

2.3.8 Individual CPSP is a "Yes/No" status assigned to an individual by Core Plus Skill. When an individual attains and maintains CPSP in a Core Plus Skill, the individual counts towards CMTS Unit CPSP requirements for that Core Plus Skill.

2.3.9 Proficiency is attained by individual Core Plus Skill where the training events for each skill are determined by POI assignment.

2.3.10 Once proficiency has been attained by Core Plus Skill (by any POI assignment) then the individual maintains proficiency by executing those events noted in the maintain table and in the Maintain POI column of the

Attain and Maintain Table. An individual maintains proficiency by individual Core Plus Skill.

**\*Note\***

Individuals may be attaining proficiency in some Core Plus Skills while maintaining proficiency in other Core Plus Skills.

2.3.11 Once proficiency has been attained, should one lose proficiency in an event in the "Maintain POI" column, proficiency can be re-attained by demonstrating proficiency in the delinquent event. Should an individual lose proficiency in all events in the "Maintain POI" column by Core Plus Skill, the individual will be assigned to the Refresher POI for that Skill. To regain proficiency for that Core Plus Skill the individual must demonstrate proficiency in all R-coded events for that Skill.

| PILOT CORE PLUS (4000 Phase) ATTAIN AND MAINTAIN PROFICIENCY TABLE |         |                       |         |               |         |                      |         |
|--|---------|-----------------------|---------|---------------|---------|----------------------|---------|
| ATTAIN PROFICIENCY   |         |                       |         |               |         | MAINTAIN PROFICIENCY |         |
| BASIC POI  |         | SERIES CONVERSION POI |         | REFRESHER POI |         | MAINTAIN POI         |         |
| SKILL  | EVENT # | SKILL                 | EVENT # | SKILL         | EVENT # | SKILL                | EVENT # |
| TN   | 4200    | TN                    | 4200    | TN            | 4200    | TN                   | 4200    |
| NS (L)   | 4250    | NS (L)                | 4250    | NS (L)        | 4250    | NS (L)               |         |
|  | 4251    |                       | 4251    |               | 4251    |                      | 4251    |
| RF TR  | 4400    | RF TR                 | 4400    | RF TR         | 4400    | RF TR                |         |
|  | 4401    |                       | 4401    |               | 4401    |                      | 4401    |
| DT   | 4410    | DT                    | 4410    | DT            | 4410    | DT                   |         |
|  | 4411    |                       | 4411    |               | 4411    |                      | 4411    |
| AD   | 4700    | AD                    | 4700    | AD            | 4700    | AD                   | 4700    |
|  | 4701    |                       | 4701    |               | 4701    |                      | 4701    |
|  | 4702    |                       | 4702    |               | 4702    |                      | 4702    |
| BI   | 4710    | BI                    | 4710    | BI            | 4710    | BI                   | 4710    |
| HH   | 4800    | HH                    | 4800    | HH            |         | HH                   |         |
|  | 4801    |                       | 4801    |               |         |                      |         |
|  | 4802    |                       | 4802    |               |         |                      |         |
|  | 4803    |                       | 4803    |               |         |                      |         |
| BAS  | 4810    | BAS                   | 4810    | BAS           |         | BAS                  |         |
|  | 4811    |                       | 4811    |               |         |                      |         |
|  | 4812    |                       | 4812    |               |         |                      |         |
| MIR  | 4820    | MIR                   | 4820    | MIR           | 4820    | MIR                  | 4820    |
| CAS  | 4830    | CAS                   | 4830    | CAS           | 4830    | CAS                  | 4830    |
|  | 4840    |                       | 4840    |               |         |                      |         |

**\*NOTE\***

Specific Maintain events are selected by community SMEs to update corresponding skills in the Attain table. Maintaining proficiency in these select events will ensure the individual will never go delinquent in that corresponding skill in the Attain table.

2.3.12 FCO Attain and Maintain table.

| FCO CORE PLUS (4000 Phase) ATTAIN AND MAINTAIN PROFICIENCY TABLE |         |                       |         |               |         |                      |         |
|--|---------|-----------------------|---------|---------------|---------|----------------------|---------|
| ATTAIN PROFICIENCY   |         |                       |         |               |         | MAINTAIN PROFICIENCY |         |
| BASIC POI  |         | SERIES CONVERSION POI |         | REFRESHER POI |         | MAINTAIN POI         |         |
| SKILL  | EVENT # | SKILL                 | EVENT # | SKILL         | EVENT # | SKILL                | EVENT # |
| HH   | 4850    | HH                    | 4850    | HH            |         | HH                   |         |
|  | 4851    |                       | 4851    |               |         |                      |         |
|  | 4852    |                       | 4852    |               |         |                      |         |
|  | 4853    |                       | 4853    |               |         |                      |         |
| BAS  | 4860    | BAS                   | 4860    | BAS           |         | BAS                  |         |
|  | 4861    |                       | 4861    |               |         |                      |         |
|  | 4862    |                       | 4862    |               |         |                      |         |
| MIR  | 4870    | MIR                   | 4870    | MIR           | 4870    | MIR                  | 4870    |
| CAS  | 4880    | CAS                   | 4880    | CAS           | 4880    | CAS                  | 4880    |
|  | 4890    |                       | 4890    |               | 4890    |                      |         |

2.4 REQUIREMENTS, QUALIFICATION AND DESIGNATION TABLES. The tables below delineate T&R events required to be completed to attain proficiency, and initial qualifications and designations. In addition to event requirements, all required stage lectures, briefs, squadron training, prerequisites, and other criteria shall be completed prior to completing final events. Qualification and designation letters shall be signed by the commanding officer and placed in the individual's NATOPS jacket. Loss of proficiency in all qualification events causes the associated qualification to be lost. Regaining a qualification requires completing all R-coded syllabus events associated with that qualification.

| KC-130J PILOT INDIVIDUAL QUALIFICATION REQUIREMENTS |  |
|---|--|
| Qualification                                       | Event Requirements   |
| NSQ(H)  | NS(H)-2150, NS(H)-2151, TN-2250, TN-2251, 10 hours total NVD time (minimum 5 hours LLL).                 |
| NSQ(L)  | NS(L)-4250, NS(L)-4251, NSQ(H), and LATQ.  |
| LATQ  | LAT-2260 and, LAT-2261 and TR-2400.  |
| DTQ   | TR-2400, DT-4410, DT-4411, and LATQ.   |
| HH  | HH-4802, HH-4803, BAS-4810, BAS-4811, MIR-4820, CAS-4830, CAS-4840                                       |
| FCO   | HH-4850, HH4851, HH-4852, HH-4853, BAS-4860, BAS-4861, BAS-4862, MIR-4870, CAS-4880, CAS-4890, NTPS-6101 |

| KC-130J PILOT INDIVIDUAL DESIGNATION REQUIREMENTS |   |
|---|---|
| Designation                                       | Event Requirements  |
| T3P   | NTPS-6010, NTPS-6011, NTPS-6012, NTPS-6110 and Core Skill Introduction Phase Complete.  |
| T2P   | NTPS-6010, NTPS-6011, NTPS-6012, NTPS-6013, NTPS-6111, ACPM-82XX, 400 total hours, 2000 Core Skill Phase complete (deferred at CO's discretion) and command specific directives.                                      |
| TPC   | NTPS-6010, NTPS-6011, NTPS-6012, NTPS-6112 through NTPS-6118, Core Skill and Mission Skill Phases complete (deferred at CO's discretion), ACPM 83XX Phase Complete, 700 total hours, and command specific directives. |
| Standard Inst                                     | INST-6030, INST-6031, INST-6130, and IAW OPNAVINST 3710.7.  |
| Special Inst                                      | INST-6030, INST-6031, INST-6131, and IAW OPNAVINST 3710.7.  |
| Instrument Flight Board Member                    | INST-6130, and either ANI, NI, GNE or NE (administratively entered into M-SHARP).   |
| BIP   | TN-2200, TN-2201, AAR-3600, AAR-3601, AAR-3602, AAR-3650, ADGR-3660, NSQ(H), LATQ, LSF-2101, NTPS-6101 and 100 TPC hours in series.   |
| PARTIAL FCP                                       | FCP-6005, FCP-6105, IAW OPNAVINST 4790 and command specific directives.   |
| FCP   | FCP-6106, with 150 TPC hrs in series, a minimum 3 FCFs (2 "A" Profiles), IAW OPNAVINST 4790 and command specific directives.  |

|               |  |
|---------------|--|
| ANI           | NI-5140 and NI-5141. APRB recommendation, 100 TPC hours.   |
| NI            | NI-5140 and NI-5141. Cerfificaiton by the Group NATOPS Evaluator or Model Manger. APRB recommendation, 100 TPC hours.  |
| GNE           | NI-5140 and NI-5141. GNE is designated by the group commanding officer. APRB recommendation, 100 TPC hours.  |
| FRSI          | NI-5141, FRSI-5145, FRSI-5146, and FRSI-5147.  |
| NSI           | BIP, NS(H)-5150, NS(H)-5151, NS(H)-5152 and 100 hours total NVD time (minimum 50 hours LLL). Refer to MAWTS-1 KC-130J Course Catalog. Upon certification by MAWTS-1, the IUT will be designated a NSI by the commanding officer. |
| LATI          | TR-2400, TR-4400, LAT-5210, LAT-5211, LAT-5212, BIP, and LATQ. Refer to MAWTS-1 KC-130J Course Catalog.  |
| NSLATI        | NSI, WTI, NS(L)-5250, and NS(L)-5251. Refer to MAWTS-1 KC-130J Course Catalog. Upon certification by MAWTS-1, the IUT will be designated a NSLATI by the commanding officer.   |
| SEC LEAD      | Mission Skill Phase complete, NSQ(H), 100 TPC hours, Minimum 2 flights as TPC/Wingman, SL-6300, SL-6301, and Section Lead Academics complete.  |
| DIV LEAD      | 200 TPC hours, 2 flights as a designated SL, DL-6303, DL-6304, and Division Lead Academics complete.   |
| TACTICAL RAC  | RAC-6310, RAC-6311, TACRAC Academics complete  |
| STRATEGIC RAC | Division Lead, TACRAC, RAC-6313, and STRATRAC Academics complete.  |
| FLSE          | Division Lead, FLSE-5321, and a designation letter signed by the group commanding officer. FLSE requires certification by the FLSE program coordinator or FLSE model manager.  |
| DTI           | LATQ, DTQ, DT-5410, DT-5411, and DT-5412. Refer to MAWTS-1 KC-130J Course Catalog. Upon certification by MAWTS-1, the IUT will be designated a DTI by the commanding officer.  |
| ALZI          | ALZ-3500, ALZ-3501, ALZ-3502, ALZ-3503, ALZ-3550, ALZ-5500, BIP, and either ANI or NSI.  |
| ADI           | BIP, AD-3702, AD-3703, AD-3704, AD-3705, BI-4710, AD-5700, AD-5701 and either AD-4700, AD-4701, or AD-4702.  |
| HHI           | Refer to MAWTS-1 KC-130J Course Catalog. Upon certification by MAWTS-1, the IUT will be designated a WTI by the commanding officer.  |
| WTI           | Refer to MAWTS-1 WTI Course Catalog. Upon certification by MAWTS-1, the IUT will be designated a WTI by the CO.  |

2.5 PROGRAMS OF INSTRUCTION (POI)

2.5.1 Basic/Transition (B/T) POI. The Transition POI mirrors the Basic POI.

| WEEKS   | COURSE                           | PERFORMING ACTIVITY |
|---------|----------------------------------|---------------------|
| 1-18    | Core Skill Introduction Training | USMC KC-130J FRD    |
| 19      | Core Skill Introduction Training | Tactical Squadron   |
| 20-81   | Core Skill Training              | Tactical Squadron   |
| 82-156  | Mission Skill Training           | Tactical Squadron   |
| 157-181 | Core Plus Skill Training         | Tactical Squadron   |

2.5.2 Series Conversion (SC) POI

| WEEKS  | COURSE                           | PERFORMING ACTIVITY |
|--------|----------------------------------|---------------------|
| 1-16   | Core Skill Introduction Training | USMC KC-130J FRD    |
| 17     | Core Skill Introduction Training | Tactical Squadron   |
| 18-57  | Core Skill Training              | Tactical Squadron   |
| 58-82  | Mission Skill Training           | Tactical Squadron   |
| 83-107 | Core Plus Skill Training         | Tactical Squadron   |

2.5.3 Modified Refresher/Refresher (MR/R) POI. The MR POI mirrors the R POI.

| WEEKS | COURSE                           | PERFORMING ACTIVITY |
|-------|----------------------------------|---------------------|
| 1-3   | Core Skill Introduction Training | USMC KC-130J FRD    |
| 4     | Core Skill Introduction Training | Tactical Squadron   |
| 5-34  | Core Skill Training              | Tactical Squadron   |
| 35-39 | Mission Skill Training           | Tactical Squadron   |
| 40-50 | Core Plus Skill Training         | Tactical Squadron   |

2.5.4 Fleet Replacement Squadron and NATOPS/Assistant NATOPS POI

| WEEKS | COURSE                                | PERFORMING ACTIVITY |
|-------|---------------------------------------|---------------------|
| 1     | NATOPS/Assistant NATOPS Instructor    | Tactical Squadron   |
| 1     | Fleet Replacement Squadron Instructor | Tactical Squadron   |

2.5.5 Basic Instructor Pilot and Stage Instructor POI

| WEEKS | COURSE                                | PERFORMING ACTIVITY |
|-------|---------------------------------------|---------------------|
| 2     | Basic Instructor Pilot                | Tactical Squadron   |
| 1     | Assault Landing Zone Instructor Stage | Tactical Squadron   |
| 1     | Air Delivery Instructor Stage         | Tactical Squadron   |

2.5.6 MAWTS-1 Level Instructor POI

| WEEKS | COURSE                          | PERFORMING ACTIVITY |
|-------|---------------------------------|---------------------|
| 1     | Night Systems Instructor        | MAWTS-1             |
| 1     | Low Altitude Tactics Instructor | Tactical Squadron   |
| 1     | Night Systems LAT Instructor    | MAWTS-1             |
| 1     | Defensive Tactics Instructor    | MAWTS-1             |
| 1     | Harvest HAWK Instructor         | MAWTS-1             |
| 7     | Weapons and Tactics Instructor  | MAWTS-1             |

2.5.7 Flight Leadership POI

| WEEKS | COURSE                                      | PERFORMING ACTIVITY |
|-------|---|---------------------|
| 1     | Section Leader                              | Tactical Squadron   |
| 1     | Division Leader                             | Tactical Squadron   |
| 1     | Tactical Refueling Area Commander           | Tactical Squadron   |
| 1     | Strategic Refueling Area Commander          | Tactical Squadron   |
| 1     | Flight Leadership Standardization Evaluator | Group Designated    |

2.6 ACADEMIC TRAINING

2.6.1 Academic training shall be conducted for each phase/stage of the syllabus. Where indicated, standardized academic training materials exist and may be obtained from the sponsoring activity.

2.6.2 External academic courses of instruction available to complete the syllabus are listed below:

| COURSE  | ACTIVITY                                |
|---|---|
| Survival, Evasion, Resistance, and Escape (SERE) Course | NAS Brunswick ME<br>NAS North Island CA |
| NITE lab  | Any Approved Course                     |
| Weapons and Tactics Instructor (WTI)                    | MAWTS-1                                 |
| Environmental Survival Courses                          | Regional/Seasonal Survival Schools      |
| Advanced Airlift Tactics Training Course (AATTC)        | AATTC, St. Joseph MO                    |
| Combat Aircrew Training                                 | MAC CATS, Nellis AFB                    |
| Basic Instructor Training Course (BITC)                 | Local MATSS                             |

2.7 CORE SKILL INTRODUCTION PHASE (1000)

2.7.1 General. Upon completion of this phase of training, the pilot will be a NATOPS qualified pilot, MOS designated 7556. The pilot will be capable of basic aircraft operation to include instrument flight, normal and emergency procedures, Crew Resource Management, and computer-based mission planning. This phase also introduces tactical flight operations. Any code not required for a particular Program of Instruction (POI) (SC,R) shall not be considered a prerequisite for progression to the next syllabus event. Pilots will brief for 1.5 hours prior to all CPT and FAM simulator events and debrief for .5 hours following. Pilots will brief for 2.5 hours prior to all other simulator events and debrief for .5 hours following.

2.7.1.1 Stages. The following stages are included in the Core Skill Introduction Phase of training.

| Par No. | Stage Name                      |
|---------|---------------------------------|
| 2.7.2   | Cockpit Procedure Trainer (CPT) |

|        |                             |
|--------|-----------------------------|
| 2.7.3  | Familiarization (FAM)       |
| 2.7.4  | Night Systems High [NS(H)]  |
| 2.7.5  | Long Range Navigation (LRN) |
| 2.7.6  | Tactical Navigation (TN)    |
| 2.7.7  | Formation (FORM)            |
| 2.7.8  | Threat Reaction (TR)        |
| 2.7.9  | Assault Landing Zone (ALZ)  |
| 2.7.10 | Air to Air Refueling (AAR)  |
| 2.7.11 | Air Delivery (AD)           |
| 2.7.12 | Familiarization (FCRM)      |

2.7.1.2 Crew Requirements. Events conducted in the simulator require either a Fleet Replacement Squadron Instructor (FRSI) or Contract Instructor (CI) with the required designations. Events that are conducted in the aircraft shall be with an FRSI with the required designations.

The KC-130J Model Manager shall be responsible for Core Skill Introduction Phase standardization. Tactical Squadrons shall maintain qualified FRSIs in order to conduct 1000 phase training in accordance with NAVMC 3500.14.

KC-130J CIs represent varying aviation backgrounds and experience levels and shall be qualified in accordance with section 212 of this Manual prior to administering the Core Skill Introduction syllabus.

Instructors shall be responsible for mission briefs. Students may conduct a mission brief only after observing the instructor brief a mission in that specific stage.

## 2.7.2 COCKPIT PROCEDURES TRAINING (CPT)

2.7.2.1 Purpose. To familiarize the pilot with the cockpit and aircraft systems; NATOPS normal flows, procedures, and checklists; and emergency procedures and checklists.

2.7.2.2 General. In the event of WST nonavailability, events should be conducted in the aircraft.

Academic/Ground Training. FRD approved ground training curriculum.

|          |     |   |      |   |   |       |
|----------|-----|---|------|---|---|-------|
| CPT-1100 | 2.0 | * | B,SC | D | S | 1 WST |
|----------|-----|---|------|---|---|-------|

Goal. Introduce the pilot to normal cockpit checklist procedures and the aircraft lighting and oxygen system.

Requirement. The flight will introduce the KC-130J cockpit environment. The instructor will discuss and introduce aircraft seats, parking brakes, lighting, oxygen system, and normal checklist procedures.

### Performance Standards

Demonstrate a basic level of familiarity with the general cockpit environment.

Using Chapter 7 of the NFM as a reference, be able to follow the instructor through an overview demonstration of each of the basic cockpit triggers, flows, checklists and procedures.

Demonstrate the ability to identify basic facts, terms and procedures associated with performing cockpit flows and checklists.

Prerequisite. FRD approved ground training curriculum.

References. NFM.

CPT-1101      2.0      \*      B,SC      D      S      1 WST

Goal. Introduce the pilot to cockpit systems and instrument panels, CNI-MU and CNBP, and basic data entry.

Requirement. The flight will introduce basic Communication/Navigation/Identification-Management System (CNI-MS) and Communication Navigation Breaker Panel (CNBP) operations. The

instructor will discuss and introduce CNI-MS and CNBP operations. The student will practice normal checklist procedures.

Performance Standards

Demonstrate the ability to follow the instructor through an introduction of basic CNI-MU and CNBP operations.

Identify basic facts, terms and procedures associated with the CNI-MU and the CNBP.

With assistance from the instructor and reference to the NFM, perform basic cockpit flows and checklist procedures.

Prerequisite. CPT-1100 and FRD approved ground training curriculum.

References. NFM and CNI Manual.

CPT-1102      2.0      \*      B,SC      D      S      1 WST

Goal. Introduce the pilot to radio tuning and navigation alignment procedures.

Requirement. The flight will introduce radio tuning and navigation alignment procedures. The instructor will discuss and introduce aircraft communication and navigation radio systems. The student will practice normal checklist procedures. Review Items: CNI-MS initialization and CNBP operations.

Performance Standards

Demonstrate the ability to follow the instructor through an introduction of radio tuning and navigation alignment procedures using the CNI-MU and CNBP.

Identify basic facts, terms and procedures associated with radio and NAVAID tuning.

Demonstrate the ability to perform basic cockpit flows and checklist procedures with assistance from the instructor and reference to the NFM.

Prerequisite. CPT-1101 and FRD approved ground training curriculum.

References. NFM and CNI Manual.

CPT-1103    2.0    \*        B,SC            D                    S            1 WST

---

Goal. Introduce the pilot to AMU and HDD operations.

Requirement. The flight will introduce Avionics Management Unit (AMU) and Heads Down Display (HDD) operations. The instructor will discuss and introduce AMU, HDD, aircraft soft panels, and designated avionics systems. The student will practice normal checklist procedures and CNI-MS operations. Review: CNBP operations.

Performance Standards

Demonstrate the ability to follow the instructor through an introduction to the AMU and HDDs design and operations.

Identify basic facts, terms and procedures associated with the AMU and HDDs.

Demonstrate the ability to perform basic cockpit flows and checklist procedures with assistance from the instructor and reference to the NFM.

Prerequisite. CPT-1102 and FRD approved ground training curriculum.

References. NFM and CNI Manual.

CPT-1104    2.0    \*        B,SC            D                    S            1 WST

---

Goal. Introduce the pilot to HUD operations.

Requirement. The flight will introduce Heads Up Display (HUD) operations. The instructor will discuss and introduce HUDs. The student will practice normal checklist procedures and CNI-MS operations. Review Items: AMU, HDD, aircraft soft panels, and designated avionics systems.

Performance Standards

Demonstrate the ability to follow the instructor through an introduction to HUD operations and identify associated basic facts, terms and procedures.

Demonstrate the ability to perform basic cockpit flows and checklist procedures with assistance from the instructor and reference to the NFM.

Prerequisite. CPT-1103 and FRD approved ground training curriculum.

References. NFM and CNI Manual.

CPT-1105    2.0    \*        B,SC            D                    S/A        1 WST/KC-130J

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Goal. Introduce flight plan entry, monitoring, and modification.

Requirement. The flight will emphasize flight route entry, monitoring, and modification via the CNI-MS. The instructor will discuss and introduce CNI-MS flight plan operations including airspace/airways navigation and holding. The student will practice normal checklist procedures. Review Item: HUD.

Performance Standards

Demonstrate the ability to follow the instructor through an introduction to flight plan entry, monitoring, and modification procedures.

Identify basic facts, terms and procedures associated with CNI-MU flight plan programming and manipulation.

Demonstrate the ability to complete basic cockpit flows and checklist procedures with limited instructor intervention and limited reference to the NFM.

Prerequisite. CPT-1104 and FRD approved ground training curriculum.

References. NFM and CNI Manual.

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CPT-1106    2.0    \*    B,SC    D    S    1 WST

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Goal. Introduce the pilot to additional instrument flight functions and CNI-MS recovery procedures.

Requirement. The flight will emphasize CNI-MS arrival procedures. The instructor will discuss and introduce Standard Terminal Arrival (STAR), high altitude penetration programming, and CNI-MS malfunctions. The student will practice normal checklist procedures. Review Item: Overall CNI-MS operations.

Performance Standards

Demonstrate a basic level of familiarity with the procedures for programming STARs into the CNI-MU, CNI-MS recovery procedures, and CNI-SP failure procedures.

Demonstrate the ability to complete basic cockpit flows and checklist procedures with limited instructor intervention and limited reference to the NFM.

Prerequisite. CPT-1105 and FRD approved ground training curriculum.

References. NFM and CNI Manual.

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CPT-1107    2.0    \*    B,SC,MR/R    D    S/A    1 WST/KC-130J

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Goal. Practice normal checklist procedures. Introduce emergency checklist procedures. Introduce fuel, APU, engine systems, and related emergencies.

Requirement. The flight will introduce fuel, APU, and engine systems operations. The instructor will discuss and introduce fuel, APU, and

engine systems operations, and designated emergency procedures.  
Auxiliary/External transfer pump failures: A minimum of one auxiliary transfer pump failure and one external transfer pump failure will be performed. The student will practice normal checklist procedures.  
Review Items: Interior Inspection and Power Up Checks.

Performance Standards

Demonstrate a basic level of familiarity with fuel, APU, and engine system operations and emergency procedures.

Identify basic facts, terms and operating procedures associated with each introduced system.

Complete basic cockpit flows and checklist procedures with occasional instructor intervention and limited reference to the NFM.

Prerequisite. CPT-1106 and FRD approved ground training curriculum.

References. NFM.

CPT-1108    2.0    \*    B,SC,MR/R    D    S/A    1 WST/KC-130J

Goal. Practice normal and emergency checklist procedures. Introduce propulsion and hydraulic systems and related emergencies.

Requirement. The instructor will discuss and introduce propeller and hydraulic systems operations, designated emergency procedures, and touch and go procedures. The student will practice normal checklist procedures.

Performance Standards

Demonstrate a basic level of familiarity with propulsion and hydraulic system operations and emergency procedures.

Identify basic facts, terms and operating procedures associated with each introduced system.

Demonstrate the ability to complete basic cockpit flows and checklist procedures with occasional instructor intervention and limited reference to the NFM.

Prerequisite. CPT-1107 and FRD approved ground training curriculum.

References. NFM.

CPT-1109    2.0    \*    B,SC,MR/R    D    S/A    1 WST/KC-130J

Goal. Practice normal and emergency checklist procedures. Introduce electrical system and related emergencies. Introduce BIU backup mode operations.

Requirement. The instructor will discuss and introduce electrical system operations and designated emergency procedures. The student will practice normal checklist and touch and go procedures.

Performance Standards

Demonstrate a basic level of familiarity with electrical system operations, electrical system emergency procedures, and BIU backup mode operations.

Identify basic facts, terms and operating procedures associated with each introduced system.

Demonstrate the ability to complete basic cockpit flows and checklist procedures with occasional instructor intervention and limited reference to the NFM.

Prerequisite. CPT-1108 and FRD approved ground training curriculum.

References. NFM.

CPT-1110      2.0      \*      B, SC, MR/R      D      S/A      1 WST/KC-130J

Goal. Practice normal and emergency checklist procedures. Introduce bleed air, environmental, and ice protection systems and related emergencies.

Requirement. The instructor will discuss and introduce bleed air, environmental, and ice protection systems operation and designated emergencies. Bleed air emergency procedures: A minimum of one Wing Bleed Air Leak (or not isolated), one Cross-Ship Bleed Air Leak (or not isolated), one Underfloor Bleed Air Leak (or not isolated), and one Nacelle Bleed Air Leak (or not isolated) will be performed. The student will practice normal checklist and touch and go procedures.  
Performance Standards

Demonstrate a basic level of familiarity with the bleed air, environmental control, and ice protection systems and related emergencies.

Identify basic facts, terms and procedures associated with each introduced system.

Complete basic cockpit flows and checklist procedures without instructor intervention and with limited reference to the NFM.

Prerequisite. CPT-1109 and FRD approved ground training curriculum.

References. NFM.

CPT-1111      2.0      \*      B, SC, MR/R      D      S/A      1 WST/KC-130J

Goal. Review normal checklist procedures. Introduce autoflight and flight control systems and related emergencies. Introduce fuel management procedures. Practice selected emergency procedures.

Requirement. The instructor will discuss and introduce flight control and Automatic Flight Control System (AFCS) operations and fuel management procedures. The student will practice touch and go

procedures. Review normal checklist procedures.

Performance Standards

Demonstrate a basic level of familiarity with the flight control systems, the Automatic Flight Control System (AFCS), fuel management procedures, and related emergency procedures.

Identify basic facts, terms and operating procedures associated with each introduced system.

Complete all basic cockpit flows and checklist procedures without instructor intervention or reference to the NFM.

Prerequisite. CPT-1110 and FRD approved ground training curriculum.

References. NFM.

2.7.3 FAMILIARIZATION (FAM)

2.7.3.1 Purpose. Introduce the pilot to Familiarization Core Introduction skills. Upon completion of this stage, the pilot will be proficient in the use of cockpit controls, aircraft systems, selected aircraft maneuvers, and execution of NATOPS normal and emergency checklists and procedures.

2.7.3.2 General. Pilots in the Basic, and Series Conversion POIs shall fly a minimum of two simulator flights under night conditions. Students will brief for 1.5 hours prior to all WST events and debrief for .5 hours following.

Academic/Ground Training. FRD approved ground training curriculum. Review NFM, NFM supplements, FAR/AIM, and appropriate aircraft systems CBT/IBT lessons.

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FAM-1112    2.0    \*    B, SC    D    S/A    1 WST/KC-130J

Goal. Introduce basic KC-130J visual flight maneuvers. Practice and review selected aircraft maneuvers and emergencies.

Requirement. The flight will introduce basic KC-130J visual flight operations. Instruction will concentrate on basic flight maneuvers to include takeoffs, airwork, visual approaches, and landings. The student will practice touch and go procedures, fuel management procedures, and designated emergencies.

Performance Standards

Demonstrate a basic level of familiarity with the normal takeoff, climbout, stall recovery, unusual attitude recovery, visual approach, full stop landing and touch and go procedures IAW the NFM.

Basic air work standards include +/- 10 KIAS, 200 ft of assigned altitude, 10 degrees of assigned heading, and angle of bank within 10 degrees during steep turns.

For approach to stall maneuvers, after the first indication of stall, recover with less than 200 feet loss of altitude.

During approach to landing maneuvers, maintain positive control of aircraft speed, power, and rate of descent.

Align aircraft with runway, maintain aircraft in trim and touchdown within the first third of the runway. Maintain directional control throughout the flare, touchdown, and rollout.

Demonstrate a basic level of familiarity with CRM procedures as established in Chapter 16 of the NFM.

Prerequisite. CPT-1111 and FRD approved ground training curriculum.

References. NFM.

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FAM-1113    2.0    \*    B    D    S/A    1 WST/KC-130J

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Goal. Develop proficiency in KC-130J visual flight maneuvers. Introduce and practice selected aircraft maneuvers and emergencies.

Requirement. The flight will emphasize basic KC-130J visual flight operations. The instructor will discuss performance data and designated emergency procedures. The student will practice basic flight maneuvers to include takeoffs, airwork, visual approaches, landings, fuel management, and designated emergency procedures.

Performance Standards

In addition to the standards established for FAM-1112 above, demonstrate a working knowledge of and perform Takeoff Abort and Four-Engine Flameout Emergency Procedures IAW the NFM.

Demonstrate the ability to conduct fuel management procedures with limited instructor intervention.

Prerequisite. FAM-1112 and FRD approved ground training curriculum.

References. NFM and PERF.

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FAM-1114    2.0    \*    B,MR/R    D    S/A    1 WST/KC-130J

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Goal. Develop proficiency in KC-130J visual flight maneuvers. Introduce and practice selected aircraft maneuvers and emergencies.

Requirement. The flight will emphasize KC-130J visual flight operations. The instructor will discuss and introduce crosswind procedures, flaps up landings, and designated emergency procedures. The student will practice basic flight maneuvers to include takeoffs, visual approaches, landings, fuel management, and designated emergency procedures.

Performance Standard. In addition to the standards established for FAM-1112 and 1113 above, demonstrate a working knowledge of and perform crosswind takeoff and landing procedures, flaps up landings, high speed landings, and selected emergency procedures IAW the NFM.

Prerequisite. FAM-1113 and FRD approved ground training curriculum.

References. NFM, OPNAVINST 3710.7, and NA 00-80T-112.

FAM-1115    2.0    \*    B,SC    N\*    S/A    1 WST/KC-130J

Goal. Develop proficiency in KC-130J night visual flight maneuvers. Introduce and practice selected aircraft maneuvers and emergencies.

Requirement. The flight will introduce KC-130J night visual flight operations. The instructor will discuss and introduce designated emergency procedures and the Windshear/Ground Collision Avoidance System (GCAS) PULL UP Alert Recovery Procedure. The student will practice basic flight maneuvers to include crosswind takeoffs and landings, visual approaches, fuel management, and designated emergency procedures. Review Item: Touch and go procedures.

Performance Standards

In addition to the standards established for FAM 1112-1114 above, demonstrate a working knowledge of and perform basic visual flight maneuvers during night VMC conditions.

Demonstrate competence with touch and go procedures IAW the NFM and without instructor intervention.

Prerequisite. FAM-1114 and FRD approved ground training curriculum.

References. NFM, OPNAVINST 3710.7, and NA 00-80T-112.

FAM-1116    2.0    \*    B,SC,MR/R    D    S/A    1 WST/KC-130J

Goal. Develop proficiency in KC-130J instrument flight operations. Introduce selected aircraft maneuvers and emergencies.

Requirement. The flight will introduce KC-130J instrument flight operations. The instructor will discuss and introduce Instrument Flight Rules (IFR) mission planning and basic IFR procedures to include takeoffs, unusual attitudes, holding, instrument/missed approaches, and designated emergencies. Review Items: Landings.

Performance Standards

Refine basic air work standards include +/- 5 KIAS, 100 ft of assigned altitude, 5 degrees of assigned heading.

Demonstrate a working knowledge of and perform an ITO, holding procedures, ILS and NDB approach programming, and perform designated emergencies IAW the NFM.

Demonstrate competence with landing procedures IAW the NFM.

Prerequisite. FAM-1115 and FRD approved ground training curriculum.

References. NFM, OPNAVINST 3710.7, and NA 00-80T-112.

FAM-1117    2.0    \*    B,SC    N\*    S/A    1 WST/KC-130J

Goal. Develop proficiency in KC-130J instrument flight operations. Introduce and practice selected aircraft maneuvers and emergencies.

Requirement. The flight will emphasize KC-130J instrument flight

operations. The instructor will discuss hot weather operating procedures and discuss/introduce Localizer-Back Course (LOC-BC) procedures, Holding in Lieu of Procedure Turn procedures, and Procedure Track procedures. The student will practice basic IFR procedures to include takeoffs, holding, instrument/missed approaches, and designated emergencies. Review Items: Landings.

Performance Standards

In addition to the basic air work standards established in FAM-1116 above, demonstrate a working knowledge of TACAN, VOR, Localizer and Localizer Back Course approach programming.

Comply with published holding procedures, missed approach instructions and designated emergencies IAW the NFM.

Demonstrate competence with 100% and 50% flap landings and touch and go procedures.

Prerequisite. FAM-1116 and FRD approved ground training curriculum.

References. NFM and NA 00-80T-112.

FAM-1118    2.0    \*    B    D    S/A    1 WST/KC-130J

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Goal. Develop proficiency in KC-130J instrument flight operations. Introduce and practice selected aircraft maneuvers and emergencies.

Requirement. The flight will emphasize KC-130J instrument flight operations. The instructor will discuss and introduce radar approaches, circling approaches, reverse taxi, and the wing fire emergency procedure. The student will practice basic IFR procedures to include takeoffs, holding, missed approaches, and designated emergencies. Review Items: Landings.

Performance Standards

In addition to the basic air work standards established in FAM-1117 above, demonstrate a working knowledge of reverse taxi operations, PAR, ASR, and circling approach procedures.

Do not descend below minimums during instrument approaches.

Demonstrate competence with 100%, 50%, and flaps up landings and touch and go procedures.

Prerequisite. FAM-1117 and FRD approved ground training curriculum.

References. NFM and NA 00-80T-112.

FAM-1119    2.0    \*    B    D    S/A    1 WST/KC-130J

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Goal. Develop proficiency in KC-130J instrument flight operations. Introduce and practice selected aircraft maneuvers and emergencies.

Requirement. The flight will introduce KC-130J instrument flight en route operations. The instructor will discuss cold weather operating procedures and discuss/introduce Standard Instrument Departures (SIDs),

Standard Terminal Arrivals (STARs), Traffic Alert and Collision Avoidance System (TCAS) escape procedures, and designated emergencies. The student will practice basic IFR procedures to include instrument takeoff, instrument approaches, and missed approaches. Review Items: Airspace/Airways navigation and landings.

Performance Standards

In addition to the basic air work standards established in FAM-1118 above, demonstrate a working knowledge of Standard Instrument Departure procedures, TCAS operations, and airspace/airways navigation, and selected emergency procedures.

Do not descend below minimums during instrument approaches.

Demonstrate competence with 100%, 50%, and flaps up landings and touch and go procedures.

Prerequisite. FAM-1118 and FRD approved ground training curriculum.

References. NFM, OPNAVINST 3710.7, NA 00-80T-112, GP, and AIM.

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FAM-1120    2.0    \*    B,SC,MR/R    N\*    S/A    1 WST/KC-130J

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Goal. Develop proficiency in KC-130J instrument flight operations. Introduce and practice selected aircraft maneuvers and emergencies.

Requirement. The flight will emphasize KC-130J instrument flight en route operations, including an introduction of no-HUD operations. The instructor will discuss and introduce high altitude approach procedures and designated emergencies. The student will practice basic IFR procedures to include takeoff, SID, airspace/airways navigation, CNI-MS programming, and instrument/missed approaches. Review Items: Airspace/Airways navigation and landings.

Performance Standards

In addition to the basic air work standards established in FAM-1119 above, demonstrate a working knowledge of penetration approach procedures and selected emergency procedures.

Demonstrate competence with basic instrument approach procedures, normal 100% and 50% landings and touch and go procedures.

Prerequisite. FAM-1119 and FRD approved ground training curriculum.

References. NFM, GP, and NA 00-80T-112.

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FAM-1121    2.0    \*    B,SC    D    S/A    1 WST/KC-130J

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Goal. Develop proficiency in KC-130J asymmetric flight operations. Introduce and practice selected aircraft maneuvers and emergencies.

Requirement. The flight will introduce KC-130J asymmetric engine configuration operations. The instructor will discuss and introduce engine failures on takeoff, One Engine Inoperative (OEI) approach/landing/go-around procedures, airstarts, and designated emergency procedures. Review Item: Fuel management procedures and

instrument takeoffs.

Performance Standards

Demonstrate a working knowledge of One-Engine-Inoperative Air Minimum Control Speeds, Engine Failure on Takeoff procedures, Airstart procedures, and approach, landing and go-around procedures with one engine inoperative.

Demonstrate competence with basic instrument approach and fuel management procedures.

Prerequisite. FAM-1120 and FRD approved ground training curriculum.

References. NFM , PERF, and NA 00-80T-112.

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| FAM-1122 | 2.0 | * | B, SC, MR/R | D | S | 1 WST |
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Goal. Develop proficiency in KC-130J asymmetric flight operations. Introduce and practice selected aircraft maneuvers and emergencies.

Requirement. The flight will emphasize KC-130J asymmetric engine configuration operations. The student will practice instrument approaches, One Engine Inoperative procedures, and designated emergency procedures. Review Items: Fuel management procedures, ITO.

Performance Standards

Demonstrate a working knowledge of One-Engine-Inoperative Air Minimum Control Speeds, fuel dumping, and approach, landing and go-around procedures with one engine inoperative.

Demonstrate competence with ITO, basic instrument approach and fuel management procedures.

Prerequisite. FAM-1121 and FRD approved ground training curriculum.

References. NFM and NA 00-80T-112.

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| FAM-1123 | 2.0 | * | B, SC | D | S | 1 WST |
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Goal. Develop proficiency in KC-130J asymmetric flight operations. Introduce and practice selected aircraft maneuvers and emergencies.

Requirement. The flight will emphasize KC-130J asymmetric engine configuration operations. The instructor will discuss and introduce two engines inoperative approach/landing/go-around procedures. The student will practice instrument approaches, One Engine Inoperative procedures, Two Engines Inoperative procedures, and designated emergency procedures. Review Item: Aborted takeoffs.

Performance Standards

Demonstrate a basic level of competence with Aborted Takeoff procedures, one engine inoperative procedures in IFR conditions, and two engine inoperative procedures in VFR conditions.

Demonstrate CRM IAW the NFM.

Prerequisite. FAM-1122 and FRD approved ground training curriculum.

References. NFM and NA 00-80T-112.

FAM-1124    2.0    \*        B,SC            D            S        1 WST

Goal. Develop proficiency in KC-130J special procedures. Introduce and practice selected aircraft maneuvers and emergencies.

Requirement. The flight will introduce KC-130J flight manual special procedures. The instructor will discuss and introduce emergency APU start, engine start without AC electrical power, Automatic Thrust Control System (ATCS) inoperative takeoff, flaps up takeoff, three-engine takeoff, airstarts, and designated emergency procedures. The student will practice a One Engine Inoperative instrument approach and designated emergency procedures. Review Item: Landings.

Performance Standards

Demonstrate a basic level of competence with special procedures, (ATCS inoperative takeoff, flaps up takeoff, three engine takeoff).

Demonstrate competence in no flap landings and OEI in VFR conditions.

Demonstrate CRM IAW the NFM.

Prerequisite. FAM-1123 and FRD approved ground training curriculum.

References. NFM and PERF.

FAM-1125    2.0    \*        B,SC            D            S        1 WST

Goal. Develop proficiency in KC-130J flight operations. Introduce and practice selected aircraft maneuvers and emergencies.

Requirement. The flight will emphasize KC-130J electrical, flap system, and propulsion emergency procedures. The instructor will discuss designated emergency procedures. The student will practice normal and One Engine Inoperative (OEI) instrument/missed approaches and designated emergency procedures. Review Item: Landings and OEI landings/go-arounds.

Performance Standards

Demonstrate competence in One-Engine-Inoperative Approaches, missed approaches, and landings in low visibility.

Demonstrate No HUD procedures by maintaining altitude within 200 feet, airspeed within 15 KIAS and heading within 15 degrees.

Demonstrate CRM IAW the NFM.

Prerequisite. FAM-1124 and FRD approved ground training curriculum.

References. NFM and NA 00-80T-112.

FAM-1126    2.0    \*        B                D            S/A      1 WST/KC-130J

Goal. Develop proficiency in KC-130J flight operations. Introduce and practice selected aircraft maneuvers and emergencies.

Requirement. The flight will emphasize KC-130J hydraulic and flight control emergency procedures. The instructor will discuss and introduce designated emergency procedures. The student will practice instrument/missed approaches and designated emergency procedures.  
Review Item: Landings.

Performance Standards

Demonstrate competence in One-Engine-Inoperative Approaches, missed approaches, and landings in low visibility.

Demonstrate proper technique, coordination, and knowledge of handling hydraulic emergencies.

Demonstrate CRM IAW the NFM.

Prerequisite. FAM-1125 and FRD approved ground training curriculum.

References. NFM and NA 00-80T-112.

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FAM-1127    2.0    \*    B    D    S/A    1 WST/KC-130J

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Goal. Develop proficiency in KC-130J flight operations. Introduce and practice selected aircraft maneuvers and emergencies.

Requirement. The flight will emphasize KC-130J landing gear emergency procedures. The instructor will discuss and introduce designated emergency procedures. The student will practice instrument/missed approaches and designated emergency procedures. Review Items: Landings and touch and go procedures.

Performance Standards

Demonstrate competence in One-Engine-Inoperative Approaches, missed approaches, and landings in low visibility.

Demonstrate proper technique, coordination, and knowledge of handling landing gear malfunctions.

Demonstrate CRM IAW the NFM.

Prerequisite. FAM-1126 and FRD approved ground training curriculum.

References. NFM and NA 00-80T-112.

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FAM-1128    2.0    \*    B,SC    D    S/A    1 WST/KC-130J

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Goal. Develop proficiency in KC-130J autoflight operations. Introduce and practice selected aircraft maneuvers and emergencies.

Requirement. The flight will emphasize KC-130J instrument flight en route operations. The instructor will discuss autoflight operations. The student will practice basic IFR procedures assisted by autoflight

systems to include SID, airspace/airways navigation, CNI-MS programming, TCAS escape procedures, holding, instrument/missed approaches, and designated emergencies. Review Items: ITO and landings.

Performance Standards

Demonstrate competence in the automation pyramid (level of automation used at any specific time being the most appropriate for the situation).

Demonstrate competence in One-Engine-Inoperative Approaches, missed approaches, and landings in low visibility.

Demonstrate CRM IAW the NFM.

Prerequisite. FAM-1127 and FRD approved ground training curriculum.

References. NFM, CNI, OPNAVINST 3710.7, and NA 00-80T-112.

FAM-1129    2.0    \*    B    N\*    S/A    1 WST/KC-130J

Goal. Develop proficiency in KC-130J autoflight operations. Introduce and practice selected aircraft maneuvers and emergencies.

Requirement. The flight will emphasize KC-130J instrument flight en route operations. The instructor will discuss autoflight operations. The student will practice basic IFR procedures assisted by autoflight systems to include SID, airspace/airways navigation, CNI-MS programming, instrument/missed approaches, and designated emergencies. Review Items: ITO and landings.

Performance Standards

Demonstrate competence in the automation pyramid (level of automation used at any specific time being the most appropriate for the situation).

Demonstrate competence in One-Engine-Inoperative Approaches (OEI), missed approaches, and landings in low visibility.

Demonstrate CRM IAW the NFM.

Prerequisite. FAM-1128 and FRD approved ground training curriculum.

References. NFM, OPNAVINST 3710.7, NA 00-80T-112, and AIM.

FAM-1130    2.0    \*    B, SC    D    S/A    1 WST/KC-130J

Goal. Review selected aircraft maneuvers and emergencies.

Requirement. The flight will review KC-130J flight operations in preparation for the Aircrew Training Unit (FRD) FAM evaluation. The student will review selected visual/instrument maneuvers and designated emergencies.

Performance Standards

Demonstrate competence with 100%, 50%, and flaps up landings and touch and go procedures.

Demonstrate competence in clearance execution, crew briefing, ITO, emergency return, air work IAW NFM, OEI instrument approaches, and OEI missed approaches.

Demonstrate CRM IAW the NFM.

Prerequisite. FAM-1129 and FRD approved ground training curriculum.

References. NFM and NA 00-80T-112.

FAM-1131      2.0      \*      B,SC,MR/R      D E      S/A      1 WST/KC-130J

Goal. Demonstrate proficiency in selected aircraft maneuvers and emergencies.

Requirement. This flight is the FRD FAM evaluation. The student will demonstrate proficiency in selected visual/instrument maneuvers and designated emergencies.

Performance Standards

Demonstrate competence with 100%, 50%, and flaps up landings and touch and go procedures.

Demonstrate competence in clearance execution, crew briefing, ITO, emergency return, air work IAW NFM, OEI instrument approaches, OEI missed approaches, No HUD approaches, and circling approaches.

Demonstrate CRM IAW the NFM.

Prerequisite. FAM-1130 and FRD approved ground training curriculum.

References. NFM and NA 00-80T-112.

FAM-1132      3.0      \*      B,SC      D      A      1 KC-130J

Goal. Introduce aircraft emergency and miscellaneous equipment.

Requirement. This lesson is designed to provide the FRD student with hands-on exposure to the KC-130J aircraft. The instructor will discuss and introduce aircraft exterior inspection, cargo compartment lighting, emergency and miscellaneous equipment, and emergency exits.

Performance Standard. Demonstrate competence of emergency equipment and knowledge of preflight responsibilities.

Prerequisite. CPT-1111 and FRD approved ground training curriculum.

External Syllabus Support. KC-130J.

References. NFM.

2.7.4      NIGHT SYSTEMS HIGH (NS(H))

2.7.4.1 Purpose. Introduce the pilot to operating aircraft at night using night vision devices in a non-LAT environment.

Crew Requirements. FRSI NSI or CI NSI.

Academic/Ground Training. Attend NITE lab, MAWTS-1 NVD ASPs and FRD approved ground training curriculum.

NS(H)-1150 2.0 \* B,SC NS S/A 1 WST/KC-130J

Goal. Introduce NVD procedures.

Requirement. The flight will introduce KC-130J Night Systems (NS) operations under High Light Level (HLL) (at or above .0022 LUX) and Low Light Level (LLL) (below .0022 LUX) conditions. The instructor will discuss NVD operations, to include the use of oxygen mask with helmets/NVDs, aircraft lighting considerations, and sandy/dusty conditions operating procedures and introduce designated visual maneuvers with NVDs donned. The effects of shadowing, cultural lighting, and weather on NVD performance will be emphasized. The student will perform a minimum of four touch and go landings and one full stop landing under various lighting conditions.

Performance Standards

Demonstrate competence with 100% and 50% landings and touch and go procedures while on goggles.

Demonstrate competence in goggle/degoggle considerations and procedures, aircraft lighting, differences in HLL and LLL, and SLAP data.

Prerequisite. FAM-1127, NITE Lab, MAWTS-1 NVD ASPs, and FRD approved ground training curriculum.

External Syllabus Support. NITE Lab.

References. NFM, NA 00-80T-112, ANTP, and NVD Manual.

2.7.5 LONG RANGE NAVIGATION (LRN)

2.7.5.1 Purpose. Introduce the pilot to long range, overwater, International Civil Aviation Organization (ICAO) environment procedures.

Crew Requirements. FRSI or CI LRNI.

Academic/Ground Training. FRD approved ground training curriculum.

LRN-1160 2.0 \* B,SC D S/A 1 WST/KC-130J

Goal. Introduce long range, overwater, ICAO environment procedures.

Requirement. The flight will introduce KC-130J long range, overwater, ICAO environment procedures. The instructor will discuss mission planning and aircraft radios utilized in the overwater, nonradar environment. The instructor will discuss/introduce long range flight procedures, border clearance procedures, fuel management procedures,

ICAO instrument procedures, and designated emergency procedures. The student will practice alternate fuel management procedures. Review Item: Fuel management.

Performance Standards

Demonstrate competence in utilizing OPARS and CFPS in producing overwater flight plan.

Demonstrate competence in fuel planning, master flight plan and master plotting chart.

Demonstrate competence in coast out, waypoint, and coast in procedures.

Prerequisite. FAM-1127 and FRD approved ground training curriculum.

References. NFM, PERF, OPNAVINST 3710.7, NA 00-80T-112, DOD FLIP Area Planning, GP, FIH, Enroute IFR Supplement, FCG.

2.7.6 TACTICAL NAVIGATION (TN)

2.7.6.1 Purpose. Introduce the pilot to Tactical Navigation (TN) operations.

Crew Requirements. FRSI BIP or CI TNI.

Academic/Ground Training. FRD approved ground training curriculum.

TN-1200      2.0      \*      B,SC      D      S/A      1 WST/KC-130J

Goal. Introduce TN procedures.

Requirement. The flight will introduce KC-130J low level flight operations. The instructor will discuss low level mission planning and use of applicable aircraft systems (HUD, GCAS, TAWS, and the Digital Map Display System) in the low level environment. The instructor will discuss and introduce low level flight, time control, and FENCE check procedures. The flight will be conducted on a Military Training Route (MTR) and contain a minimum of six waypoints. Flight altitude will be per the T&R Program Manual non-Low Altitude Tactics (LAT) minimums.

Performance Standards

Demonstrate competence in CFPS generated flight plan route, Falcon view area planning chart and flip charts.

Demonstrate competence in time navigation by arriving at the objective within +/-30 seconds.

Demonstrate CRM IAW the NFM and ANTP.

Prerequisite. FAM-1127 and FRD approved ground training curriculum.

References. NFM, CNI Manual, OPNAVINST 3710.7, ANTP, and Program Manual.

TN-1201      2.0      \*      B,SC      D      S/A      1 WST/KC-130J

Goal. Advanced TN procedures.

Requirement. The purpose of the flight is to practice KC-130J advanced time control procedures. The instructor will discuss time control procedures with emphasis on in-flight mission updates. The student will practice low level flight; time control procedures, including in-flight time over target and threat scenario updates; and FENCE check procedures. The flight will be conducted on a MTR and contain a minimum of six waypoints. Flight altitude will be per the T&R Program Manual non- LAT minimums.

Performance Standards

Demonstrate competencies established in TN-1200.

Demonstrate competence in the Digital MAP Display System.

Demonstrate competence in advanced time navigation by arriving at the objective within +/- 15 seconds.

Demonstrate CRM IAW the NFM and ANTTP.

Prerequisite. TN-1200 and FRD approved ground training curriculum.

References. NFM, CNI Manual, OPNAVINST 3710.7, ANTTP, and Program Manual.

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| TN-1202 | 2.0 | * | B,SC | D | S/A | 1 | WST/KC-130J |
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Goal. Introduce tactical maneuvering.

Requirement. The flight will introduce KC-130J low level tactical maneuvering. The instructor will discuss low level mission planning pertaining to aircraft limitations, high load factors, and energy management during tactical maneuvering. Use of the HUD during tactical maneuvering will be discussed. The instructor will discuss and introduce jinks, bunts, ridgeline and open area crossings, zoom climbs, climbs to cope, and hard/break turns. The student will practice low level operations and combat entry/exit checklist procedures. Flight altitude will be per the T&R Program Manual non- LAT minimums.

Performance Standards

Demonstrate competencies established in TN-1200 and TN-1201.

Demonstrate competence in tactical maneuvering.

Demonstrate competence in advanced time navigation by arriving at the objective within +/- 5 seconds.

Demonstrate CRM IAW the NFM and ANTTP.

Prerequisite. TN-1201 and FRD approved ground training curriculum.

References. NFM, CNI Manual, OPNAVINST 3710.7, ANTTP, and Program Manual.

Manual.

2.7.7 FORMATION (FORM)

2.7.7.1 Purpose. Introduce the pilot to section formation operations.

Crew Requirements. FRSI Section Leader or CI FORMI.

Academic/Ground Training. FRD approved ground training curriculum.

FORM-1300 2.0 \* B,SC D S/A 1 WST/KC-130J

Goal. Introduce section formation procedures.

Requirement. The flight will introduce KC-130J section formation operations. The instructor will discuss/introduce section formation taxi, takeoff, cruise, and recovery procedures.

Performance Standards

Demonstrate a basic level of familiarity with the formation takeoff, climbout, cruise positions, and break maneuver.

Demonstrate competence in all cruise formations.

Demonstrate competence in turns into, turns away, and break up and rendezvous.

Prerequisite. FAM-1127 and FRD approved ground training curriculum.

References. OPNAVINST 3710.7, ANTP, 14 CFR 91, and NA 00-80T-112.

2.7.8 THREAT REACTION (TR)

2.7.8.1 Purpose. Introduce the pilot to Threat Reaction (TR) against ground-based Infrared (IR) threats.

Crew Requirements. FRSI LATI or CI IR TRI.

Academic/Ground Training. FRD approved ground training curriculum.

TR-1400 2.0 \* B,SC D S/A 1 WST/KC-130J

Goal. Introduce TR against ground-based IR threats.

Requirement. The flight will introduce KC-130J TR against ground-based IR threats. The instructor will discuss HUD missile launch warning cues. The instructor will discuss and introduce ALE-47, ALQ-157, and AAR-47 operations and tactics/maneuvers for use against IR Surface-to-Air Missile (SAM) threats. The student will be exposed to a variety of threats in the takeoff, low level, and approach phases of flight utilizing both the automatic and manual functions of the ALE-47.

Performance Standards

Demonstrate competencies established in TN-1200 through TN-1202.  
Demonstrate competence in IR TR.

Demonstrate competence in set up and operation of defensive systems.

Demonstrate CRM IAW the NFM and ANTTP.

Prerequisite. FAM-1127 and FRD approved ground training curriculum.

References. NFM and ANTTP.

#### 2.7.9 ASSAULT LANDING ZONE (ALZ)

2.7.9.1 Purpose. Introduce the pilot to improved Assault Landing Zone (ALZ) operations and tactical arrivals.

Crew Requirements. FRSI ALZI or CI ALZI.

Academic/Ground Training. FRD approved ground training curriculum.

ALZ-1500    2.0    \*    B    D    S/A    1 WST/KC-130J

Goal. Introduce ALZ procedures.

Requirement. The flight will introduce KC-130J ALZ operations. The instructor will discuss mission planning and performance data. The instructor will discuss/introduce maximum effort takeoffs/climbouts/landings, combat offload procedures, Engine Running Onload/Offload (ERO) procedures, and passenger combat loading procedures. A minimum of four maximum effort takeoffs will be performed. A minimum of six maximum effort landings, with at least four to a full stop, will be performed. Two landings will be performed at an aircraft gross weight of ~110,000 and two at a gross weight of ~125,000. Review Items: Aborted takeoff and engine failure (takeoff).

#### Performance Standards

Demonstrate competence in maximum effort TOLD performance calculations.

Demonstrate competence in maximum effort landings to touch down within the first 500 feet of runway.

Prerequisite. FAM-1127 and FRD approved ground training curriculum.

References. NFM, PERF, and ANTTP.

ALZ-1501    2.0    \*    B,SC    D    S/A    1 WST/KC-130J

Goal. Introduce tactical arrivals.

Requirement. The flight will introduce KC-130J tactical arrivals to ALZs. The instructor will discuss the Integrated Precision Radar Approach (IPRA) System. The instructor will discuss/introduce random high, random low/shallow, Infrared (IR)-cooled, and self-contained approaches. The student will practice maximum and adjusted maximum effort takeoffs, climbouts, and landings. A minimum of two maximum effort takeoffs will be performed. A minimum of four maximum effort landings, with at least two to a full stop, will be performed.

Review Items: Anti-skid system failure, brake system failure, ground evacuation.

Performance Standards

Demonstrate competence established in ALZ-1500.

Demonstrate competence in IPRA approach planning and procedures.

Demonstrate competence in random high and low approaches to maintain airspeed within +/- 10 KIAS, altitude +/- 100 feet, and heading +/- 10 degrees.

Prerequisite. ALZ-1500 and FRD approved ground training curriculum.

References. NFM, CNI Manual, PERF, and ANTPP.

2.7.10 AIR TO AIR REFUELING (AAR)

2.7.10.1 Purpose. Introduce the pilot to FW, TR, and Helicopter AAR operations.

Crew Requirements. FRSI BIP or CI AARI.

Academic/Ground Training. FRD approved ground training curriculum.

AAR-1600    2.0    \*    B                    D                    S/A    1 WST/KC-130J

Goal. Introduce FWAAR / TAAR procedures.

Requirement. The flight will introduce KC-130J single tanker to FW and TR receiver AAR procedures. The instructor will discuss and introduce AAR system checks, FW/TR rendezvous procedures, join-up procedures, AAR procedures, breakaway procedures, post AAR procedures, and designated emergencies.

Performance Standards

Demonstrate competence in CFPS generated flight plan to include orbit point and fuel offload.

Demonstrate competence in AAR system.

Demonstrate competence in FWAAR and TAAR procedures and voice communication.

Prerequisite. FAM-1127 and FRD approved ground training curriculum.

References. NFM, CNI Manual, ANTPP, ATP-56, 14 CFR 91, and AP.

AAR-1601    2.0    \*    B                    D                    S/A    1 WST/KC-130J

Goal. Introduce HAAR procedures.

Requirement. The flight will introduce KC-130J single tanker to Helicopter AAR procedures. The instructor will discuss/introduce helicopter rendezvous procedures and designated emergencies. The

student will practice AAR system checks, join-up procedures, AAR procedures, post AAR procedures, and designated emergencies.

Performance Standards

Demonstrate competence established in AAR-1601.

Demonstrate competence in HAAR procedures and voice communication.

Prerequisite. AAR-1600 and FRD approved ground training curriculum.

References. NFM, CNI Manual, ANTPP, ATP-56, 14 CFR 91, and AP.

2.7.11 AIR DELIVERY (AD)

2.7.11.1 Purpose. Introduce the pilot to Air Delivery operations.

Crew Requirements. FRSI ADI or CI ADI.

Academic/Ground Training. FRD approved ground training curriculum.

AD-1700      2.0      \*      B,SC      D      S/A      1 WST/KC-130J

Goal. Introduce AD procedures.

Requirement. The flight will introduce KC-130J AD operations. The instructor will discuss/introduce personnel, Heavy Equipment (HE), and Container Delivery System (CDS) airdrops. The student will perform a CDS airdrop with a racetrack to an HE airdrop with a final racetrack to a personnel airdrop. The initial ingress will be via low level.

Performance Standards

Demonstrate competencies established in TN-1200 through TN-1202.

Demonstrate competence in CAPS generated CARP solution and CARP summary.

Demonstrate competence in CNI-MU CARP mission pages.

Demonstrate competence in run in to Drop Zone to remain within 150 yards laterally, within 200 feet above drop altitude, and within either 10% below or 200 feet below whichever is the lesser amount.

Prerequisite. FAM-1127 and FRD approved ground training curriculum.

References. NFM, CNI Manual, ANTPP, and AFI11-231.

2.7.12 FAMILIARIZATION (FCRM)

2.7.12.1 Purpose. Introduce the pilot to Familiarization Core Introduction skills in the aircraft. Upon completion of this stage, the pilot will be proficient in the use of cockpit controls, aircraft systems, selected aircraft maneuvers, execution of NATOPS normal and emergency checklists and procedures and be prepared for a T3P NATOPS and Instrument check.

Academic/Ground Training. Review NFM, NFM supplements, FAR/AIM, and

appropriate aircraft systems CBT/IBT lessons.

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| FCRM-1800 | 2.0 | * | B,SC,MR/R | D | A | 1 KC-130J |
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Goal. Develop crewmember technical proficiency and refine KC-130J CRM skills by familiarizing students with basic handling qualities of the KC-130J, practicing ground taxi operations, and practice visual traffic pattern and landings.

Requirement. Practice a rolling takeoff, takeoff abort, general aircraft handling, steep turns, power off stalls, slow flight, ATCS operation, TCAS warning procedures, visual traffic patterns, 50% and 100% landings. Operate the fuel system IAW primary fuel management procedures. Apply skill-based CRM principles during all mission phases.

Performance Standards

Demonstrate competence in normal takeoff, climbout, stall recovery, visual approach, full stop landing and touch and go procedures IAW the NFM.

Basic air work standards include +/- 10 KIAS, 200 ft of assigned altitude, 10 degrees of assigned heading, and angle of bank within 10 degrees during steep turns.

For approach to stall maneuvers, after the first indication of stall, recover with less than 200 feet loss of altitude.

During approach to landing maneuvers, maintain positive control of aircraft speed, power, and rate of descent.

Align aircraft with runway, maintain aircraft in trim and touchdown within the first third of the runway. Maintain directional control throughout the flare, touchdown, and rollout.

Demonstrate a basic level of familiarity with CRM procedures as established in Chapter 16 of the NFM.

Prerequisite. FAM-1131 and FAM-1132.

External Syllabus Support. SUA coordination.

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| FCRM-1801 | 2.0 | * | B,SC | (N*) | A | 1 KC-130J |
|-----------|-----|---|------|------|---|-----------|

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Goal. Refine technical proficiency in data entry and management (emphasizing instrument approach setup). Refine KC-130J CRM principles and use of HUD and flight director. Perform instrument approaches using full aircraft automation.

Requirement. Fly multiple precision and non-precision instrument approaches using all available navaids and aircraft automation. Practice 4-engine missed approach, visual traffic patterns, and 50% and 100% landings. Practice performance data manipulation and associated impacts on TOLD, trip fuel, and enroute time. Apply skill-based CRM principles during all mission phases.

Performance Standards

Refine basic air work standards.

Demonstrate a proficiency in CNI-MU approach building for precision and non-precision approaches.

Demonstrate competence flying instrument approaches using automation within air work standards.

Prerequisite. FAM-1800.

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| FCRM-1802 | 2.0 | * | B, SC, MR/R | (N*) | A | 1 KC-130J |
|-----------|-----|---|-------------|------|---|-----------|

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Goal. Refine technical proficiency in data entry and management (emphasizing instrument approach setup). Refine KC-130J CRM principles and use of HUD and flight director. Perform instrument approaches using full aircraft automation.

Requirement. Fly multiple precision and non-precision instrument approaches emphasizing execution of procedure turns, holding, arcing and circling. If available, practice LOC BC, DP's, and STAR's. Practice 4-engine missed approach, visual traffic patterns, and 50% and 100% landings. Operate the digital map and radar systems to practice weather avoidance and windshear procedures; practice navigation position updates. Apply skill-based CRM principles during all mission phases.

Performance Standards

Demonstrate competencies established in FAM-1801.

Demonstrate proficiency in holding, arcing, procedure turn, and circling approaches.

Demonstrate competence in radar and digital map operation.

Prerequisite. FAM-1801.

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| FCRM-1803 | 2.0 | * | B, SC | D | A | 1 KC-130J |
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Goal. Practice aircraft handling through engine out situations, emergency checklist procedures to successfully maneuver the aircraft to land. Refine KC-130J CRM principles.

Requirement. Practice instrument approaches and visual traffic patterns through 1-engine inoperative scenarios, and 3-engine go-around procedures. Practice flight using oxygen mask/smoke goggles. Discuss Hydraulic system failures. Apply skill-based CRM principles during all mission phases.

Performance Standards

Demonstrate competencies established in FAM-1802.

Demonstrate competence in One-Engine-Inoperative Air Minimum Control

Speeds, Engine Failure on Takeoff Procedures, Airstart procedures, and approach, landing and go-around procedures with one engine inoperative.

Demonstrate competence in No HUD and smoke mask approach procedures.

Prerequisite. FAM-1802.

FCRM-1804      2.0 \*      B, SC, MR/R      (N\*)      A      1 KC-130J

Goal. Review aircraft handling through engine out situations, emergency checklist procedures, and CRM to successfully maneuver the aircraft to land. Refine KC-130J CRM principles.

Requirement. Review instrument approaches and visual traffic patterns through 1-engine inoperative scenarios, 3-engine go-around procedures, and takeoff aborts. Review the interpretation and management of multiple ACAWS messages, flight using the PFD, and use of oxygen mask/smoke goggles. Asterisked emergency procedures will be emphasized. Practice operation of the ice protection system. A zero flap landing will be demonstrated. Apply skill-based CRM principles during all mission phases.

Performance Standards

Demonstrate competencies established in FAM-1803.

Demonstrate competence in asterisked emergency procedures.

Demonstrate competence in prioritizing multiple ACAWS messages.

Prerequisite. FAM-1803.

2.8      CORE SKILL PHASE (2000)

2.8.1      General. Upon completion of this phase of training, the pilot will be qualified to operate day or night in the Core Skill Phase.

2.8.1.1      Stages. The following stages are included in the Core Skill Phase of training. Refer to the MAWTS-1 Course Catalog for all stage pre-requisite academic support packages (ASPs).

| Par No. | Stage Name                       |
|---------|----------------------------------|
| 2.8.2   | Left Seat Fam (LSF)              |
| 2.8.3   | Night Systems High [NS(H)]       |
| 2.8.4   | Long Range Navigation (LRN)      |
| 2.8.5   | Tactical Navigation (TN)         |
| 2.8.6   | Low Altitude Tactics (LAT)       |
| 2.8.7   | Formation (FORM)                 |
| 2.8.8   | Infrared Threat Reaction (IR TR) |

Pilots entering the Core Skill Phase shall have completed the Core Skill Introduction Phase.

Pilots receiving initial training as the PF or PM shall be

instructed by a BIP, LATI, NSI, or WTI as specified in the stage or event. Once a pilot has completed the initial event, subsequent events may be flown with proficient aircrew for that event unless otherwise noted.

Pilots conducting NS(H) training shall be instructed by an NSI (with appropriate stage instructor designations) for all NVD events until qualified NSQ(H).

Simulator events shall be conducted with either an appropriate stage instructor or an appropriately qualified Contract Instructor (CI).

In the event of simulator non-availability, simulator events should be conducted in the aircraft. Appropriate Operational Risk Management (ORM) policies should be used to reduce risk associated with not using a simulator.

## 2.8.2 LEFT SEAT FAM (LSF)

2.8.2.1 Purpose. Introduce left seat flight procedures and crew coordination.

Crew Requirements. Shall be instructed by an ANI.

|          |     |   |             |     |   |           |
|----------|-----|---|-------------|-----|---|-----------|
| LSF-2100 | 2.0 | * | B, SC, MR/R | (N) | A | 1 KC-130J |
|----------|-----|---|-------------|-----|---|-----------|

Goal. Left seat FAM.

Requirement. Introduce left seat normal and emergency procedures. Emphasize taxi, backing and take-off/landing procedures from the left seat.

### Performance Standards

Properly execute Pilot Flows IAW NFM.

Safely taxi the aircraft and perform aircraft reverse taxiing operations.

Properly execute the Abort Takeoff procedure.

Safely land the aircraft in 50% and 100% flap landing configurations.

Prerequisite. NTPS-6110

## 2.8.3 NIGHT SYSTEMS HIGH (NS(H))

2.8.3.1 Purpose. To attain and maintain the Night Systems High Core Skill. Upon completion of this phase, the pilot will be capable of operations using NVDs during HLL or LLL conditions in the NSQ(H) non-LAT environment.

2.8.3.2 General. The NSQ(H) qualification syllabus consists of NS(H)-2150, NS(H)-2151, TN-2250, TN-2251 and requires 10 hours of total NVD time with at least 5 hours of Low Light Level (LLL) time. The initial 10 hours shall be flown in the aircraft. Pilots successfully completing these requirements shall be issued a NS(H) qualification letter by the squadron commanding officer.

Crew Requirements. Shall be instructed by a NSI.

Academic/Ground Training. Utilize academic courseware as outlined

in the MAWTS-1 Course Catalog and review MAWTS-1 ASPs, MAWTS-1 TACAIR NVD Manual, and KC-130 ANTP.

NS(H)-2150 2.0 90 B,SC,MR/R NS A/S 1 KC-130J/WST

Goal. HLL NVD procedures.

Requirement. Preflight shall include a flight station, cargo compartment and exterior lighting demonstration with NVDs. Emphasize the interaction between aircraft lighting with normal, NVIS and covert modes. Donning NVDs, and the use of oxygen mask with helmets/NVDs shall be practiced to proficiency. Ground operations shall include NVD taxi procedures. Flight procedures shall include takeoff, cockpit orientation at altitude, landings, aircraft operations, and NVD aircrew coordination. The flight should be conducted to emphasize variations that occur with different terrain/water, cultural lighting and altitudes (above 1000 AGL). Conduct a minimum of 4 touch-and-go landings and 1 full stop landing on a hard surface runway as the PF. Initial event shall be conducted in the aircraft.

Performance Standards

Demonstrate competence in takeoff, climbout, visual approach, full stop landing and touch and go procedures IAW the NFM with NVDs donned.

Basic air work standards include +/- 5 KIAS and 100 ft of assigned altitude.

Align aircraft with runway, maintain aircraft in trim and touchdown within the first third of the runway. Maintain directional control throughout the flare, touchdown, and rollout.

Demonstrate a basic level of familiarity with NVD operations.

Range Requirement. Airfield capable of varied airfield lighting configurations.

NS(H)-2151 2.0 90 B,SC,MR/R NS A/S 1 KC-130J/WST

Goal. LLL NVD procedures.

Requirement. Conduct night operations under LLL conditions. Initial event shall be conducted in the aircraft.

Performance Standards

Demonstrate competency in a LLL environment.

Demonstrate a understanding of the Aviation T&R Program Manual and OPNAV 3710.7 as they pertain to NVD operations.

Range Requirement. Airfield capable of varied airfield lighting configurations.

Prerequisite. NS(H)-2150 and NS(H)-2250.

2.8.4 LONG RANGE NAVIGATION (LRN)

2.8.4.1 Purpose. To attain and maintain the long range navigation Core Skill. Upon completion of this stage, the pilot will be capable of flying to and from all ICAO environments during day or night. Should be flown in the ICAO environment.

Crew Requirements. Instructed by a TPC.

Academic/Ground Training. Review use of PFPS mission planning, OPARS, CNI-MU functionality, radar operation, ICAO procedures, FLIP GP/APs, Foreign Clearance Guide, Performance Manual, and KC-130 ANTPP.

LRN-2160    6.0    \*    B,SC    (N)    A    1 KC-130J

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Goal. Introduce long-range, non-radar, ICAO environment procedures utilizing the different KC-130 flight profiles.

Requirement. Introduce long range navigation constant TAS profile flight planning (discuss maximum continuous power and max endurance profile), flight weather packets, OPARS/PFPS mission planning, discuss diplomatic clearances and appropriate publications. Practice use of FLIP enroute flight publications, coast out procedures, fuel management procedures, non-radar reporting requirements, and HF/SELCAL voice procedures.

Performance Standards

Correctly submit a Diplomatic Country Clearance Request per the Foreign Clearance Guide (if required).

Correctly utilize PFPS, OPARS, FLIP publications to file a DD-1801. Demonstrate basic familiarity with LRN procedures.

LRN-2161    6.0    \*    B,SC    (N)    A    1 KC-130J

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Goal. Introduce long-range, non-radar, ICAO environment procedures utilizing a long range cruise profile.

Requirement. Introduce long range navigation long range cruise profile flight planning, flight weather packets, OPARS/PFPS mission planning, diplomatic clearances and appropriate publications. Practice use of FLIP enroute flight publications, coast out procedures, fuel management procedures, non-radar reporting procedures, and HF/SELCAL voice procedures.

Performance Standards

Demonstrate competencies established in LRN-2160.

Demonstrate proper LRN procedures.

LRN-2162    6.0    365    B,SC,MR/R    (N)    A    1 KC-130J

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Goal. Review long-range, non-radar, ICAO environment procedures.

Requirement. Practice long range navigation flight planning. Practice use of FLIP enroute flight publications, coast out procedures, fuel management procedures, non-radar HF/SELCAL voice procedures.

Performance Standard. Demonstrate competencies established in LRN-2161.

Prerequisite. LRN-2160 and LRN-2161.

#### 2.8.5 TACTICAL NAVIGATION (TN)

2.8.5.1 Purpose. To attain and maintain the Tactical Navigation Core Skill. Upon completion of this stage, the pilot will be capable of single ship tactical ingress and egress to mission objective areas during day or night. The training includes use of CNI TIME-NAV for time constraints, tactical maneuvering, and high/low altitude navigation. All initial TN events shall be conducted in the aircraft.

Crew Requirements. TN-2200 and TN-2201 shall be instructed by a BIP. TN-2250 and TN-2251 shall be instructed by an NSI.

Academic/Ground Training. Utilize academic courseware as outlined in the MAWTS-1 Course Catalog and review MAWTS-1 ASPs, NFM and KC-130 ANTP.

|         |     |   |           |   |     |   |             |
|---------|-----|---|-----------|---|-----|---|-------------|
| TN-2200 | 2.0 | * | B,SC,MR/R | D | A/S | 1 | KC-130J/WST |
|---------|-----|---|-----------|---|-----|---|-------------|

Goal. Tactical TIME NAV procedures (Pilot Monitoring) (PM).

Requirement. Plan and execute a VFR navigation route of at least 6 waypoints with at least 1 time constrained waypoint. Route should be conducted within SUAS or on a FLIP approved MTR. Emphasize mission planning procedures, CNI-MU management, CNI TIME NAV and vertical profile planning as well as the CRM associated with PF and PM duties. Introduce short and long term target speeds, AHD/BHD time, change in vertical/speed profile, tactical pilotage techniques and DIGIMAP/radar MAP mode familiarity. Minimum altitude per T&R Program Manual non-LAT minimums but not lower than comfort level.

#### Performance Standards

Create appropriate mission planning products.

Arrive at planned TOT within +/- 30 seconds.

Demonstrate the ability to modify the route in flight IOT account for ahead/behind time.

Satisfactory completion of the procedures per the NFM and KC-130 ANTP.

Range Requirement. Appropriate SUAS or MTR scheduled.

|         |     |     |           |   |     |   |             |
|---------|-----|-----|-----------|---|-----|---|-------------|
| TN-2201 | 2.0 | 365 | B,SC,MR/R | D | A/S | 1 | KC-130J/WST |
|---------|-----|-----|-----------|---|-----|---|-------------|

Goal. Tactical Navigation procedures Pilot Flying (PF).

Requirement. Plan and execute a VFR navigation route on a published MTR or appropriate SUAS. The route shall consist of at least 6 waypoints. Emphasize mission planning procedures, AP/1A/B usage, Tactical Manual/Operational Guide requirements, SLAP, BASH, PFPS, TASM/AWE, and CNI-MU management. Review HUD symbology, short and long term target speeds, AHD/BHD time, change in vertical/speed profile, tactical pilotage techniques, TAWS, and DIGIMAP familiarity. Discuss

aircraft limitations that are applicable for high load factor maneuvering. Emphasize principles of energy management, masking techniques and ground mapping radar usage.

Performance Standards

Create appropriate mission planning products.

Minimal GCAS and TAWS alerts.

Satisfactory completion of the maneuvers and procedures per the NFM and KC-130 ANTTTP.

Range Requirement. Appropriate SUAS or MTR scheduled.

TN-2250      2.0    180    B,SC,MR/R                    NS                    A/S    1 KC-130J/WST

Goal. HLL Tactical Navigation procedures (PF).

Requirement. Plan and navigate a low level route of at least 6 waypoints at night during HLL conditions. Specific emphasis shall be placed on SLAP light level planning, BASH, effects of terrain contrast, high/low albedo terrain, shadowing, cultural lighting, weather, and ground mapping radar. Minimum altitude per Aviation T&R Program Manual non-LAT minimums but not lower than comfort level.

Performance Standards

Create appropriate mission planning products.

Minimal GCAS and TAWS alerts.

Satisfactory completion of the maneuvers and procedures per the NFM and KC-130 ANTTTP.

Range Requirement. Appropriate SUAS or MTR scheduled.

TN-2251      2.0    180    B,SC,MR/R                    NS                    A/S    1 KC-130J/WST

Goal. LLL Tactical Navigation procedures (PF).

Requirement. Plan and navigate a Low Level route of at least 6 waypoints at night during low light conditions. Specific emphasis shall be placed on SLAP light level planning, BASH, effects of terrain contrast, high/low albedo terrain, leg segment altitudes, shadowing, cultural lighting, weather, and ground mapping radar. Minimum altitude per Aviation T&R Program Manual minimums but not lower than comfort level.

Performance Standards

Create appropriate mission planning products.

Minimal GCAS and TAWS alerts.

Satisfactory completion of the maneuvers and procedures per the NFM and KC-130 ANTTTP.

Range Requirement. Appropriate SUAS or MTR scheduled.

Prerequisite. NS(H)-2150 and NS(H)-2250.

2.8.6 LOW ALTITUDE TACTICS (LAT)

2.8.6.1 Purpose. To attain and maintain the Low Altitude Tactics Core Skill. Upon completion of this stage, the pilot will be capable of single ship low altitude ingress and egress to mission objective areas during the day.

2.8.6.2 General. General LAT rules of conduct (ROC) are contained in NAVMC 3500.14 and KC-130 specific LAT guidance is contained in the KC-130 ANTP. All LAT sorties require all crew members to be LAT qualified and proficient. If a PF or PM is not qualified and/or proficient, then the other pilot seat shall be occupied by a proficient LATI. The LAT qualification requirement consists of LAT-2260 and LAT-2261. Upon completion of LAT qualification requirements, pilots shall be issued a LAT qualification letter from the squadron commanding officer.

Crew Requirements. Shall be instructed by a LATI.

Academic/Ground Training. Utilize academic courseware as outlined in the MAWTS-1 Course Catalog and review MAWTS-1 ASPs, NFM, and KC-130 ANTP.

LAT-2260 2.0 \* B,SC D S/A 1 WST/KC-130J

Goal. Intro to LAT procedures.

Requirement. Discuss LAT ROC and LAT currency versus proficiency. Discuss the threat environment that would require a LAT profile. Introduce aircraft maneuvering that potentially produce high load factors. Review principles of energy management and masking techniques. Practice bunts, jinks, ridgeline crossings, zoom climbs/dive recoveries, terrain clearance turns, hard turns, break turns, and MAC demonstration (simulator only). Minimum altitude per NAVMC 3500.14 minimums but not lower than comfort level.

Performance Standards

Create appropriate mission planning products.

Minimal GCAS and TAWS alerts.

Satisfactory completion of the maneuvers and procedures per the NFM and KC-130 ANTP.

Prerequisite. TN-2201.

Range Requirement. Scheduled appropriate LAT approved SUAS (restricted area/LAT approved MTR) if conducted in the aircraft.

External Syllabus Support. WST simulator and CI LATI.

LAT-2261 2.0 180 B,SC,MR/R D A 1 KC-130J

Goal. LAT procedures.

Requirement. Review aircraft limitations that are applicable for high

load factor maneuvering. Review principles of energy management and masking techniques. Practice bunts, jinks, ridgeline crossings, zoom climbs/dive recoveries, terrain clearance turns, hard turns, and break turns. Minimum altitude per NAVMC 3500.14 minimums but not lower than comfort level.

Performance Standards

Create appropriate mission planning products.

Minimal GCAS and TAWS alerts.

Satisfactory completion of the maneuvers and procedures per the NFM and KC-130 ANTP.

Prerequisite. LAT-2260.

Range Requirement. Scheduled appropriate LAT approved SUAS (restricted area/LAT approved MTR).

2.8.7 FORMATION (FORM)

2.8.7.1 Purpose. To attain and maintain the Formation Core Skill (Section and Division). Upon completion of this stage, the pilot will be capable of flying in a section or division during high altitude tactical ingress/egress in day or night conditions.

Crew Requirements. Shall be instructed by a Section Leader/Division Leader.

Academic/Ground Training. Review KC-130 ANTP.

FORM-2300 3.0 365 B, SC, MR/R D A/S 2 KC-130J/WST

Goal. Introduce section formation procedures.

Requirement. Demonstrate position cues and normal/emergency procedures for section formation. Emphasize communication procedures, ground operations, take-off, join/rendezvous, tanker formations, tactical formations (AAR and TN), concepts of mutual support, lead changes, under runs, section recoveries, planned weather penetration, lost-sight, and inadvertent weather penetration procedures. Demonstrate and practice procedures for handling individual aircraft emergencies while in formation. Initial event shall be completed in an aircraft.

Performance Standards

Attain and maintain the proper bearing line while in the cruise echelon position on the left and right side of lead.

Recognize excessive closure and safely execute the underrun procedure.

Perform planned weather penetration procedures and reference position from lead via the LPCR, TCAS or TACAN A/A.

Execute the briefed inadvertent weather penetration procedures with regards to AOB, timing and altitude change if required. Satisfactory completion of the maneuvers and procedures per the NFM

and KC-130 ANTTP.

Range Requirement. Appropriate SUAS scheduled.

FORM-2301 3.0 365 B, SC, MR/R (NS) A 3+ KC-130J

Goal. Division formation procedures.

Requirement. Introduce and practice division formation procedures while flying as a wingman in a flight of at least 3 aircraft. Perform running and turning rendezvous. Review considerations inherent with maintaining tanker, tactical, and cruise positions in a division formation. Practice lead change procedures. Emphasize visual cues for maintaining position and recognizing closure in a division formation. Review emergency procedures to include lost sight and inadvertent weather penetration as pertains to formation operations. Initial event should be conducted during day.

Performance Standards

Attain and maintain proper cruise formation positions.

Recognize excessive closure; safely execute the underrun procedure if required.

Perform planned weather penetration procedures and reference position from lead via the LPCR, TCAS or TACAN A/A.

Execute the briefed inadvertent weather penetration procedures with regards to AOB, timing and altitude change if required.

Satisfactory completion of the maneuvers and procedures per the NFM and KC-130 ANTTP.

Prerequisite. FORM-2300, (FORM-2350, NSQ(H) or flown with NSI&SL).

Range Requirement. Appropriate SUAS scheduled.

FORM-2350 2.0 180 B, SC, MR/R NS A/S 2 KC-130J/WST

Goal. Night formation procedures.

Requirement. Practice position cues and normal/emergency procedures for formation at night. Emphasize communication procedures, ground operations, take-off, join/rendezvous, tanker formations, tactical formations, concepts of mutual support, lead changes, under runs, section recoveries, planned weather penetration, lost-sight and inadvertent weather penetration procedures. Demonstrate and practice procedures for handling individual aircraft emergencies while in formation.

Performance Standards

Attain and maintain the 45 degree bearing line while in the cruise echelon position on the left and right side of lead.

Recognize excessive closure and safely execute the under run procedure.

Perform planned weather penetration procedures and reference

position from lead via the LPCR, TCAS or TACAN A/A.

Execute the briefed inadvertent weather penetration procedures with regards to AOB, timing and altitude change if required.

Satisfactory completion of the maneuvers and procedures per the NFM and KC-130 ANTTP.

Prerequisite. FORM-2300, NSQ(H) or flown with a NSI&SL. If Division, FORM-2301.

Range Requirement. Appropriate SUAS scheduled.

#### 2.8.8 INFRARED THREAT REACTION(IR TR)

2.8.8.1 Purpose. To attain and maintain the Core Skill Threat Reaction (TR) in a low to medium infrared (IR) threat environment. Upon completion of this stage, the pilot will be capable of flying in a ground infrared threat environment during day or night.

##### 2.8.8.2 General

Aircraft must have an operational ASE suite that supports infrared(IR) threat reaction.

Appropriate decoy flares shall be loaded prior to flight.

Appropriate ground threat emitters shall be available.

Crew Requirements. Shall be instructed by a LATI.

Academic/Ground Training. Utilize academic courseware as outlined in the MAWTS-1 Course Catalog and review MAWTS-1 ASPs, NFM, KC-130 ANTTP 3-22.3, KC-130 ANTTP 3-22.1 (S).

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TR-2400      2.0      180      B,SC, MR/R                      (NS)                      A/S      1 KC-130J/WST

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Goal. Ground Infrared (IR) Threat Reaction.

Requirement. Introduce the ALE-47, AAR-47, ALQ-157, HUD/HDD symbology and threat reaction. Discuss IR seeker head capabilities/limitations, threat reaction ICS calls, AAR-47 limitations and flare "cocktail". The pilot should be exposed to a variety of threat situations of increasing intensity using both the automatic and manual modes of the ALE-47 from all quadrants. Threat reaction maneuvering should include the takeoff, cruise and approach phases of flight. Initial code shall be accomplished in the aircraft during the day.

##### Performance Standards

Correct threat call verbiage.

Demonstrate proficiency and use of the ASE systems on both the hard panel and CNI-MU.

Execute the correct maneuvers.

Satisfactory completion of the maneuvers and procedures per the NFM, KC-130 ANTTP 3-22.3 and KC-130 ANTTP 3-22.1 (S).

Prerequisite. LAT-2260.

Ordnance. 30 overt and 90 covert, sim buckets may be used if live ordnance is unavailable.

Range Requirement. SUAS authorized for expendables.

External Syllabus Support. Scheduled MWS stimulator and appropriate visual threat support (Smokey SAM Team).

## 2.9 MISSION SKILL PHASE (3000)

2.9.1 General. Upon completion of this phase of training, the pilot will be qualified to operate day or night in the Mission Skill Phase. This includes assault landing zone, air-to-air refueling, aviation-delivered ground refueling, and air delivery of cargo and personnel.

2.9.1.1 Stages. The following stages are included in the Mission Skill Phase of training. Refer to the MAWTS-1 Course Catalog for all stage prerequisite ASPs.

| Par No. | Stage Name                                 |
|---------|--|
| 2.9.2   | Assault Landing Zone (ALZ)                 |
| 2.9.3   | Air-to-Air Refueling (AAR)                 |
| 2.9.4   | Aviation-Delivered Ground Refueling (ADGR) |
| 2.9.5   | Air Delivery (AD)                          |

Pilots receiving initial training as the PF or PM shall be instructed by a BIP, ALZI, ADI, NSI or WTI as specified in the stage or event. Once a pilot has completed the initial event, subsequent events may be flown with proficient aircrew.

Simulator events shall be conducted with either an appropriate squadron instructor or an appropriately qualified contract instructor (CI).

In the event of WST non-availability, simulator events should be conducted in the aircraft. Appropriate Operational Risk Management (ORM) policies should be used to reduce risk associated with not using a WST.

## 2.9.2 ASSAULT LANDING ZONE (ALZ)

2.9.2.1 Purpose. To attain and maintain the Mission Skill of operating from an ALZ. Upon completion of this stage, the pilot will be capable of day or night ALZ operations and will be knowledgeable of unimproved ground operation considerations.

Crew Requirements. Shall be instructed by an ALZI or WTI.

Academic/Ground Training. Utilize academic courseware as outlined in the MAWTS-1 Course Catalog and review MAWTS-1 ASPs, NFM and KC-130 ANTP.

ALZ-3500    2.0    180    B, SC, MR/R    D    A/S    1 KC-130J/WST

Goal. ALZ procedures.

Requirement. Review Airfield Marking Patterns (AMP), airfield capabilities, ground floatation, minimum runway requirements and ground operations. Practice crew coordination with respect to ALZ operations.

Practice maximum effort takeoffs, landings and obstacle clearance criteria with respect to TOLD. Perform a minimum of 6 touch and go landings, plus at least 1 maximum effort full stop landing and 1 maximum effort takeoff. Initial event shall be conducted in the aircraft.

Performance Standards

For initial event, complete manual TOLD calculations utilizing appropriate charts from the KC-130J Performance Manual. Consistent landings within the touchdown zone.

Consistent speed, centerline and glideslope control.

Satisfactory completion of the maneuvers and procedures per the NFM and KC-130 ANTP.

Prerequisite. LSF-2100.

External Syllabus Support. ATC, MMT, MWSS EAF or USAF Special Tactics Team with appropriate AMP and Crash/Fire/Rescue Support.

ALZ-3501      2.0      365      B, SC, MR/R                      (NS)                      A/S      1 KC-130J/WST

Goal. Tactical Arrivals.

Requirement. Introduce the random high, random low/shallow, IR cooled, and self contained approaches. Emphasize terrain study with respect to ingress/egress of the terminal area and method of arrival based on threat. Discuss energy management. At least 1 self contained approach will be developed and constructed for use. Practice use of the Integrated Precision Radar Approach (IPRA) and LZ functions of the CNI-MU.

Performance Standards

Produce flight plan/route with an abeam position using either CFPS/Falcon View or a paper chart for an IR cooled approach.

Satisfactory completion of the maneuvers and procedures per the NFM and KC-130 ANTP.

Prerequisite. LSF-2100, (NSQ(H) or conducted with a NSI&ALZI or WTI).

ALZ-3502      0.5      \*              B, SC                                      (N)                      A              1 KC-130J

Goal. Combat offload procedures.

Requirement. Introduce combat offload of cargo without the use of loading equipment.

Performance Standard. Properly brief and execute a combat offload per the Combat Offload Checklist and the NFM.

Prerequisite. LSF-2100 (NSQ(H) or conducted with a NSI&ALZI or WTI.)

External Syllabus Support. Sufficient ramp space and fork-lift support.

ALZ-3503      0.5      730      B, SC, MR/R                      (NS)                      A              1 KC-130J

Goal. Unimproved Ground Operations.

Requirement. Review AMP, airfield capabilities, ground floatation, minimum runway requirements and ground operations with emphasis on unimproved surfaces. Practice crew coordination with respect to unimproved ground operations.

Performance Standard. Satisfactory completion of the maneuvers and procedures per the NFM and KC-130 ANTTP.

Prerequisite. LSF-2100 (NSQ(H) or conducted with a NSI&ALZI or WTI.)

External Syllabus Support. ATC, MMT, MWSS EAF or USAF Special Tactics Team with appropriate AMP and Crash/Fire/Rescue Support.

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|          |     |     |             |    |     |   |             |
|----------|-----|-----|-------------|----|-----|---|-------------|
| ALZ-3550 | 2.0 | 180 | B, SC, MR/R | NS | A/S | 1 | KC-130J/WST |
|----------|-----|-----|-------------|----|-----|---|-------------|

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Goal. Night ALZ procedures.

Requirement. Introduce night ALZ operations to include appropriate AMP, ground operations, crew coordination with respect to ALZ operations, maximum effort take-offs and maximum effort landings. Review max effort TOLD computations. Perform a minimum of 6 touch and go landings, plus 1 maximum effort full stop landing and 1 maximum effort takeoff. Review appropriate NFM performance charts and KC-130 ANTTP. Initial event shall be flown in the aircraft.

Performance Standards

Consistent landings within the touchdown zone.

Consistent speed, centerline and glideslope control.

Satisfactory completion of the maneuvers and procedures per the NFM and KC-130 ANTTP.

Prerequisite. LSF-2100, NS(H)-2150 if HLL, NS(H)-2151 if LLL, ALZ-3500, NSQ(H) or flown with a NSI&ALZI or WTI.

External Syllabus Support. ATC, MMT, MWSS EAF or USAF Special Tactics Team with appropriate AMP and Crash/Fire/Rescue Support.

### 2.9.3 AIR-TO-AIR REFUELING (AAR)

2.9.3.1 Purpose. To attain and maintain the Air-to-Air Refueling (AAR) Mission Skill. Upon completion of this stage, the pilot will be capable of fixed wing, tilt rotor, helicopter AAR, and AR panel operations in the day or night environment.

Crew Requirements. Shall be instructed by a BIP.

Academic/Ground Training. Utilize academic courseware as outlined in the MAWTS-1 Course Catalog and review MAWTS-1 ASPs, NFM, KC-130 ANTTP, and ATP-56.

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|          |     |     |             |     |     |   |             |
|----------|-----|-----|-------------|-----|-----|---|-------------|
| AAR-3600 | 2.0 | 365 | B, SC, MR/R | (N) | A/S | 1 | KC-130J/WST |
|----------|-----|-----|-------------|-----|-----|---|-------------|

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Goal. FWAAR/TAAR procedures.

Requirement. Conduct single tanker FWAAR or TAAR. Emphasize mission planning using PFPS and receiver aircraft considerations. Discuss emergency procedures related to AAR and receiver capabilities and limitations. Conduct single tanker rendezvous procedures, radio procedures and receiver management. EMCON procedures should be introduced for the completion of the initial syllabus event. The initial event shall be completed in the aircraft.

Performance Standards

Produce AAR briefing card; CFPS generated flight plan/route with orbit and appropriate fuel offload; and an appropriate refueling track using either CFPS/Falcon View or a paper chart.

Determine the receiver's location prior to the ARCT with either the LPCR, TCAS or TACAN A/A.

Satisfactory completion of the maneuvers and procedures per the NFM and KC-130 ANTP.

Prerequisite. (NSQ(H) or flown with a NSI).

External Syllabus Support. Fixed wing or tiltrotor receiver aircraft.

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|          |     |     |             |   |     |   |             |
|----------|-----|-----|-------------|---|-----|---|-------------|
| AAR-3601 | 2.0 | 365 | B, SC, MR/R | D | A/S | 1 | KC-130J/WST |
|----------|-----|-----|-------------|---|-----|---|-------------|

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Goal. Day Helicopter AAR (HAAR) procedures.

Requirement. Conduct single tanker HAAR. Emphasize mission planning using PFPS and receiver aircraft considerations. Conduct helicopter rendezvous procedures (PF), radio procedures (PM) and tanker/receiver management (PM). Discuss emergency procedures related to AAR and receiver capabilities and limitations. EMCON procedures should be introduced for the completion of the initial syllabus event as well as RAC responsibilities. A minimum of 2 rendezvous as the PF are required for initial qualification. The initial event shall be completed in the aircraft.

Performance Standards

Produce AAR briefing card; CFPS generated flight plan/route with orbit and appropriate fuel offload; and an appropriate refueling track using either CFPS/Falcon View or a paper chart.

Determine the receiver's location prior to the ARCT with either the LPCR, TCAS or TACAN A/A.

Arrive over the ARCP at planned ARCT.

Satisfactory completion of the maneuvers and procedures per the NFM and KC-130 ANTP.

Prerequisite. LSF-2100

External Syllabus Support. Helicopter receiver aircraft.

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|          |     |     |             |     |     |   |             |
|----------|-----|-----|-------------|-----|-----|---|-------------|
| AAR-3602 | 2.0 | 180 | B, SC, MR/R | (N) | S/A | 1 | WST/KC-130J |
|----------|-----|-----|-------------|-----|-----|---|-------------|

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Goal. AAR System / Panel procedures.

Requirement. Operate the refueling system with either high speed or low speed drogues during AAR as the PM. Emphasize functional knowledge and use of the refueling system to include system limitations and normal, emergency and alternate procedures.

Performance Standards

Correctly perform AR system checks, AR system normal procedures and AR system emergency procedures.

Maintain lateral fuel balance IAW the NFM.

Observe NFM AR system limitations.

Satisfactory completion of the procedures per the NFM.

Prerequisite. AAR-3600 & AAR-3601.

External Syllabus Support. FW, TR or Helicopter receiver aircraft.

|          |     |     |           |    |     |   |             |
|----------|-----|-----|-----------|----|-----|---|-------------|
| AAR-3650 | 2.0 | 180 | B,SC,MR/R | NS | A/S | 1 | KC-130J/WST |
|----------|-----|-----|-----------|----|-----|---|-------------|

Goal. Night HAAR procedures.

Requirement. Conduct single tanker HAAR refueling at night. Emphasize mission planning using PFPS and receiver aircraft considerations. Conduct helicopter rendezvous procedures (PF), radio procedures (PM), tanker/receiver management (PM). Discuss emergency procedures related to AAR. A minimum of 2 rendezvous as the PF are required.

Performance Standards

Produce AAR briefing card; CFPS generated flight plan/route with orbit and appropriate fuel offload; and an appropriate refueling track using either CFPS/Falcon View or a paper chart.

Determine the receiver's location prior to the ARCT with either the LPCR, TCAS or TACAN A/A.

Arrive over the ARCP at planned ARCT.

Satisfactory completion of the maneuvers and procedures per the NFM and KC-130 ANTP.

Prerequisite. LSF-2100, NS(H)-2150, NS(H)-2151, AAR-3600, AAR-3601 (NSQ(H) or flown with an NSI).

External Syllabus Support. Helicopter receiver aircraft.

2.9.4 AVIATION-DELIVERED GROUND REFUELING (ADGR)

2.9.4.1 Purpose. To attain and maintain the Aviation Delievered Ground Refueling Mission Skill. Upon completion of this stage, the pilot will be capable of conducting aviation delivered ground refueling of aircraft and ground vehicles in any clime and place.

Crew Requirements. Shall be instructed by a BIP.

Academic/Ground Training. Utilize academic courseware as outlined in the MAWTS-1 Course Catalog and review MAWTS-1 ASPs, NFM, and KC-130 ANTTP.

ADGR-3660 1.0 730 B, SC, MR/R (NS) A 1 KC-130J

Goal. ADGR procedures.

Requirement. Plan and execute an ADGR mission involving actual transfer of fuel to either aircraft or ground vehicles. Emphasize personnel responsibilities to include RS and RASO and the control of receivers through the ADGR site. Additionally, discuss ADGR location, security, setup, pre/post-stage areas, standard signals, and emergencies.

Performance Standards

Integrate with loadmasters in mission planning; ensure that a tanker egress plan has been established and forecast winds are factored for receiver traffic pattern.

Produce an ADGR briefing card.

Satisfactory completion of the procedures per the NFM and KC-130 ANTTP.

Prerequisite. (NSQ(H) or conducted with a NSI).

External Support. Crash/Fire/Rescue Support. Receiver aircraft or ground vehicle (as appropriate).

2.9.5 AIR DELIVERY (AD)

2.9.5.1 Purpose. To attain and maintain the Mission Skill of AD. Upon completion of this stage, the pilot will be capable of planning and executing an AD of cargo or static line personnel, day or night. Proficiency may be regained in the aircraft with a simulated drop if all checklists are completed and ramp and door/paratroop doors are opened.

Crew Requirements. Shall be instructed by an ADI or WTI.

Ground/Academic Training. Utilize academic courseware as outlined in the MAWTS-1 course catalog and review MAWTS-1 ASPs, NFM, CNI-MU Manual, and KC-130 ANTTP.

AD-3700 2.0 \* B, SC (NS) S/A 1 WST/KC-130J

Goal. Introduction to Pilot Flying AD.

Requirement. Review pilot flying AD procedures. Low level ingress/egress recommended. Emphasis should be on HUD symbology, DZ markings and identification, slowdown procedures, checklist compliance, CRM, and flying a steady and controlled platform. At least 3 passes shall be conducted, 1 of which shall be a personnel drop if conducted in a simulator.

Performance Standards

Produce a route consisting of proper ingress/egress routing using CFPS and CAPS and perform appropriate CARP calculations.

Successfully plan and execute proper slowdown procedures.

No CARP VERT/XTRK errors resulting in a no-drop.  
Correctly identify AD HUD symbology.

Efficient and correct execution of all checklist items\ Satisfactory completion of the maneuvers and procedures per the NFM and KC-130 ANTTP.

Prerequisite. TN-2200, TN-2201 (NSQ(H) or flown with a NSI&ADI or WTI).

External Support. WST and CI ADI.

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|         |     |   |       |      |     |   |             |
|---------|-----|---|-------|------|-----|---|-------------|
| AD-3701 | 2.0 | * | B, SC | (NS) | S/A | 1 | WST/KC-130J |
|---------|-----|---|-------|------|-----|---|-------------|

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Goal. Introduction to Pilot Monitoring AD.

Requirement. Review pilot monitoring AD procedures. Low level ingress/egress recommended. Emphasize mission planning, manual and computer CARP calculations, CNI-MU data entry and verification, checklist execution, and in-flight updating of CNI-MU CARP INIT/PROG pages. At least 3 passes shall be conducted, 1 of which shall be a personnel drop if conducted in a simulator.

Performance Standards

Produce a route consisting of proper ingress/egress routing using CFPS and CAPS and perform appropriate CARP calculations.

Correctly enter all CARP INIT/PROG data in order to verify the pre-flight CARP, left/right & long/short distances, and green light time.

Manage all necessary CNI updates resulting in a successful drop.

Efficient and correct execution of all checklist items.

Satisfactory completion of the procedures per the NFM and KC-130 ANTTP.

Prerequisite. AD-3700 (NSQ(H) or flown with a NSI&ADI or WTI).

External Support. WST and CI ADI.

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|         |     |    |             |      |     |   |             |
|---------|-----|----|-------------|------|-----|---|-------------|
| AD-3702 | 2.0 | 90 | B, SC, MR/R | (NS) | A/S | 1 | KC-130J/WST |
|---------|-----|----|-------------|------|-----|---|-------------|

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Goal. PF Cargo AD.

Requirement. Review cargo AD procedures as the pilot flying. Emphasis should be on HUD symbology, DZ markings and identification, slowdown procedures, checklist compliance, CRM, and flying a steady and controlled platform. Initial code shall be conducted in the aircraft with an actual CDS or heavy equipment AD and should be conducted during the day.

Performance Standards

Produce a route consisting of proper ingress/egress routing using

CFPS and CAPS and perform appropriate CARP calculations.

Correctly identify AD HUD symbology.

Efficient and correct execution of all checklist items, particularly completion of drop procedures.

Satisfactory completion of the maneuvers and procedures per the NFM and KC-130 ANTP.

Prerequisite. AD-3700 (NSQ(H) or flown with NSI&ADI or WTI).

External Support. AD platoon for cargo rigging and DZ control.

AD-3703      2.0    90    B, SC, MR/R                    (NS)                    A/S    1 KC-130J/WST

Goal. PM Cargo AD.

Requirement. Review cargo AD procedures as the pilot monitoring. Emphasize mission planning, manual and computer CARP calculations, CNI-MU data entry and verification, checklist execution, and in-flight updating of CNI-MU CARP INIT/PROG pages. Initial code shall be conducted in the aircraft with an actual CDS or heavy equipment AD and should be conducted during the day.

Performance Standards

Produce a route consisting of proper ingress/egress routing using CFPS and CAPS and perform appropriate CARP calculations.

Correctly enter all CARP INIT/PROG data in order to verify the pre-flight CARP, left/right & long/short distances, and green light time.

Manage all necessary CNI updates resulting in a successful drop. Satisfactory completion of the maneuvers and procedures per the NFM and KC-130 ANTP.

Prerequisite. AD-3701 (NSQ(H) or flown with NSI&ADI or WTI).

External Support. AD platoon for cargo rigging and DZ control.

AD-3704      2.0    90    B, SC, MR/R                    (NS)                    A/S    1 KC-130J/WST

Goal. PF Personnel AD.

Requirement. Plan and execute a personnel AD mission. Emphasize HUD symbology, DZ markings and identification, slowdown procedures, checklist compliance, CRM, and flying a steady and controlled platform. Initial code shall be conducted in the aircraft with an actual personnel AD and should be conducted during the day.

Performance Standards

Produce a route consisting of proper ingress/egress routing using CFPS and CAPS and perform appropriate CARP calculations.

Correctly identify AD HUD symbology.

Efficient and correct execution of all checklist items, particularly

completion of drop procedures.

Satisfactory completion of the maneuvers and procedures per the NFM and KC-130 ANTTP.

Prerequisite. AD-3700 (NSQ(H) or flown with NSI&ADI or WTI).

External Support. Unit jumpmaster and DZ control.

AD-3705      2.0    90    B, SC, MR/R                      (NS)                      A/S    1 KC-130J/WST

Goal. PM Personnel AD.

Requirement. Plan and execute a personnel AD mission. Emphasize mission planning, manual and computer CARP calculations, CNI-MU data entry and verification, checklist execution, and in-flight updating of CNI-MU CARP INIT/PROG pages. Initial code shall be conducted in the aircraft with an actual personnel AD and should be conducted during the day.

Performance Standards

Produce a route consisting of proper ingress/egress routing using CFPS and CAPS and perform appropriate CARP calculations.

Correctly enter all CARP INIT/PROG data in order to verify the pre-flight CARP, left/right & long/short distances, and green light time.

Manage all necessary CNI updates resulting in a successful drop. Satisfactory completion of the procedures per the NFM and KC-130 ANTTP.

Prerequisite. AD-3701 (NSQ(H) or flown with NSI&ADI or WTI).

External Support. Unit jumpmaster and DZ control.

2.10      CORE PLUS SKILL PHASE (4000)

2.10.1 General. Upon completion of this phase of training, the pilot will be qualified to plan and execute low level section formation operations and night systems low operations, defensive tactics, AD (combination, HALO/HAHO, and JPADS) and Battlefield Illumination (BI) in a radar threat environment.

2.10.1.1 Stages. The following stages are included in the Core Plus Phase of training. Refer to the MAWTS-1 Course Catalog for all stage prerequisite ASPs.

| Par No. | Stage Name   |
|---------|--|
| 2.10.2  | Tactical Navigation (TN)   |
| 2.10.3  | Night Systems Low [NS(L)]  |
| 2.10.4  | Threat Reaction [TR(RF)]   |
| 2.10.5  | Defensive Tactics (DT)   |
| 2.10.6  | Air Delivery (AD)  |
| 2.10.7  | Battlefield Illumination (BI)                                      |
| 2.10.8  | Harvest HAWK (HH) Overview   |
| 2.10.9  | Fire Control Officer Harvest HAWK Familiarization(FCO FAM)         |
| 2.10.10 | Fire Control Officer Harvest Hawk Basic Air to Surface (FCO BAS)   |
| 2.10.11 | Fire Control Officer Multi-sensor Imagery Reconnaissance (FCO MIR) |
| 2.10.12 | Fire Control Officer Close Air Support (FCO CAS)                   |
| 2.10.13 | Pilot Harvest HAWK Familiarization(AC FAM)                         |
| 2.10.14 | Pilot Harvest Hawk Basic Air to Surface (AC BAS)                   |
| 2.10.15 | Pilot Multi Sensor Imagery Reconnaissance (AC MIR)                 |
| 2.10.16 | Pilot Close Air Support (AC CAS)                                   |

Pilots receiving initial training as the PF or PM shall be instructed by a BIP, LATI, ADI, DTI, NSI, NSLATI, or WTI as specified in the stage or event. Once a pilot has completed the initial event, subsequent events may be flown with proficient aircrew.

Refer to the MAWTS-1 KC-130J Course Catalog for NSQ(L). Upon completion of the NSQ(L) qualification requirements, pilots shall be issued a NSQ(L) qualification letter from the squadron commanding officer.

Simulator events shall be conducted with either an appropriate squadron instructor or an appropriately qualified contract instructor (CI).

In the event of WST non-availability, simulator events should be conducted in the aircraft. Appropriate Operational Risk Management (ORM) policies should be used to reduce risk associated with not using a WST.

#### 2.10.2 TACTICAL NAVIGATION (TN)

2.10.2.1 Purpose. To attain and maintain the Core Plus Skill of Formation TN. Upon completion of this stage, the pilot will be capable of flying as lead or -2 in a section formation in the low level environment.

Crew Requirements. TN-4200 shall be instructed by a Section Lead (LATI if LAT) or WTI if conducted during the day. TN-4200 shall be instructed by a Section Lead and NSI or WTI if conducted at night and shall be instructed by NSLATI if conducted at night in the LAT environment.

Academic/Ground Training. Utilize academic courseware as outlined in the MAWTS-1 course catalog and review MAWTS-1 ASPs, NFM, and KC-130 ANTP.

|         |     |     |             |      |   |            |
|---------|-----|-----|-------------|------|---|------------|
| TN-4200 | 3.0 | 365 | B, SC, MR/R | (NS) | A | 2+ KC-130J |
|---------|-----|-----|-------------|------|---|------------|

Goal. Formation TN procedures.

Requirement. Introduce enroute tactical formations, tactical turns, and concepts of mutual support on a low level route of at least 6 waypoints. Event should be conducted from the wingman position. Practice normal and emergency procedures for formation flights, communication procedures, ground operations, take-off, join/rendezvous,

formation recoveries, lost sight and inadvertent weather penetration procedures.

Performance Standards

Produce a flight leader form card.

Coordinate/schedule appropriate SUAS (appropriate MTR for LAT/non-LAT altitudes).

Create appropriate mission planning products.

Plan a formation TN profile including: tactical turns into/away, dig and pinch, various tactical formations, zoom climbs, lead changes, and defensive maneuvering/scatter plan.

Minimal GCAS and TAWS alerts.

Satisfactory completion of the maneuvers and procedures per the NFM and KC-130 ANTP.

Prerequisite. TN-2201, FORM-2300, (NSQ(H) and FORM-2350), LATQ if LAT, (NSLATQ if LAT).

Range Requirement. Appropriate SUAS or MTR scheduled. Appropriate LAT approved SUAS (restricted area/LAT approved MTR) if in the LAT environment.

2.10.3 NIGHT SYSTEMS LOW [NS(L)]

2.10.3.1 Purpose. To attain and maintain the Night Systems Low Core Plus Skill. Upon completion of this stage, the pilot will be capable of operations using NVDS during HLL conditions in the LAT environment.

2.10.3.2 General. The NSQ(L) qualification syllabus consists of NS(L)-4250 and NS(L)-4251. Pilots successfully completing these requirements shall be issued a NS(L) qualification letter by the squadron commanding officer.

Crew Requirements. Shall be instructed by a NSLATI.

Academic/Ground Training. Utilize academic courseware as outlined in the MAWTS-1 course catalog and review MAWTS-1 ASPs, NFM, and KC-130 ANTP.

|            |     |   |      |    |   |       |
|------------|-----|---|------|----|---|-------|
| NS(L)-4250 | 2.0 | * | B,SC | NS | S | 1 WST |
|------------|-----|---|------|----|---|-------|

Goal. Introduce HLL LAT procedures.

Requirement. Review aircraft limitations applicable for high load factor maneuvering. Review principles of energy management and masking techniques. Practice bunts, jinks, ridgeline crossings, zoom climbs, terrain clearance turns, hard turns, and break turns while using NVDS. Minimum altitude per NAVMC 3500.14 minimums but not lower than comfort level.

Performance Standards

Create appropriate mission planning products

Minimal GCAS and TAWS alerts.

Satisfactory completion of the maneuvers and procedures per the NFM

and KC-130 ANTTP.

Prerequisite. NSQ(H) and LATQ.

External Syllabus Support. WST simulator.

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NS(L)-4251 2.0 180 B,SC,MR/R NS A 1 KC-130J

Goal. HLL LAT procedures.

Requirement. Review aircraft limitations applicable for high load factor maneuvering. Review principles of energy management and masking techniques. Practice bunts, jinks, ridgeline crossings, zoom climbs, terrain clearance turns, hard turns, and break turns while using NVDs. Minimum altitude per T&R Program Manual minimums but not lower than comfort level.

Performance Standards

Create appropriate mission planning products.

Minimal GCAS and TAWS alerts.

Satisfactory completion of the maneuvers and procedures per the NFM and KC-130 ANTTP.

Prerequisite. NS(L)-4250.

Range Requirement. Scheduled appropriate LAT approved SUAS (restricted area/LAT approved MTR).

External Syllabus Support. Scheduled appropriate LAT approved course.

#### 2.10.4 THREAT REACTION [TR(RF)]

2.10.4.1 Purpose. To attain and maintain the Core Plus Skill of Threat Reaction (TR) in a radar threat environment. Upon completion of this stage, the pilot will be capable of flying in a ground radar threat environment during day or night.

#### 2.10.4.2 General

Aircraft must have an operational ASE suite that supports radio frequency (RF) threat reaction.

Appropriate chaff shall be loaded prior to flight.

Appropriate ground threat emitters shall be available.

Crew Requirements. Shall be instructed by a WTI.

Academic/Ground Training. Utilize academic courseware as outlined in the MAWTS-1 Course Catalog and review MAWTS-1 ASPs, NFM, KC-130 ANTTP 3-22.3, KC-130 ANTTP 3-22.1 (S), and KC-130J DECM CBT.

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TR-4400 2.0 \* B,SC (NS) A/S 1 WST/KC-130J

Goal. Introduce ground radar TR.

Requirement. Introduce ALR-56M system, HUD/HDD symbology, and threat reaction. The pilot should be exposed to a variety of radar threat scenarios and introduced to appropriate maneuver used in conjunction with the ALE-47. The appropriate modes of operation for the ALE-47 should be addressed. Shall be conducted during the day if initial event is conducted in the aircraft.

Performance Standard. Satisfactory completion of the maneuvers and procedures per the NFM, KC-130 ANTP 3-22.3 and KC-130 ANTP 3-22.1 (S).

Prerequisite. LAT-2261 and TR-2400.

Ordnance. 300 chaff if conducted in the aircraft.

Range Requirement. SUAS authorized for expendables if conducted in the aircraft.

External Syllabus Support. WST simulator and CI. Schedule appropriate RF threat emitters if conducted in the aircraft.

TR-4401      2.0    180    B, SC, MR/R    (NS)            A      1    KC-130J

Goal. Ground radar TR.

Requirement. Review ALR-56M system, HUD/HDD symbology, and threat reaction. The pilot should be exposed to a variety of radar threat scenarios of increasing intensity and practice appropriate maneuver used in conjunction with the ALE-47. The appropriate modes of operation for the ALE-47 shall be addressed. The initial code shall be accomplished during the day.

Performance Standard. Satisfactory completion of the maneuvers and procedures per the NFM, KC-130 ANTP 3-22.3 and KC-130 ANTP 3-22.1 (S).

Prerequisite. TR-4400.

Ordnance. 300 chaff.

Range Requirement. SUAS authorized for expendables.

External Syllabus Support. Appropriate RF threat emitters.

2.10.5    DEFENSIVE TACTICS (DT)

2.10.5.1 Purpose. To attain and maintain the Core Plus Skill of employing Defensive Tactics against an air threat by combining maneuver and use of the ASE suite. Upon completion of this stage, the pilot will be qualified in Defensive Tactics.

2.10.5.2 General

Aircraft must have fully operational ASE suite.

Appropriate expendables must be loaded prior to flight.

The DT qualification requirements consist of DT-4410 and DT-4411. Upon successful completion of qualification requirements, pilots shall be issued a DT qualification letter from the squadron commanding officer. If a

PF or PM is not qualified in DT, then the other pilot seat shall be occupied by a DTI.

Crew Requirements. Shall be instructed by a DTI.

Academic/Ground Training. Utilize academic courseware as outlined in the MAWTS-1 Course Catalog and review MAWTS-1 ASPs, NFM, and KC-130 ANTP.

DT-4410      2.0    365    B, SC, MR/R                      D                      A    1 KC-130J

Goal. Defensive Tactics versus a single adversary.

Requirement. Practice defensive maneuvers emphasizing hard turns, break turns, maneuvering velocity, and lookout doctrine. Discuss rate of turn and radius of turn in relation to the adversary aircraft.

Performance Standards

Practice crew coordination with timely and accurate maneuvers and lookout calls.

Satisfactory completion of the maneuvers and procedures per the NFM and KC-130 ANTP.

Prerequisite. LAT-2261 and TR-2400.

Ordinance. 120 flares or sim buckets.

Range Requirement. SUAS authorized for expendables.

External Support. Appropriate single adversary aircraft.

DT-4411      2.0    365    B, SC, MR/R                      D                      A    1 KC-130J

Goal. Defensive Tactics versus 2 adversaries.

Requirement. Practice defensive maneuvers with 2 adversary aircraft. Emphasize lookout doctrine and discuss rate of turn and radius of turn in relation to the adversary aircraft.

Performance Standards

Practice crew coordination with timely and accurate maneuvers and lookout calls.

Satisfactory completion of the maneuvers and procedures per the NFM and KC-130 ANTP.

Prerequisite. DT-4410.

Ordinance. 120 flares or sim buckets

Range Requirement. SUAS authorized for expendables.

External Support. Appropriate section of adversary aircraft.

2.10.6 AIR DELIVERY (AD)

2.10.6.1 Purpose. To attain and maintain the Core Plus Skill of Air Delivery (AD). Upon completion of this stage, the pilot will be capable of planning

and executing combination, HALO/HAHO and JPADS AD.

2.10.6.2 General. 4000-phase simulated ADs in the aircraft do not update aircrew reflly interval.

Crew Requirements. Shall be instructed by an ADI or WTI.

Academic/Ground Training. Utilize academic courseware as outlined in the MAWTS-1 course catalog and review MAWTS-1 ASPs, NFM, CNI-MU Manual, KC-130 ANTTP, and AFI 11-231.

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AD-4700      2.0    365    B,SC, MR/R    (NS)            A            1 KC-130J

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Goal. Combination AD.

Requirement. Plan and execute a combination AD mission. Emphasize the requirement for incorporation of separate personnel and cargo CARP computations. A cargo or personnel AD (aircraft or simulator) shall have been completed within the previous 90 days.

Performance Standards

Produce proper ingress/egress routing using CFPS and CAPS and perform appropriate CARP calculations.

Efficient and correct execution of all checklist items. Correctly enter all CARP INIT/PROG data in order to verify the pre-flight CARP, left/right & long/short distances, and green light time.

Manage all necessary CNI updates resulting in a successful drop. Accurately compute the required zone dimensions.

Satisfactory completion of the procedures per the NFM and KC-130 ANTTP.

Prerequisite. AD-3702 through AD-3705 (NSQ(H)).

External Support. Air delivery platoon for cargo rigging and DZ control.

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AD-4701      2.0    365    B,SC, MR/R    (NS)            A            1 KC-130J

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Goal. Military Free Fall (HAHO/HALO) AD.

Requirement. Plan and execute a Military Free Fall (MFF) AD operation. Perform in-depth mission analysis and planning of high altitude air delivery of personnel. Perform at least 1 HAHO or 1 HALO AD with in-flight HARP updates. Review applicable physiology requirements for high altitude AD operations. Emphasize tactical considerations and manual HARP computations.

Performance Standards

Manual HARP calculations.

Satisfactory completion of the procedures per the NFM and KC-130 ANTTP.

Prerequisite. AD-3704 and AD-3705 (NSQ(H)).

External Support. Military free fall unit, appropriate DZ control and flight surgeon/physiologist if applicable.

AD-4702      2.0    365    B,SC, MR/R    (NS)            A            1 KC-130J

Goal. Joint Precision Air Delivery System (JPADS).

Requirement. Perform in-depth mission analysis and planning of high altitude air delivery of cargo using JPADS mission planning software. Plan and execute at least 1 JPADS air delivery. Emphasize tactical considerations and JPADS mission planning software.

Performance Standards

Account for the maximum flyout of the device.

Brief the DZ team on method of control (beacon, manual, direct, or approach).

Satisfactory completion of the procedures per the NFM and KC-130 ANTTP.

Prerequisite. AD-3702 and AD-3703 (NSQ(H)).

External Support. JPADS and appropriate DZ control.

2.10.7 BATTLEFIELD ILLUMINATION (BI)

2.10.7.1 Purpose. To attain and maintain the Mission Plus Skill of Battlefield Illumination (BI). Upon completion of this phase, the pilot will be capable of planning and executing combination BI.

Crew Requirements. Shall be instructed by an ADI or WTI.

Academic/Ground Training. Utilize academic courseware as outlined in the MAWTS-1 course catalog and review MAWTS-1 ASPs, NFM, CNI-MU Manual, and KC-130 ANTTP.

BI-4710      2.0    365    B,SC, MR/R    N                    A            1 KC-130J

Goal. Battlefield Illumination.

Requirement. Provide illumination using procedures per the KC-130 ANTTP. Emphasize mission planning and area illumination procedures.

Performance Standards

Correctly account for illumination levels.

Account for flare drift and burn-out location.

Satisfactory completion of the procedures per the NFM, KC-130 ANTTP and applicable Naval weapons/ordnance publications.

Prerequisite. AD-3700 and AD-3701 (NSQ(H) or flown with NSI/ADI or WTI).

Ordnance. 14 aircraft parachute flares.

Range Requirement. SUAS authorized for aircraft parachute flares.

2.10.8 HARVEST HAWK (HH) CORE PLUS SKILL OVERVIEW

2.10.8.1 Purpose. To attain and maintain the Core Plus Skill of conducting Close Air Support and Multi-Sensor Imagery Reconnaissance.

2.10.8.2 General. Pilots and Fire Control Officers (FCOs) for Harvest HAWK will train based on the recommendation of the Aircrew Performance Review Board (APRB). There are no prerequisites for individual crewmasters.

Crew Requirements. Shall be instructed by a HHI

Aircraft commanders are eligible to receive qualification for CAS and MIR upon completion of the 4800 phase CAS and MIR events. In order to receive qualification, all events must be completed from the left seat.

Copilots shall complete at least three flight coded events, and two flights from the following flight events: BAS-4811, MIR-4820, CAS-4830, or CAS-4840 in order to be considered qualified in CAS and MIR operations.

Copilots that upgrade to aircraft commander must complete BAS-4812, MIR-4820, CAS-4830, and CAS-4840 from the left seat prior to receiving qualification in CAS and MIR.

Academics/Ground Training. Squadron commanders shall ensure that prospective Harvest HAWK Pilots and FCOs complete the following MarineNet Courses prior to the start of HH Ground School (FCOs from prior CAS platforms are exempt):

- Battlespace Geometry
- CAS
- Nine-Line
- Fixed Wing Employment
- Rotary Wing Employment

All FCOs and Pilots shall receive the following classes:

- Harvest HAWK Introduction/Equipment Overview
- TCDL Operation
- TACVIEW Operation
- Digital Video Recorder
- Target Sight Sensor
- Tracker Operation
- FalconView integration
- Hellfire P AGM
- Graphical User Interface and Software
- Emergency Procedures
- Battle Management System (BMS)
- SOPGM AGM
- PSS-SOF (Aircraft Commanders and FCOs should receive certification)
- Precision Guided Munitions and Laser Considerations
- Laser Safety
- CAS Fundamentals/ Execution
- Harvest HAWK Crew Coordination
- Harvest HAWK Employment
- Talk-on Techniques and GRG Use

CAS Practical Application/Chalk Talks

In addition to the above, FCOs that are not current KC-130J crewmembers shall receive the following KC-130J systems overview classes:

- KC-130J Emergency Equipment and Procedures
- ICS and Radio Operation
- Oxygen System Operation
- KC-130J Crew Coordination

The below table provides an overview of the syllabus.

| Event   | Description                     | AC | FCO              | CP                   | CM  | Flt Hours | Refly | Live Ord          |
|---|---------------------------------|----|------------------|----------------------|-----|-----------|-------|-------------------|
| HH-4850   | FCO Ground FAM                  |    | X <sup>(1)</sup> |                      |     |           |       |                   |
| HH-4851   | FCO PTT FAM                     |    | X                |                      |     |           |       |                   |
| HH-4802/52  | HH Ground FAM                   | X  | X                | X                    | X   |           |       |                   |
| HH-4803/53  | HH Flight FAM                   | X  | X                | X                    |     | 2.5       |       |                   |
| BAS-4810/60   | Intro to day weapons employment | X  | X                | X                    |     |           |       |                   |
| BAS-4811/61   | Day weapons employment          | X  | X                | Any 2<br>Of<br>these | X   | 2.5       |       |                   |
| BAS-4812/62   | Weapons employment              | X  | X <sup>(2)</sup> |                      | X   | 2.5       |       | Y <sup>(2)</sup>  |
| MIR-4820/70   | MIR                             | X  | X                |                      |     |           | 2.5   | FCO-180<br>AC-365 |
| CAS-4830/80   | CAS                             | X  | X                |                      |     |           | 2.5   | AC/FCO-30         |
| CAS-4840/90   | Urban CAS                       | X  | X                |                      |     |           | 2.5   |                   |
| NTPS-6101   | FCO NATOPS check                |    | X <sup>(1)</sup> |                      |     | 1.0       | 365   |                   |
|   | Total Flight Hours (minimum)    | 15 | 15               | 7.5                  | 5.0 |           |       |                   |
| <p>Notes:</p> <p>(1) Not required for FCOs with a current KC-130J NATOPS as a pilot.</p> <p>(2) One live SOPGM and one live Hellfire.</p> <p>(3) In order to carry ordnance, the AC and FCO must both be proficient in CAS-4840. This event may be updated by conducting actual or simulated engagements, under CAS conditions, day or night.</p> |                                 |    |                  |                      |     |           |       |                   |

2.10.9 FIRE CONTROL OPERATOR FAMILIARIZATION (FCO FAM)

2.10.9.1 Purpose. The purpose of this stage of instruction is to familiarize FCOs with KC-130J systems, emergency equipment, and emergency procedures.

2.10.9.2 General

This stage consists of aircraft system familiarization training. Individuals possessing a current KC-130J NATOPS qualification (any crew position) shall be considered complete for this stage of training.

This training may be completed in the tactical squadron or by the Fleet Replacement Detachment. Any KC-130J ANI or FRD instructor may instruct this phase of training.

After completion of this stage, FCOs without previous KC-130J experience should be given a familiarization flight and review the topics covered in this stage of training. Individuals shall demonstrate knowledge of KC-130J systems and demonstrate applicable emergency procedures.

HH-4850      2.0      \*      B,SC      A      KC-130J

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Goal. Ground familiarization.

Requirement

Discuss:

Applicable emergency procedures including:

- Ground evacuation.
- Bailout.
- Ditching or crash landing.
- Door open indication.
- Smoke and fume elimination.
- Rapid decompression.

Review:

- Location and operation of all entrances and exits.
- Location of emergency equipment and demonstrate their use.
- Location of key aircraft components including:
  - Oxygen system components.
  - Aircraft survivability equipment.
  - ICS and Radio systems.
  - AMU, CNI-MU, CNBP, HDD.

Introduce:

- Operation of the CNI-MU.
- Operation of the ICS and radios.
- The AMU and HDD.
- CNI-MU programming to support target area geometry such as TACPLOTS.

Performance Standards

- Locate all emergency equipment and describe its use.
- Correctly perform applicable emergency procedures.
- Identify the location of key aircraft components.
- Correctly operate the ICS and radios.

Prerequisite. APRB.

2.10.9.3 FCO Fire Control Console Familiarization

2.10.9.3.1 Purpose. The purpose of this section of instruction is to familiarize FCOs with the FCC and its operation.

2.10.8.4.2 General. This section consists of Fire Control Console (FCC) familiarization training. A Harvest HAWK system installed on an aircraft shall be used for the ground familiarization. Upon completion of this section, individuals shall demonstrate the ability to operate the FCC. A Harvest HAWK Instructor is required for this stage.

HH-4851      2.0      \*      B, SC      S      KC-130J HH-PTT

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Goal. Develop proficiency in FCC operation.

Requirement

Introduce:

- Harvest HAWK system preflight.
- Use of the Battle Management System (BMS) laptop. Operation of TSS, using both EO and IR cameras (both polarities) in all FOVs, emphasizing level, gain, and focus adjustments.
- Use of air-to-ground (AG) and urban (UR) tracker modes.
- Manual tracking considerations
- Use of laser range-finder.
- Use of tactical laser.
- Coordinate generation and practice.
- Use of 'GO-TO' and reference position.
- Operation of Falcon View (as integrated on Harvest HAWK).

Discuss:

- Harvest HAWK power up considerations.
- FCC, BMS, and TSS troubleshooting procedures.
- Shut down procedures.

Perform Boresight of TSS.

Performance Standards

Properly operate the entire FCC and associated hardware IAW applicable publications.

Generate coordinates for an object of interest within the capabilities of the system.

HH-4852      1.0      \*      B, SC      A      KC-130J HH

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Goal. Introduce FCC operation (ground familiarization).

Requirements

- Introduce all the control panels, menus, and displays of the FCC.
- This event may be conducted immediately prior to conducting the HH-4800 event provided ample ground time is afforded to the FCO.

Performance Standard. Correctly operate all functions of the FCC.

Prerequisite. HH-4850, HH-4851, APRB.

HH-4853      2.5      \*      B, SC      D      A      KC-130J HH

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Goal. Develop proficiency in FCC operation.

Requirements

Discuss:

Harvest HAWK power up considerations.  
Shut down procedures.  
FCC, BMS, and TSS troubleshooting procedures.

Introduce:

Use of the Battle Management System (BMS) laptop.  
Harvest HAWK system preflight. Use of the digital video recorder.  
Operation of the TSS, using both EO and IR cameras (both polarities) in all FOVs, emphasizing level, gain, and focus adjustments.  
Using air-to-ground (AG) and urban (UR) tracker modes.  
Manual tracking considerations.  
Use of the laser range-finder.  
Use of tactical laser (if laser approved range not available, discuss use of the tactical laser).  
Coordinate generation (and practice).  
Using 'GO-TO' and reference position.  
Operation of Falcon View (as integrated on Harvest HAWK) and TCDL application.

Perform boresight of TSS.

Performance Standards

Properly preflight, power up, operate and shut down the entire FCC and associated hardware IAW applicable publications.

Generate coordinates for an object of interest within the capabilities of the system.

Prerequisite. HH-4852.

Range Requirement. Laser approved range desired.

2.10.10 FIRE CONTROL OFFICER BASIC AIR TO SURFACE (FCO BAS)

2.10.10.1 Purpose. The purpose of this stage is to develop the ability to employ the AGM-114P Hellfire and SOPGM while continuing to develop proficiency on operating the TSS to detect and recognize targets.

2.10.10.2 General

This stage focuses on employment of AGM-114P Hellfire and the SOPGM while continuing to develop proficiency on operating the TSS to detect and identify targets. Proper CAS procedures and communications (IAW JP 3-09.3 Close Air Support) should be practiced throughout by using instructor generated, standardized 9-line attack briefs to initiate each engagement.

For the purposes of this Manual, Bomb on Target (BOT) engagements will consist of on-board generated coordinates based on target capture on the TSS followed by own-ship lasing through impact. Bomb on Coordinate (BOC) engagements will consist of using coordinates generated by actual/simulated TACP, coordinates generated on the aircraft using PSS-SOF, or simulated/actual off-board laser for terminal guidance.

Crews are encouraged to use existing or self-developed gridded reference graphics or similar products during these training events. Maximum training value is achieved by incorporating theater representative products.

For SOPGM training, a CATM may be used or the BMS may be operated in indoctrination mode. At least one SOPGM engagement per event shall include opening the cargo ramp and door in order to practice checklists, crew coordination, and timing.

Crew Requirements. Shall be instructed by a qualified HH-I.

BAS-4860    2.0    \*    B,SC    D    S    KC-130J HH-PTT

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Goal. Introduce weapon employment.

Requirements

Discuss:

- Day MIR considerations.
- Weapon malfunction and emergency procedures.

Introduce:

- Target correlation with aircraft commander.
- CAS procedures.
- Crew coordination.

Demonstrate knowledge of sensor system capabilities and operation.

Conduct:

- 3 simulated Hellfire engagements using BOT techniques. 1 of these engagements shall use manual tracking of the target through impact.
- 3 simulated SOPGM engagements using BOT techniques. 1 of these engagements shall use manual tracking of the target through impact.
- 1 simulated SOPGM attack using BOC techniques.

Performance Standards

Operate system IAW applicable publications.

In conjunction with the cockpit crew, establish proper geometry for weapons employment.

All weapons launches occur within weapon LAR and comply with assigned restrictions (within FAH and TOT +/- 30 seconds). Establish laser aimpoint on the target prior to launch and maintain track on desired target through simulated weapon impact (for BOT engagements).

For manual target tracking, maintain laser aimpoint within 15 meters of the target through impact.

Prerequisite. HH-4851.

BAS-4861    2.5    \*    B, SC    D    A    KC-130J HH

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Goal. Introduce weapon employment.

Requirements

Discuss:

- Day MIR considerations.
- Weapon malfunction and emergency procedures.

Introduce

- Target correlation with aircraft commander.
- CAS procedures.
- Crew coordination.

Demonstrate knowledge of sensor system capabilities and operation.

Conduct:

- 3 simulated Hellfire engagements using BOT techniques. 1 of these engagements shall use manual tracking of the target through impact.
- 3 simulated SOPGM engagements using BOT techniques. 1 of these engagements shall use manual tracking of the target through impact.
- 1 simulated SOPGM attack using BOC techniques.

Performance Standards

Operate system IAW applicable publications.

In conjunction with the cockpit crew, establish proper geometry for weapons employment.

All weapons launches occur within weapon LAR and comply with assigned restrictions (within FAH and TOT +/- 30 seconds).

Establish laser aimpoint on the target prior to launch and maintain track on desired target through simulated weapon impact (for BOT engagements).

For manual target tracking, maintain laser aimpoint within 15 meters of the target through impact.

Prerequisite. HH-4853, HH-4860.

Ordnance. 1 AGM-114P CATM; 1 SOPGM CATM.

Range Requirement. Laser approved range.

BAS-4862    2.5    \*    B, SC    (N)    A    KC-130J HH

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Goal. Live weapons employment.

## Requirements

### Discuss:

Target location error (TLE) and coordinate generation.  
MIR considerations.  
Target correlation with the aircraft commander.

### Review:

CAS procedures.  
Crew coordination.  
Weapon malfunction and emergency procedures.

Demonstrate knowledge of sensor system capabilities and operation.

### Conduct:

2 simulated and 1 actual Hellfire engagements using BOT techniques. 1 of the simulated engagements shall use manual tracking of the target through impact.  
2 simulated and 1 actual SOPGM engagements using BOT techniques. 1 of the simulated engagements shall use manual tracking of the target through impact.  
1 simulated SOPGM engagement using BOC techniques.

## Performance Standards

In conjunction with the cockpit crew, establish proper geometry for weapons employment.

All weapons launches occur within weapon LAR and comply with assigned restrictions (within FAH and TOT +/- 30 seconds).

Establish laser aimpoint on the target prior to launch and maintain track on desired target through simulated weapon impact (for BOT engagements).

For manual target tracking, maintain laser aimpoint within 15 meters of the target through impact.

Prerequisite. BAS-4861.

Ordnance. 1 AGM-114P and 1 SOPGM.

Range Requirement. Laser, Hellfire, and SOPGM approved range.

### 2.10.11 MULTI-SENSOR IMAGERY RECONNAISSANCE (MIR)

2.10.11.1 Purpose. The purpose of this stage is to develop proficiency in conducting MIR.

#### 2.10.11.2 General

Upon completion of this stage, the FCO shall be considered qualified to conduct CAS and MIR using the Harvest HAWK system. A qualification letter by the squadron commanding officer shall be placed in the FCOs NATOPS jacket.

The MIR-4870 and CAS-4880 event should be completed using support from a ground JTAC or FAC(A).

The urban CAS event (CAS-4890) shall be completed using support from a ground JTAC, an instructor on board the aircraft playing the role of the JTAC, or in support of a FAC(A).

At a minimum, 1 of the 3 flights shall be conducted at night.

Crew Requirements. Shall be instructed by a Harvest HAWK instructor.

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MIR-4870    2.5    180    B, SC, MR/R                    (N)                    A                    KC-130J HH

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Goal. Develop proficiency in MIR.

Requirements

Discuss:

Friendly marking techniques and sensor capabilities.  
Ground convoy escort techniques and counter-IED operations/route scans.

Review:

Talk-on techniques and use of GRG.  
Communications brevity terms as it applies to MIR and CAS.

Practice:

Detection and recognition of friendly and enemy positions as directed by a JTAC.  
Point, area, and route scan techniques emphasizing counter-IED operations.  
Tracking personnel and relaying relevant details to the JTAC.

After initial event completion, this event may be logged on any sortie in which the FCO operates the TSS.

Performance Standards

Detect and identify friendly and enemy positions as directed by a JTAC.

Track personnel and properly report activity to the JTAC.  
Perform an effective sensor scan IVO friendly position as directed by a JTAC.

Conduct correct and concise communications.

Prerequisite. BAS-4853

Range Requirement. Suitable SUAS.

External Syllabus Support. TACP.

2.10.12 CLOSE AIR SUPPORT (FCO CAS)

2.10.12.1 Purpose. The purpose of this stage is to develop proficiency in conducting CAS.

2.10.12.2 General

Upon completion of this stage, the FCO shall be considered qualified to conduct CAS using the Harvest HAWK system. The qualification letter by the Commanding Officer shall be placed in the FCOs NATOPS jacket.

The CAS-4880 event should be completed using support from a ground JTAC or FAC(A).

The urban CAS event (CAS-4890) shall be completed using support from a ground JTAC, an instructor on board the aircraft playing the role of the JTAC, or in support of a FAC(A).

At a minimum, 1 of the 3 flights shall be conducted at night.

Crew Requirements. Shall be instructed by a HH-I.

|          |     |    |             |     |   |            |
|----------|-----|----|-------------|-----|---|------------|
| CAS-4880 | 2.5 | 30 | B, SC, MR/R | (N) | A | KC-130J HH |
|----------|-----|----|-------------|-----|---|------------|

Goal. Refine CAS procedures.

Requirements

Discuss:

Buddy-lase considerations.

Weaponneering and danger close considerations. Review CAS procedures.

Review CAS and LASER terminology.

Conduct:

CAS check-in.

3 simulated Hellfire engagements using BOT techniques.

3 simulated SOPGM engagements using BOT techniques.

1 engagement shall use manual target tracking through impact.

1 engagement shall be conducted under type 3 control.

Performance Standards

Execute standardized CAS procedures and CAS communications under the control of a JTAC/FAC(A) IAW JP 3-09.3-*Close Air Support*.

In conjunction with the cockpit crew, establish proper geometry for weapons employment.

All weapons launches occur within weapon LAR and comply with assigned restrictions (within FAH and TOT +/- 30 seconds). Establish laser aimpoint on the target prior to launch and maintain track on desired target through simulated weapon impact (for BOT engagements).

For manual target tracking, maintain laser aimpoint within 15 meters of the target through impact.

Prerequisite. BAS-4861.

Ordnance. 1 AGM-114P CATM; 1 SOPGM CATM.

Range Requirement. Suitable SUAS.

External Syllabus Support. TACP.

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| CAS-4890 | 2.5 | * | B, SC | (N) | A | KC-130J HH |
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Goal. Introduce Urban CAS.

Requirements

Discuss CDE considerations.

Review:

Urban CAS procedures.  
CAS and LASER terminology.

Demonstrate use of GRG.

Conduct

MIR to CAS operations in an urban environment.  
2 simulated Hellfire engagements using BOT techniques.  
2 simulated SOPGM engagements using BOT techniques.

Performance Standards

Execute standardized CAS procedures and CAS communications under the control of a JTAC in an urban environment IAW JP 3-09.3-*Close Air Support*.

In conjunction with the cockpit crew, establish proper geometry for weapons employment.

All weapons launches occur within assigned restrictions (within FAH and TOT +/- 30 seconds).

Establish laser aimpoint on the target prior to launch and maintain track on desired target through simulated weapon impact (for BOT engagements).

Prerequisite. CAS-4880

Ordnance. 1 AGM-114P CATM; 1 SOPGM CATM.

Range Requirement. Suitable SUAS.

External Syllabus Support. TACP.

2.10.13 PILOT HARVEST HAWK FAMILIARIZATION (AC FAM)



Demonstrate an understanding of all Harvest HAWK equipment and operating procedures IAW applicable publications.

Demonstrate the ability to correlate objects of interest on the TACVIEW sensor display.

Prerequisite. HH-4802.

Range Requirement. Suitable SUAS.

2.10.14 PILOT BASIC AIR TO SURFACE (AC BAS)

2.10.14.1 Purpose. This stage focuses on employment of AGM-114P Hellfire and the SOPGM while continuing to develop proficiency on using the TSS to detect and recognize targets.

2.10.14.2 General

Proper CAS procedures (IAW JP 3-09.3 Close Air Support) and communications should be practiced throughout by using instructor generated attack briefs to initiate each engagement.

For the purposes of this document, Bomb on Target (BOT) engagements will consist of on-board generated coordinates based on target capture on the TSS followed by own-ship lasing through impact. Bomb on Coordinate (BOC) engagements will consist of using coordinates generated by actual/simulated TACP, coordinates generated on the aircraft using PSS-SOF, or simulated/actual off-board laser for terminal guidance.

Crews are encouraged to use existing or self-developed gridded reference graphics or similar products during these training events. For SOPGM training, a CATM may be used or the BMS may be operated in indoctrination mode. At least one SOPGM engagement per event shall include opening the cargo ramp and door in order to practice checklists, crew coordination, and timing.

Crew Requirements. Shall be instructed by a HH-I.

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BAS-4810    2.0    \*    B,SC    D    S    KC-130J HH-PTT

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Goal. Introduce weapon employment.

Requirements

Discuss:

- Day MIR considerations.
- Weapon malfunction and emergency procedures.
- Knowledge of sensor system capabilities and operation.

Conduct:

- 3 simulated Hellfire engagements using BOT techniques.
- 3 simulated SOPGM engagements using BOT techniques.
- 1 simulated SOPGM engagement using BOC techniques.

Practice:

Target correlation with FCO.  
Maneuvering aircraft into appropriate attack geometry (CP).  
CAS procedures.  
Crew coordination.

Performance Standards

Establish proper geometry for weapons employment.

All weapons launches occur within weapon LAR and comply with assigned restrictions (within FAH and TOT +/- 30 seconds).

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BAS-4811    2.5    \*    B, SC    D    A    KC-130J HH

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Goal. Introduce weapons employment.

Requirements

Discuss:

Day MIR considerations.  
Weapon malfunction and emergency procedures.

Demonstrate knowledge of sensor system capabilities and operation.

Conduct:

3 simulated Hellfire engagements using BOT techniques.  
3 simulated SOPGM engagements using BOT techniques.  
1 simulated SOPGM engagement using BOC techniques.

Practice:

Target correlation with FCO and generation of coordinates using PSS-SOF (AC).  
CAS procedures.  
Crew coordination.  
CNI-MU entries to support attack geometry (AC).

Maneuvering aircraft into appropriate attack geometry (CP).

Performance Standards

Establish proper geometry for weapons employment.

All weapons launches occur within weapon LAR and comply with assigned restrictions (within FAH and TOT +/- 30 seconds).

Prerequisite. HH-4803, HH-4810.

Ordnance. 1 AGM-114P CATM; 1 SOPGM CATM.

Range Requirement. Laser approved range.

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BAS-4812    2.5    \*    B, SC    (N)    A    KC-130J HH

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Goal. Live weapons employment.

Requirements

Discuss:

Night MIR considerations.  
Target location error (TLE) and coordinate generation.

Demonstrate knowledge of sensor system capabilities and operation.

Generate three sets of coordinates for targets displayed on the sensor using PSS-SOF (AC).

Conduct:

2 simulated and 1 actual Hellfire engagements using BOT techniques.  
2 simulated and 1 actual SOPGM engagements using BOT techniques.  
1 simulated SOPGM engagement using BOC techniques.

Review:

Target correlation with the FCO (AC).  
CAS procedures.  
Crew coordination.  
Weapon malfunction and emergency procedures.

Performance Standards

In conjunction with the cockpit crew, establish proper geometry for weapons employment.

All weapons launches occur within weapon LAR and comply with assigned restrictions (within FAH and TOT +/- 30 seconds).

Properly use PSS-SOF to generate coordinates and relay to the FCO within 1 minute of target correlation.

Prerequisite. BAS-4811.

Ordnance. 1 AGM-114P and 1 SOPGM.

Range Requirement. Laser, Hellfire and SOPGM approved range.

2.10.15 Multi-sensor Imagery Reconnaissance (MIR)

2.10.15.1 Purpose. The purpose of this stage is to develop proficiency in conducting MIR.

2.10.15.2 General

Upon completion of this stage, aircraft commanders shall be considered qualified to conduct MIR using the Harvest HAWK system.

The MIR-4820 event should be completed using support from a ground JTAC.

At a minimum, 1 of the 3 MIR and CAS flights shall be conducted at night.

Crew Requirements. Shall be instructed by a Harvest HAWK instructor.

MIR-4820 2.5 365 B, SC, MR/R (N) A 1 KC-130J HH

Goal. Develop proficiency in MIR.

Requirement

Discuss:

Friendly marking techniques and sensor capabilities.  
Ground convoy escort techniques and counter-IED operations/route scans.

Review:

Talk-on techniques and use of GRG.  
Communications brevity terms as it applies to MIR and CAS.

Practice:

Detection and recognition of friendly and enemy positions as directed by a JTAC.  
Point, area, and route scan techniques emphasizing counter-IED operations.  
Maneuvering aircraft to minimize sensor and laser mask conditions (CP).

Performance Standards

Maintain situational awareness on sensor orientation and position.

In conjunction with the FCO, detect and recognize friendly and enemy positions as directed by a JTAC.

Conduct proper communications.

Prerequisite. BAS-4811

Ordnance. 1 AGM-114P CATM; 1 SOPGM CATM.

Range Requirement. Suitable SUAS.

External Syllabus Support. TACP.

2.10.15 PILOT CLOSE AIR SUPPORT (AC CAS)

2.10.15.1 Purpose. The purpose of this stage is to develop proficiency in conducting CAS.

2.10.15.2 General

Upon completion of this stage, aircraft commanders shall be considered qualified in CAS. A letter of qualification from the squadron commanding officer shall be placed in the pilot's NATOPS jacket.

Copilot must complete one sortie in this stage in order to be considered qualified in CAS.

The CAS-4830 event should be completed using support from a ground JTAC.

The Urban CAS event (CAS-4840) shall be completed using support from a ground JTAC, with an instructor on board the aircraft playing the role of the JTAC, or in support of a FAC(A).

Crew Requirements. Shall be instructed by a HH-I.

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| CAS-4830 | 2.5 | 30 | B, SC, MR/R | (N) | A | KC-130J HH |
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Goal. Refine CAS procedures.

Requirements

Discuss:

Weaponneering and danger close considerations.  
Buddy-lase considerations.

Review:

CAS procedures.  
CAS and Laser terminology.

Monitor CAS check in from the FCO and copy SITREP (AC)

Conduct:

3 simulated Hellfire engagements using BOT techniques.  
3 simulated SOPGM engagements using BOT techniques.  
1 engagement shall use manual target tracking through impact.  
1 engagement shall be conducted under type 3 control.

Practice:

CNI-MU entries to support attack geometry (AC).  
Maneuvering aircraft into appropriate attack geometry (CP).

Performance Standards

Execute standardized CAS procedures and CAS communications under the control of a JTAC IAW JP 3-09.3-*Close Air Support*.

Establish proper geometry for weapons employment.

Ensure appropriate clearance is received prior to consenting to weapons release.

All weapons launches occur within weapon LAR and comply with assigned restrictions (within FAH and TOT +/- 30 seconds).

Prerequisite. CAS-4811

Ordnance. 1 AGM-114P CATM; 1 SOPGM CATM.

Range Requirement. Suitable SUAS.

External Syllabus Support. TACP.

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CAS-4840 2.5 \* B,SC (N) A KC-130J HH

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Goal. Introduce Urban CAS.

Requirements

Discuss CDE considerations.

Review

Urban CAS procedures.  
CAS and Laser terminology.

Assist the FCO in target correlation (AC).

Practice maneuvering aircraft into appropriate attack geometry (CP).

Conduct

MIR to CAS operations in an urban environment.  
2 simulated Hellfire engagements using BOT techniques.  
2 simulated SOPGM engagements using BOT techniques.

Demonstrate use of GRG.

Performance Standards

Execute standardized CAS procedures and CAS communications under the control of a JTAC IAW JP 3-09.3-*Close Air Support*.

In conjunction with the FCO, establish proper geometry for weapons employment.

Ensure appropriate clearance is received prior to consenting to weapons release.

All weapons launches occur within assigned restrictions (within FAH and TOT +/- 30 seconds).

Prerequisite. CAS-4830

Ordnance. 1 AGM-114P CATM; 1 SOPGM CATM.

Range Requirement. Suitable SUAS.

External Syllabus Support. TACP.

2.11 INSTRUCTOR TRAINING (5000)

2.11.1 General. The purpose of this phase of training is to train qualified pilots to instruct various levels of instruction.

Pilots shall be recommended for instructor training via Aircrew

Performance Review Board (APRB). Upon recommendation, the pilot shall complete appropriate syllabus requirements. Upon completion of syllabus requirements, the commanding officer shall designate the pilot as an instructor.

Standardization will be emphasized throughout instructor training.

IUTs shall have a minimum of 100 TPC hours in series to instruct. Instructors must maintain currency and proficiency in stage to instruct in that stage.

Due to the lack of a FRS for the KC-130J community, Core Skill Introduction Instruction may occur at the fleet squadrons in accordance with NAVMC 3500.14. FRS Instructors shall conduct this training.

### 3.11.2 BASIC INSTRUCTOR PILOT (BIP)

3.11.2.1 Purpose. To develop qualified Basic Instructor Pilots (BIPs) using a standardized instructor training program. This syllabus is designed to prepare aircraft commanders to instruct specific Core/Mission Skill events in the simulator and aircraft. This portion of the syllabus shall be used by VMGR squadrons to assist in instructor standardization.

#### 3.11.2.2 General

IUT flights will emphasize instructional techniques, briefing, and debriefing. The IUT will be capable of demonstrating all training objectives listed for the referenced syllabus flight. Emphasis on all flights is on training objectives, method of instruction, and student problem areas.

BIPs may instruct in the Core Skill (TN) and the Mission Skill (AAR and ADGR) phases.

BIPs shall be designated in writing by the squadron commanding officer.

Crew Requirements. Shall be instructed by an LATI, NSI or WTI.

#### Academic/Ground Training

Utilize academic courseware as outlined in the MAWTS-1 course catalog and review MAWTS-1 ASPs, NFM, NFM supplements, and KC-130 ANTPP.

IUTs shall satisfactorily instruct an appropriate stage ASP or ground training syllabus which shall be observed by an ANI, LATI, NSI or WTI.

BIP-5100    2.0    \*            B, SC            (NS)    E            A/S            1 KC-130J/WST

Goal. Basic Instructor Pilot training.

Requirement. Instruct PF and PM TN procedures in the Core Skill Phase. Demonstrate the instructor skills required to instruct time navigation and low level flight while correcting common student errors. The IUT will fly in the right seat with a student in the left seat and the instructor on long cord.

Performance Standard. The IUT shall successfully demonstrate the ability to instruct a TN sortie. The IUT should utilize CFPS to plan and execute a TN route to a designated time on target (TOT). The IUT should emphasize planning to ensure terrain clearance and demonstrate

the ability to modify the route in order to successfully achieve the planned TOT. The IUT shall discuss the following topics: load factor, low altitude hazards, emergencies while in the low level environment, and timing correction methods.

Prerequisite. TN Core Skill complete, NSQ(H) and LATQ.

Range Requirement. Appropriate SUAS or MTR scheduled.

External Syllabus Support. CI if conducted in a WST.

BIP-5101      2.0      \*      B, SC      NS      E      A/S      1 KC-130J/WST

Goal. Basic Instructor Pilot check.

Requirement. Instruct AAR procedures in the Mission Skill Phase. The IUT will fly in the right seat with a student in the left seat and the instructor on long cord.

Performance Standard. The IUT shall successfully demonstrate the ability to instruct a night HAAR. The IUT shall discuss and demonstrate rendezvous procedures while utilizing NVDs. The IUT should discuss various tools used to effect the rendezvous (such as radar, air-to-air TACAN and TCAS). Emergency procedures while conducting night AAR (both aircraft and NVG) shall be briefed as well as fuel planning techniques. The IUT will fly the sortie from the right seat. A minimum of 1 rendezvous will be flown/demonstrated by the IUT as well as the IUT's ability to operate the AAR system correctly.

Prerequisite. AAR and ADGR Mission Skill complete, AAR-3602 and BIP-5100.

External Syllabus Support. A minimum of 1 AAR capable helicopter or a CI if conducted in a WST.

2.11.3 ASSISTANT NATOPS INSTRUCTOR (ANI)

2.11.3.1 Purpose. Qualify TPC as a ANI.

2.11.3.2 General. Upon completion of the ANI syllabus a pilot shall be designated an ANI or NI by the squadron commanding officer or designated a GNE by the group commanding officer.

Crew Requirements. Shall be instructed by an ANI, NI, GNE, or Model Manager.

Academic/Ground Training. Review NFM and NFM supplements.

NI-5140      2.0      \*      B, SC      (N)      E      S/A      1 WST/KC-130J

Goal. ANI training.

Requirement. Introduce the IUT to non-NS(H) NATOPS/Instrument checkride procedures. Introduce the skills required to correct common pilot errors with the IUT in the right seat with a qualified ANI in the left seat.

Performance Standards

Demonstrate familiarity with common pilot errors and instructional

techniques.

Maintain proper defensive posturing to maintain safe flight.

Develop a script for a NATOPS/Instrument checkride sortie including: precision and non-precision instrument approaches, 0%, 50% and 100% flap landings and ground/take-off/in-flight/landing emergencies.

External Syllabus Support. CI if conducted in a WST.

NI-5141 2.0 \* B, SC, MR/R (N) E S/A 1 WST/KC-130J

Goal. ANI check.

Requirement. A NI/NE/MM will observe (on long cord) the IUT administer a NATOPS/Instrument checkride to another pilot in the left seat. Only the Model Manager can give a checkride to a GNE and an NE or the Model Manager can give a checkride to an NI.

Performance Standard. Demonstrate competencies established in NI-5140.

Prerequisite. NI-5140.

External Syllabus Support. CI if conducted in a WST.

2.11.4 FLEET REPLACEMENT SQUADRON INSTRUCTOR (FRSI)

2.11.4.1 Purpose. Qualify ANI as a FRSI.

2.11.4.2 General. Upon completion of the FRSI syllabus, a pilot shall be designated an FRSI by the commanding officer.

Crew Requirements. Shall be instructed by FRSI.

Academic/Ground Training. Review NFM and NFM supplements.

FRSI-5145 2.0 \* B, SC (N) E S/A 1 WST/KC-130J

Goal. FRSI training.

Requirement. IUT in the left seat shall practice all FAM procedures in the Core Skill Introduction syllabus.

Performance Standards

Demonstrate familiarity with common student errors and instructional techniques.

Maintain proper defensive posturing to maintain safe flight.

Demonstrate instructional proficiency in steep turns, power off stalls, slow flight, side-slip recovery, 1-engine inoperative scenarios, 3-engine go-around procedures, takeoff aborts, and NFM memory items.

Prerequisite. NI-5141.

FRSI-5146 2.0 \* B, SC (N) E S/A 1 WST/KC-130J

Goal. FRSI training.

Requirement. IUT in left seat shall demonstrate the ability to maintain a safe training environment while correcting common student errors as simulated by a FRSI. IUT shall be introduced to standardized maneuver description/instruction for Core Skills Introduction FAM events.

Performance Standard. Demonstrate competencies established in FRSI-5145.

Prerequisite. FRSI-5145.

FRSI-5147 2.0 \* B, SC, MR/R (N) E A 1 KC-130J

Goal. FRSI check.

Requirement. IUT shall conduct a Core Skill Introduction FAM event with a student in the right seat and shall be observed by a FRSI on long cord. Upon completion of this event, the pilot shall be designated a FRSI by the commanding officer.

Performance Standard. Demonstrate competencies established in FRSI-5145.

Prerequisite. FRSI-5146.

2.11.5 FLIGHT LEADERSHIP STANDARDIZATION EVALUATOR (FLSE) (5320 thru 5321)

2.11.5.1 Purpose. Certify and designate the pilot as a FLSE.

2.11.5.2 General. Refer to NAVMC 3500.14, MCO 3500.109, and the MAWTS-1 Course Catalog. The build-up phase may be developed and supervised by a FLSE program coordinator or FLSE model manager. Upon certification, the FLSE shall be designated by the Group Commanding Officer.

Re-designation. Refer to the MAWTS-1 KC-130J Course Catalog.

Crew requirements. Refer to the MAWTS-1 KC-130J Course Catalog..

Academic/Ground Training. Refer to the MAWTS-1 KC-130J Course Catalog.

FLSE-5320 3.0 \* B, SC (NS) E A 2+ KC-130J  
Refer to the MAWTS-1 KC-130J Course Catalog for specific event information.

FLSE-5321 3.0 \* B, SC (NS) E A 2+ KC-130J  
Refer to the MAWTS-1 KC-130J Course Catalog for specific event information.

FLSE-5322 0.0 90 B, SC \* \* \*  
Refer to the MAWTS-1 KC-130J Course Catalog for specific event information.

2.11.6 STAGE INSTRUCTOR TRAINING

2.11.6.1 Purpose. Qualify the pilot as a Stage Instructor pilot. Stage instructors may instruct in specifically designated Mission Skill areas.

2.11.6.2 General

Instructors may only instruct the stage in which they are designated and for events in which they are current and proficient.

Stage instructors shall be designated in writing by the squadron commanding officer.

Academic/Ground Training

Utilize academic courseware as outlined in the MAWTS-1 course catalog and review MAWTS-1 ASPs, NFM, NFM supplements, and KC-130 ANTPP.

IUTs shall satisfactorily instruct an appropriate stage ASP or ground training syllabus which shall be observed by either a current stage instructor or WTI.

ALZ-5500    2.0    \*        B,            NS    E        A        1 KC-130J

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Goal. ALZ stage instructor check.

Requirement. Instruct NS ALZ procedures in the Mission Skill Phase. The sortie shall be instructed by either an ALZI&NSI, ALZI&ANI or WTI. The IUT will occupy the right seat.

Performance Standard. The IUT shall successfully demonstrate the ability to instruct a NS ALZ sortie in accordance with ALZ-3550. The IUT shall brief the sortie and discuss runway surface conditions, lighting/markings configurations, minimum runway length, TOLD, and emergency procedures. IPRA and approach plate generation will also be demonstrated and discussed. The IUT will fly the sortie from the right seat and demonstrate a minimum of 3 max effort touch and go landings.

Prerequisite. ALZ Mission Skill complete (3500 thru 3503, 3550) and either ANI or NSI.

AD-5700    2.0    \*        B,SC        (NS)    E        S/A    1 WST/KC-130J

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Goal. AD stage instructor training.

Requirement. Instruct AD procedures in the Mission Skill Phase. The IUT will act as the PF while instructing an ADI acting as a PM student. The sortie shall be instructed by either an ADI or WTI.

Performance Standard. The IUT shall demonstrate the ability to plan, execute and instruct an AD as the PF. The IUT shall demonstrate slow-down calculations, CARP calculations using CAPS and PFPS, and manual CARP calculations. The IUT should also discuss the following: TASM, CNI-MU CARP pages, checklists, DZ markings, HUD symbology, and emergency procedures.

Prerequisite. AD Mission Skill complete (3700 thru 3705), BI-4710, either AD-4700 or AD-4701 or AD-4702, and BIP.

External Syllabus Support. WST and CI. Drop zone and AD support if conducted in the aircraft.

AD-5701    2.0    \*        B,SC            (NS)    E        A        1 KC-130J

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Goal. AD stage instructor check.

Requirement. Instruct AD procedures in the Mission Skill Phase. The IUT will act as the PF while instructing a PM student during an actual cargo or static line personnel drop. The sortie shall be instructed by either an ADI or WTI who is proficient in AD operations. The instructor will be on long cord.

Performance Standard. The IUT shall demonstrate the ability to plan and execute an air delivery as the PF. The IUT shall demonstrate slow-down calculations, CARP calculations using CAPS and PFPS, and manual CARP calculations. The IUT should also discuss the following: TASM, CNI-MU CARP pages, check lists, DZ markings, HUD symbology, and emergency procedures.

Prerequisite. AD-5700.

External Syllabus Support. Drop zone and AD support.

2.11.7 NIGHT SYSTEMS INSTRUCTOR (NSI) (NS(H) 5150 thru 5152)

2.11.7.1 Purpose. Certify and designate the pilot as a NSI.

2.11.7.2 General. Refer to NAVMC 3500.14 and the MAWTS-1 Course Catalog. The build-up phase may be developed and supervised by a squadron NSI. Upon certification by MAWTS-1, the NSI shall be designated by the squadron commanding officer.

Crew requirements. Refer to the MAWTS-1 KC-130J Course Catalog.

Academic/Ground Training. Refer to the MAWTS-1 KC-130J Course Catalog.

2.11.8 LOW ALTITUDE TACTICS INSTRUCTOR (LATI) (LAT-5210 thru 5212)

2.11.8.1 Purpose. Certify and designate the pilot as a LATI.

2.11.8.2 General. Refer to NAVMC 3500.14 and the MAWTS-1 Course Catalog. The build-up phase may be developed and supervised by a squadron LATI. Upon certification by a squadron WTI or MAWTS-1 IP, the LATI shall be designated by the squadron commanding officer.

Crew requirements. Refer to the MAWTS-1 KC-130J Course Catalog.

Academic/Ground Training. Refer to the MAWTS-1 KC-130J Course Catalog.

2.11.9 Night Systems LAT Instructor (NS LATI) (NS(L) 5250 thru 5251)

2.11.9.1 Purpose. Certify and designate the pilot as a NSLATI.

2.11.9.1 General. Refer to NAVMC 3500.14 and the MAWTS-1 Course Catalog. The build-up phase may be developed and supervised by a squadron NSLATI. Upon certification by MAWTS-1, the NSLATI shall be designated by the squadron commanding officer.

Crew requirements. Refer to the MAWTS-1 KC-130J Course Catalog.

Academic/Ground Training. Refer to the MAWTS-1 KC-130J Course Catalog.

2.11.10 HARVEST HAWK (HH-I) HH-5310 and HH-5311)

2.11.10.1 Purpose. Certify and designate the pilot as a HH-I.

2.11.10.2 General. Refer to NAVMC 3500.14 and the MAWTS-1 Course Catalog. The build-up phase may be developed and supervised by a squadron HH-I. Upon certification by MAWTS-1, the HH-I shall be designated by the squadron commanding officer.

Crew requirements. Refer to the MAWTS-1 KC-130J Course Catalog.

Academic/Ground Training. Refer to the MAWTS-1 KC-130J Course Catalog.

2.11.11 DEFENSE TACTICS INSTRUCTOR (DTI) (DT-5410 thru 5412)

2.11.11.1 Purpose. Certify and designate the pilot as a DTI.

2.11.11.2 General. Refer to NAVMC 3500.14, OPNAV 3710.7, and the MAWTS-1 Course Catalog. Completion of the DT syllabus is a prerequisite. The build-up phase may be developed and supervised by a squadron DTI. Upon certification by MAWTS-1, the DTI shall be designated by the squadron commanding officer.

Crew requirements. Refer to the MAWTS-1 KC-130J Course Catalog.

Academic/Ground Training. Refer to the MAWTS-1 KC-130J Course Catalog.

2.11.12 WEAPONS AND TACTICS INSTRUCTOR (WTI)

2.11.12.1 Purpose. Certify and develop highly qualified pilots to serve as the unit training officer, to become the unit SME for mission planning, briefing/debriefing, and be responsible for planning and integrating with the MAGTF and Joint Forces. Additionally, this stage is designed to create effective and experienced unit tactics instructors.

2.11.12.2 General. Tactics and techniques will be taught per the KC-130 ANTTP and the MAWTS-1 supplements. Only MAWTS-1 instructors shall instruct/qualify flights in this stage. Qualification shall only be achieved as shown in the WTI Course Catalog. Upon certification by MAWTS-1 Commanding Officer, the WTI shall be designated by the squadron commanding officer.

Crew requirements. Refer to the MAWTS-1 WTI Course Catalog.

Academic/Ground Training. Refer to the MAWTS-1 WTI Course Catalog.

2.12 CONTRACT INSTRUCTOR (CI) TRAINING

2.12.1 General. The purpose of this phase of training is to train qualified contract simulator instructors for various levels of instruction.

CI's shall complete the POI in order to achieve stage instructor qualification. The general flow of training and evaluation is a four step qualification process that shall proceed as follows:

Observe the instruction of ground training.





External Syllabus Support. TPC.

TN-5200 4.0 \* (NS) E S 1 WST

Goal. CI TN stage instructor check.

Requirement. Instruct PF and PM TN procedures, including time navigation and low level flight while correcting common student errors. The IUT will instruct from the IOS. The IUT shall be evaluated by a BIP.

Performance Standards

Successfully demonstrate the ability to instruct a low level/time navigation sortie.

The IUT should utilize CFPS to plan and execute a low level navigation route to an designated time on target (TOT).

The IUT should emphasize planning to ensure terrain clearance and demonstrate the ability to modify the route in order to successfully achieve the planned TOT.

The IUT shall discuss the following topics: load factor, low altitude hazards, emergencies while in the low level environment, and timing correction methods.

Prerequisite. Must be evaluated by a BIP, while instructing Tactical Employment Concepts and Tactical Mission Planning and Low Level Ops ASPs; Time Navigation; and CFPS TN Planning ground training.

External Syllabus Support. WST.

LAT-5213 2.0 \* D E S 1 WST

Goal. LAT IUT.

Requirement. See MAWTS-1 Course Catalog.

Performance Standard. See MAWTS-1 Course Catalog.

Prerequisite. FRD Director or Squadron Commanding Officer approval.

External Syllabus Support. LATI and WST.

LAT-5214 2.0 \* D E S 1 WST

Goal. Certify and designate the CI as a LATI.

Requirement. See MAWTS-1 Course Catalog.

Performance Standard. See MAWTS-1 Course Catalog.

Prerequisite. FRD Director or Squadron Commanding Officer approval, and 5213.

External Syllabus Support. See MAWTS-1 Course Catalog.

FORM-5300 4.0 \* (NS) E S 1 WST

Goal. CI FORM stage instructor check.

Requirement. Instruct formation procedures including all FORM maneuvers. Demonstrate ability to correct common student errors. The IUT will instruct from the IOS. The IUT shall be evaluated by a SL.

Performance Standards

The IUT shall successfully demonstrate the ability to instruct a day or night formation flight.

At a minimum, the IUT shall discuss all formation positions, turns into/away, under run procedures, visual checkpoints, closure rate estimation, and formation emergency procedures.

Prerequisite. Must be evaluated by a SL, while instructing formation procedures ground training.

External Syllabus Support. SL.

TR-5400 4.0 \* D E S 1 WST

Goal. CI IR TR stage instructor check.

Requirement. Instruct the counter-measures dispensing system (ALE-47) setup, the missile warning system (AAR-47) setup, HUD/HDD symbology and threat reaction. Discuss IR seeker head capabilities/limitations, threat reaction ICS calls, AAR-47 limitations and flare "cocktail." The pilot should be exposed to a variety of threat situations of increasing intensity using both the automatic and manual modes of the ALE-47 from all quadrants. Threat reaction maneuvering should include the takeoff, cruise and approach phases of flight.

Performance Standards

The IUT shall successfully demonstrate the ability to instruct IR TR.

At a minimum, the IUT shall discuss ALQ-157, ALE-47 and AAR-47 interaction, AAR-47 HUD and HDD symbology, and appropriate threat calls and maneuvers for various flight regimes.

Prerequisite. IUT must be evaluated by a LATI while instructing ASE Introduction, Performance Limitations and Stresses, and LAT Maneuvering ASPs.

External Syllabus Support. LATI.

ALZ-5501 4.0 \* (NS) E S 1 WST

Goal. CI ALZ stage instructor check.

Requirement. Instruct ALZ operations including Max Effort takeoff and landings, tactical arrivals, and combat offload. The IUT shall be evaluated by a ALZI or WTI.

Performance Standard. The IUT shall successfully demonstrate the ability to instruct an ALZ sortie. An IPRA will be demonstrated and

discussed. The IUT will instruct from the IOS.

Prerequisite. Must be evaluated by a ALZI or WTI, while instructing Assault Landing Zone Operations ASP and Max Effort TOLD ground training.

External Syllabus Support. ALZI or WTI.

AAR-5600 4.0 \* (NS) E S 1 WST

Goal. CI AAR stage instructor check.

Requirement. Instruct AAR operations during a HAAR mission. The IUT shall complete an oral examination demonstrating the knowledge to instruct FWAAR and TAAR. The IUT shall be evaluated by a BIP.

Performance Standards

The IUT shall successfully demonstrate the ability to instruct a HAAR.

The IUT should discuss various tools used to effect the rendezvous (such as radar, A/A TACAN and TCAS).  
The IUT will instruct from the IOS.

The IUT will demonstrate the ability to operate the refueling system.

Prerequisite. Must be evaluated by a BIP, while instructing Tactical Air-to-Air Refueling ASP and AAR Planning ground training.

External Syllabus Support. BIP.

AD-5702 4.0 \* (NS) E S 1 WST

Goal. CI AD stage instructor check.

Requirement. Instruct AD procedures in the Mission Skill Phase. The IUT will instruct from the IOS while instructing a PM student during a cargo or static line personnel drop. The sortie shall be evaluated by either an ADI or WTI.

Performance Standard. The IUT shall ensure students demonstrate the ability to plan and execute an air delivery including: slow-down calculations, CARP calculations using CAPS and PFPS, and manual CARP calculations. The IUT will instruct from the IOS.

Prerequisite. IUT must be evaluated by an ADI or WTI, while instructing General Aircraft Prep for AD, CDS AD, HE AD, and personnel static and Military Free Fall (MFF) ASPs; Air Delivery System and CFPS AD Mission Planning ground training.

External Syllabus Support. ADI or WTI.

2.13 REQUIREMENTS, QUALIFICATIONS AND DESIGNATIONS (RQD) (6000)

2.13.1 General. To provide a vehicle for tracking codes associated with certifications, qualifications and designations. E-coded sorties are evaluation sorties. Once the flight to attain the qualification/designation

is complete, a letter from the squadron commanding officer awarding the qualification/designation shall be placed in the NATOPS jacket before that qualification/designation can be utilized.

### 2.13.2 FCO NATOPS EVALUATION (NTPS)

2.13.2.1 Purpose. NATOPS certify FCOs that have no previous KC-130J NATOPS designation. FCOs that possess a KC-130J NATOPS designation in another crew position are not required to maintain a separate FCO NATOPS designation.

2.13.2.2 General. Any KC-130J NI or ANI, from any crew position may evaluate the FCO for the NATOPS designation. FCOs shall complete an open book and closed book NATOPS written exam prior to the evaluation event. These exams shall focus on general KC-130J emergency procedures and crew duties, but shall also include Harvest HAWK equipment operating and emergency procedures. The intent is to ensure that all FCOs can perform basic crew member emergency procedures in the cargo compartment and can safely exit the aircraft in an emergency. The evaluation event may be accomplished in conjunction with any other syllabus flight.

Crew Requirements. Any KC-130J NI or ANI may evaluate this event.

Ground Training/Evaluation. FCOs must complete an open and closed book written examination prior to this event.

|           |     |     |   |      |   |            |
|-----------|-----|-----|---|------|---|------------|
| NTPS-6101 | 1.0 | 365 | T | (N*) | A | KC-130J HH |
|-----------|-----|-----|---|------|---|------------|

Goal. NATOPS designate the FCO.

Requirement. Conduct NATOPS evaluation flight. May be conducted in conjunction with any other syllabus flight.

Performance Standard. IAW NATOPS manual, identify emergency equipment, exits, and procedures that apply to the cargo compartment.

Prerequisite. HH-4850, 4851 and at least 5 total flight hours on the KC-130J.

### 2.13.3 FUNCTIONAL CHECK PILOT (FCP)

2.13.3.1 Purpose. Designate the TPC as a FCP.

2.13.3.2 General. TPCs must have 150 TPC hours in series and a minimum of three Functional Check Flights (FCFs) (two "A" Profiles) to be eligible for FCP. There is no minimum hour requirement for a TPC to be designated a partial FCP. Upon completion of the evaluation flight pilots shall also log the proficiency code in order to track event proficiency. FCPs shall be designated by the commanding officer.

Crew Requirements. Shall be instructed by a FCP (FCP-6106).

Academic/Ground Training. Functional Check Pilot Examination.

|          |     |   |      |   |           |                                    |
|----------|-----|---|------|---|-----------|------------------------------------|
| FCP-6005 | 1.0 | * | B,SC | E | Open Book | Functional Check Pilot Examination |
|----------|-----|---|------|---|-----------|------------------------------------|

Goal. The purpose of the open book functional check pilot examination is to evaluate the airman's knowledge of the appropriate publications concerning functional check flight procedures.

Performance Standard. Achieve a minimum grade of qualified (80%) on the open book examination.

Prerequisite. NTPS-6118.

FCP-6105    4.0    \*        B,SC        D        E        A/S    1 KC-130J/WST

Goal. Partial FCP evaluation/designation.

Requirement. The flight shall consist of a "B" profile functional check flight and be instructed by a FCP. Upon completion of this code, the pilot will be qualified to conduct B-E card FCFs.

Performance Standard. Satisfactorily execute procedures per the NFM, OPNAVINST 3710.7\_, and OPNAVINST 4790.2\_.

Prerequisite. FCP-6005, 6118, and recommendation by APRB.

FCP-6106    4.0    \*        B,SC        D        E        A/S    1 KC-130J/WST

Goal. FCP evaluation/designation.

Requirement. The flight shall consist of an "A" profile functional check flight and be instructed by a FCP. Upon completion of this code, pilot will be qualified to conduct A-E card FCFs.

Performance Standard. Satisfactorily execute procedures per the NFM, OPNAVINST 3710.7\_, and OPNAVINST 4790.2\_.

Prerequisite. FCP-6105 and recommendation by APRB.

FCP-6107    1.0    365    B,SC,MR/R        D        A/S    1 KC-130J/WST

Goal. FCP proficiency.

Requirement. To maintain FCP proficiency a pilot shall conduct a FCF in the aircraft or simulator.

Prerequisite. FCP-6005, FCP-6105 and FCP-6106.

#### 2.13.4 KC-130J NATOPS EVALUATION POI

2.13.4.1 Purpose. To evaluate the airman's knowledge of aircraft systems, performance limitations, emergency procedures, and flight and ground operations.

#### 2.13.4.2 General

NATOPS Evaluators/Instructors shall conduct the NATOPS evaluation in accordance with OPNAVINST 3710.7 Series and other applicable directives, instructions, and orders.

The NATOPS Evaluator shall utilize the NATOPS Model Manager generated NATOPS Aviation Training Form (ATF) and the

evaluation metrics required for the accomplishment and performance of the standardized criterion to determine whether the aircrewman completed the sortie. Prior to the oral examination, the NATOPS Evaluator shall review the evaluatee's NATOPS monthly emergency procedures examinations and quarterly simulator/cockpit drills located in the APR for the previous twelve (12) months and previous NATOPS evaluations. At the discretion of the squadron commanding officer, a letter designating the pilot as NATOPS qualified shall be placed in the NATOPS jacket.

NATOPS Evaluatees shall complete and have a graded open book, closed book, and oral examination prior to the commencement of the actual NATOPS evaluation event.

NATOPS Training. All requirements delineated in the matrix below shall be completed/graded prior to the evaluation event.

| SELF PACED READINGS                      |                  | DATE COMPLETE |
|--|------------------|---------------|
| USMC KC-130J Squadron SOP                |                  |               |
| KC-130J NATOPS Flight Manual             |                  |               |
| OPNAVINST 3710.7 Series                  |                  |               |
| REQUIRED Evaluation Events               | DATE COMP/GRADED | INSTRUCTOR    |
| KC-130J Open Book Examination            |                  |               |
| KC-130J Closed Book Examination          |                  |               |
| KC-130J Oral Examination                 |                  |               |
| KC-130J Evaluation (Simulator/ Aircraft) |                  |               |

NTPS-6010 3.0 365 B,SC, MR/R E Open Book NATOPS Examination

Goal. The open book examination shall consist of, but not be limited to the question bank. The purpose of the open book examination is to evaluate the airman's knowledge of the appropriate publications and the aircraft.

Performance Standard. Achieve a minimum score of 3.5 on the open book examination.

NTPS-6011 1.0 365 B,SC, MR/R E Closed Book NATOPS Examination

Goal. The purpose of the closed book examination is to evaluate the airman's knowledge of the concerning normal/emergency procedures and aircraft limitations.

Performance Standard. Achieve a minimum score of 3.3 on the closed book examination.

NTPS-6012 1.0 365 B,SC, MR/R E Oral NATOPS Examination

Goal. The oral examination shall consist of, but not be limited to the question bank. The instructor/evaluator may draw upon their experience to propose questions of a direct and positive manner and in no way be opinionated to evaluate the airman's knowledge of the concerning normal/emergency procedures, aircraft limitations, and performance.

Performance Standard. Achieve a minimum grade of qualified on the oral examination.

2.13.5 TRANSPORT THIRD PILOT (T3P) DESIGNATION

2.13.5.1 Purpose. Designate as a T3P.

2.13.5.2 General. After student pilots have complete Core Skill Introduction Training and NATOPS check they shall be designated T3P by the commanding officer.

Crew Requirements. Shall be instructed by an ANI/NI (simulator: CI NI).

Ground Training/Evaluation. Open and closed book NATOPS examinations and the specific requirements for T3P designation per OPNAVINST 3710.7\_.

NTPS-6110 2.0 365 B,SC,MR/R (N) E A/S 1 KC-130J/WST

Goal. Complete T3P NATOPS flight evaluation. Conduct an objective evaluation of the airman's knowledge of mission planning, normal operating procedures (flight and ground), crew resource management, aircraft systems, performance criteria, emergency procedures, and debriefing. The focus is on normal and emergency procedures, not tactical execution. Emphasize the aforementioned items with the addition of local course rules, squadron SOP, and admin flight procedures. The NATOPS evaluation is intended to evaluate compliance with NATOPS procedures. The NATOPS evaluation is the means to measure the airman's efficiency in the execution of normal operating procedures and reaction to emergencies and malfunctions. The NATOPS evaluation process should be as much a learning tool and/or experience as it is an evaluation. Initial T3P qualification shall be conducted in the aircraft with a FRSI.

Requirement. Conduct NTPS-6110 evaluation flight. Upon successful completion of this event, the evaluator shall log the appropriate training code for tracking purposes. Demonstrate comprehensive knowledge and understanding of NATOPS, squadron SOP, and local course rules.

Performance Standard. Executes flight and ground operations safely IAW OPNAV 3710.7 Series, and KC-130J NATOPS. Complies with squadron SOP and local course rules.

Prerequisite. Core Skill Introduction Phase complete, NTPS-6010, NTPS-6011, and NTPS-6012.

External Syllabus Support. CI if conducted in the WST.

2.13.6 TRANSPORT SECOND PILOT (T2P) Designation

2.13.6.1 Purpose. Designate as a T2P.

2.13.6.2 General. Upon completion of the initial examination and evaluation, this flight will be used as the annual NATOPS evaluation and the pilot shall be designated T2P by the commanding officer.

Crew Requirements. Shall be instructed by an ANI (simulator: CI NI).

Ground Training/Evaluation. Open and closed book NATOPS examinations, open book tactics examination and the specific requirements for T2P designation per OPNAVINST 3710.7. The written tactical examination will not be required for subsequent evaluations.

NTPS-6013 1.0 \* B,SC E Open Book Tactics Examination

Goal. The purpose of the open book tactics examination is to evaluate the airman's knowledge of the appropriate publications concerning tactics, techniques and procedures of Core and Mission Skills.

Performance Standard. Achieve a minimum grade of 80% on the open book examination.

Prerequisite. NTPS-6110.

NTPS-6111 2.0 365 B,SC, MR/R (N) E S/A 1 WST/KC-130J

Goal. Complete T2P NATOPS flight evaluation. Conduct an objective evaluation of the airman's knowledge of mission planning, normal operating procedures (flight and ground), crew resource management, aircraft systems, performance criteria, emergency procedures, and debriefing. The focus is on normal and emergency procedures, not tactical execution. Emphasize the aforementioned items with the addition of local course rules, squadron SOP, and admin flight procedures. The NATOPS evaluation is intended to evaluate compliance with NATOPS procedures. The NATOPS evaluation is the means to measure the airman's efficiency in the execution of normal operating procedures and reaction to emergencies and malfunctions. The NATOPS evaluation process should be as much a learning tool and/or experience as it is an evaluation.

Requirement. Conduct NTPS-6111 evaluation flight. Upon successful completion of this event, the evaluator shall log the appropriate training code for tracking purposes. Demonstrate comprehensive knowledge and understanding of NATOPS, squadron SOP, and local course rules.

Performance Standard. Executes flight and ground operations safely IAW OPNAV 3710.7 Series, and KC-130J NATOPS. Complies with squadron SOP and local course rules.

Prerequisite. ACPM 82XX Phase complete, NTPS-6010, NTPS-6011, NTPS-6012, and NTPS-6013.

External Syllabus Support. WST and CI NI.

## 2.13.7 TRANSPORT PLANE COMMANDER (TPC) DESIGNATION

2.13.7.1 Purpose. Designate as a TPC.

2.13.7.2 General. This stage is intended to prepare the pilot for the upgrade to TPC. Upon completion of the initial syllabus, NTPS-6118 will be

used to track annual NATOPS evaluations and the pilot shall be designated a TPC by the commanding officer.

Crew Requirements. Shall be instructed by an ANI (simulator: CI).

Ground Training/Evaluation. Pilots considered for TPC should be Mission Skill Phase complete, NSQ(H), currency/flight time per NFM, and the specific requirements for TPC designation per OPNAVINST 3710.7.

NTPS-6112 3.0 \* B,SC (N) S 1 WST

Goal. Prepare T2P for upgrade to TPC.

Requirement. Review NATOPS normal, emergency, and instrument procedures.

Performance Standard. Per the NFM and NIFM.

Prerequisite. NTPS-6111 and NSQ(H).

NTPS-6113 3.0 \* B,SC (N) S 1 WST

Goal. Prepare T2P for upgrade to TPC.

Requirement. Review NATOPS normal, emergency, and instrument procedures.

Performance Standard. Per the NFM and NIFM.

Prerequisite. RQD-6112.

NTPS-6114 3.0 \* B,SC (N) S 1 WST

Goal. Prepare T2P for upgrade to TPC.

Requirement. Review NATOPS normal, emergency, and instrument procedures.

Performance Standard. Per the NFM and NIFM.

Prerequisite. RQD-6113.

NTPS-6115 3.0 \* B,SC (N) S 1 WST

Goal. Prepare T2P for upgrade to TPC.

Requirement. Review NATOPS normal, emergency, and instrument procedures.

Performance Standard. Per the NFM and NIFM.

Prerequisite. RQD-6114.

NTPS-6116 3.0 \* B,SC (N) S 1 WST

Goal. Prepare T2P for upgrade to TPC.

Requirement. Review NATOPS normal, emergency, and instrument procedures.

Performance Standard. Per the NFM and NIFM.

Prerequisite. RQD-6115.

NTPS-6117 18.0 \* B,SC (N) E A 1 KC-130J

Goal. TPC Route Check.

Requirement. Pilot will demonstrate the ability to manage all aspects of an extended mission. Evaluation should be a longrange mission involving cargo handling, international flight procedures, route planning, and aircrew management. This flight should involve multiple legs with RON.

Performance Standard. Per the NFM, FLIP, FCG and published SOPs.

Prerequisite. RQD-6116.

External Syllabus Support. Diplomatic/Flight Clearance.

NTPS-6118 2.0 365 B,SC,MR/R (N) E A/S 1 KC-130J/WST

Goal. Complete TPC NATOPS flight evaluation. Conduct an objective evaluation of the airman's knowledge of mission planning, normal operating procedures (flight and ground), crew resource management, aircraft systems, performance criteria, emergency procedures, and debriefing. The focus is on normal and emergency procedures, not tactical execution. Emphasize the aforementioned items with the addition of local course rules, squadron SOP, and admin flight procedures. The NATOPS evaluation is intended to evaluate compliance with NATOPS procedures. The NATOPS evaluation is the means to measure the airman's efficiency in the execution of normal operating procedures and reaction to emergencies and malfunctions. The NATOPS evaluation process should be as much a learning tool and/or experience as it is an evaluation. Initial TPC qualification shall be conducted in the aircraft.

Requirement. Conduct NTPS-6118 evaluation flight. Upon successful completion of this event, the evaluator shall log the appropriate training code for tracking purposes. Demonstrate comprehensive knowledge and understanding of NATOPS, squadron SOP, and local course rules.

Performance Standard. Executes flight and ground operations safely IAW OPNAV 3710.7 Series, and KC-130J NATOPS. Complies with squadron SOP and local course rules.

Prerequisite. Core Skill and Mission Skill Phase should be complete, BITC complete, ACPM 83XX Phase complete, NTPS-6010, NTPS-6011, NTPS-6012, and RQD-6112-RQD-6117.

External Syllabus Support. CI if conducted in the WST.

#### 2.13.8 EMERGENCY PROCEDURE TRAINING

2.13.8.1 Purpose. Maintain quarterly emergency procedure training.

2.13.8.2 General. Emergency procedure training consists of a monthly EP exam and a quarterly EP simulator. In the event the simulator is unavailable, the EP review may be conducted in the cockpit either pre or post flight as a static event.

Crew Requirements. Emergency Procedure review events may be instructed by a CI or an ANI.

NTPS-6120 1.0 90 B,SC, MR/R (N) E S/A 1 WST/KC-130J

Goal. Emergency Procedure Review.

Requirement. This flight will review KC-130J emergency procedures and fulfills the requirement of quarterly EP simulator training.

Performance Standard. Comply with KC-130J NFM.

2.13.9 NATOPS INSTRUMENT EVALUATION POI

2.13.9.1 Purpose. Evaluate the pilot's knowledge and application of NATOPS instrument procedures and techniques.

2.13.9.2 General. General policy, requirements, and prerequisites concerning NATOPS instrument evaluations are contained in OPNAVINST 3710.7, NFM, and the NIFM.

Crew Requirements. Shall be instructed by an ANI (simulator: CI NI).

Ground Training/Evaluation. Ground training and evaluation shall be conducted per OPNAVINST 3710.7, NFM, and NIFM.

INST-6030 8.0 365 B,SC, MR/R E Instrument Ground School

Goal. The Instrument Ground School shall be an approved Commander Naval Air Forces (CNAF) approved syllabus and at a minimum cover the following topics:

- Spatial disorientation.
- CNO GPS Policy Statement and GPS fundamentals to include RNAV (GPS) and Required Navigation Performance (RNP).
- Reduced Vertical Separation Minimums (RVSM) procedures.
- Requirements and denial reports.
- Use of non-DoD instrument approach/departure reports.
- Use of non-DoD GPS NOTAMS systems (Jeppeson GPS NOTAMS and Databases).

Performance Standard. Achieve a minimum grade of qualified for Instrument Ground School which also encompasses the open book examination.

INST-6031 1.0 365 B,SC, MR/R E Oral NATOPS Instrument Examination

Goal. The oral NATOPS instrument examination shall consist of, but not be limited to the question bank in addition to any subject listed for

coverage in OPNAVINST 3710.7 Series. The examination shall include questions on the following topics:

Pertinent Navy or Marine Corps regulations, orders, and instructions.

Pertinent parts of the Federal Aviation Regulations (FAR), other regulations, and/or aeronautical publications which are applicable. Interpretation of weather information normally used in flight planning.

The instructor/evaluator may draw upon their experience to propose questions of a direct and positive manner and in no way be opinionated to evaluate the airman's knowledge of the NATOPS, NATOPS Instrument Flight Manual, FAR/AIM and/or aeronautical publications which are applicable, normal/emergency instrument ground and flight procedures, weather, aircraft limitations, and performance.

Performance Standard. Achieve a minimum grade of qualified on the oral NATOPS instrument examination.

INST-6130 2.0 365 B,SC,MR/R (N) E S/A 1 WST/KC-130J

Goal. Complete standard instrument flight evaluation. Following completion of the ground evaluation events, a standard instrument flight/simulator evaluation event shall be flown and completed with a grade of "Qualified." Conduct an objective evaluation of the airman's knowledge of flight planning, filing, briefing, conduct of flight under normal operating conditions, emergency procedures, closing out flight plans, and debriefing.

Requirement. Conduct INST-6130, and designate pilot per OPNAVINST 3710.7, NFM, and the NIFM. Upon successful completion of these events, the evaluator shall log the appropriate training code for tracking purposes.

Performance Standard. Executes flight and ground operations safely IAW OPNAV 3710.7 Series, Platform NATOPS, NATOPS Instrument Flight Manual, and training rules. All areas on the instrument flight evaluation are critical. An "Unsatisfactory" grade in any area shall result in an "Unsatisfactory" grade for the flight.

Prerequisite. INST-6030, INST-6031, and minimum experience per OPNAVINST 3710.7.

External Syllabus Support. CI if conducted in WST.

INST-6131 2.0 365 B,SC,MR/R (N) E S/A 1 WST/KC-130J

Goal. Complete special instrument flight evaluation. Following completion of the ground evaluation events, a special instrument flight/simulator evaluation event shall be flown and completed with a grade of "Qualified." Conduct an objective evaluation of the airman's knowledge of flight planning, filing, briefing, conduct of flight under normal operating conditions, emergency procedures, closing out flight plans, and debriefing.

Requirement. Conduct INST-6131, and designate pilot per OPNAVINST 3710.7, NFM, and the NIFM. Upon successful completion of these events, the evaluator shall log the appropriate training code for tracking purposes.

Performance Standard. Executes flight and ground operations safely IAW OPNAV 3710.7 Series, Platform NATOPS, NATOPS Instrument Flight Manual, and training rules. All areas on the instrument flight evaluation are critical. An "Unsatisfactory" grade in any area shall result in an "Unsatisfactory" grade for the flight.

Prerequisite. INST-6030, INST-6031, INST-6130, and minimum experience per OPNAVINST 3710.7.

External Syllabus Support. CI if conducted in WST.

2.13.10 SECTION LEADER (SL)

2.13.10.1 Purpose. Prepare and certify the pilot for SL.

2.13.10.2 General. The pilot should review section formations, multi-plane AAR formations, planned and inadvertent weather penetrations and section recovery techniques. One flight should be flown at night. Upon completion of the evaluation flight pilots shall also log the proficiency code in order to track event proficiency. Upon certification, the SL shall be designated by the commanding officer.

Crew Requirements. Shall be instructed by a section or division lead and certified by FLSE.

Academic Training. All requirements delineated in the matrix below shall be completed and tracked prior to the SL evaluation/certification event.

SECTION LEADER (SL) MATRIX

| SELF PACED READINGS                             |           | DATE COMP  |
|---|-----------|------------|
| OPNAVINST 3710.7 CH 5.1.12 Formation Flying     |           |            |
| ANTTP 3-22.3-KC-130 CH 2 FWAAR Formation        |           |            |
| ANTTP 3-22.3-KC-130 CH 2 HAAR Formation         |           |            |
| ANTTP 3-22.3-KC-130 CH 3 Formation              |           |            |
| ANTTP 3-22.3-KC-130 CH 8 Formation Air Delivery |           |            |
| ATP-56 Safety Procedures                        |           |            |
| ATP-56 CH 2 FWAAR Procedures                    |           |            |
| ATP-56 CH 3 HAAR Procedures                     |           |            |
| ATP-56 CH 4 TAAR Procedures                     |           |            |
| BRIEFING/CHALK TALK REQUIREMENTS                | DATE COMP | INSTRUCTOR |
| Section Departures                              |           |            |
| Section Formations                              |           |            |
| Multi-Plane AAR Formations                      |           |            |
| Planned Weather Penetration                     |           |            |
| Inadvertent Weather Penetration                 |           |            |
| Section Recoveries (Approaches/Overhead)        |           |            |
| NORDO Procedures                                |           |            |
| SL Brief  |           |            |
| Section Debrief                                 |           |            |
| ADMINISTRATIVE FLIGHT REQUIREMENTS              |           |            |
| Formation Start, Taxi, Run-Up                   |           |            |
| Section Takeoff                                 |           |            |
| Section Rendezvous                              |           |            |
| Cruise/Tactical Positions                       |           |            |
| Under-run                                       |           |            |
| Cross-under                                     |           |            |
| Section Recovery                                |           |            |
| TN/AD/AAR *                                     |           |            |
| Night Aided **                                  |           |            |

\* One event shall be flown in conjunction with a tactical mission.

\*\* One event should be flown at night.

SL-6300      3.0      \*      B      (NS)      A      2 KC-130J

Goal. Section Leader practice.

Requirement. The SL UT is to brief, lead, and debrief a section formation evolution from takeoff to landing. Discuss flight leadership responsibilities, formation instructional techniques and common student error recognition and correction. This flight should be conducted in conjunction with a tactical mission (TN, AAR or AD).

Performance Standards

Produce a flight leader section form card.

Plan and lead a section tactical navigation with a simulated or actual air delivery or air-to-air refueling profile and produce all appropriate mission products.

Conduct a mission debrief IAW KC-130J Tactical Pocket Guide. Satisfactory completion of the maneuvers and procedures per the NFM, KC-130 ANTPP and OPNAVINST 3710.7.

Prerequisite. FORM-2300, FORM-2301, FORM-2350, 3000 phase complete, NSQ(H), BIP, 100 flight hours as a TPC, two flights as a TPC/wingman, APRB recommendation, CO approval, and SL Academics complete.

Range Requirement. Appropriate SUAS scheduled.

SL-6301      3.0      \*      B,SC      (NS)      E      A      2      KC-130J

Goal. SL evaluation/certification.

Requirement. The SL UT is to brief, lead, and debrief a section formation evolution from takeoff to landing. Discuss flight leadership responsibilities, formation instructional techniques and common student error recognition and correction. This flight shall be conducted in conjunction with a tactical mission (TN, AAR or AD) and evaluated by a FLSE.

Performance Standards

Produce a flight leader section form card.

Plan and lead a section tactical navigation with a simulated or actual air delivery or air-to-air refueling profile and produce all appropriate mission products.

Conduct a mission debrief IAW KC-130J Tactical Pocket Guide. Satisfactory completion of the maneuvers and procedures per the NFM, KC-130 ANTPP and OPNAVINST 3710.7.

Prerequisite. SL-6300.

Range Requirement. Appropriate SUAS scheduled.

SL-6302      2.0      365      B,SC,MR/R      (NS)      A      2      KC-130J

Goal. SL proficiency.

Requirement. To maintain proficiency as a SL a pilot shall brief, lead, and debrief (or evaluate a prospective SL) the designated event in accordance with the mission performance standards for that event. When interaction with another WST can be achieved via network simulation this event may be flown in the simulator.

Prerequisite. SL-6301.

2.13.11 DIVISION LEADER (DL)

2.13.11.1 Purpose. Prepare and certify the pilot for division leader (DL).

2.13.11.2 General. During the workup stage for DL at least one flight should be flown at night and at least one flight should be flown in conjunction with a multi-plane AAR in order to develop the prospective DL's flight leadership. The pilot should review division formations, multi-plane AAR formations, planned and inadvertent weather penetrations and division recovery techniques. All prospective DL events shall be evaluated by a designated DL. The following matrix will be used to track academic and administrative training. Upon completion of the evaluation flight pilots shall also log the proficiency code in order to track event proficiency. Upon certification, the DL shall be designated by the commanding officer.

Crew Requirements. Shall be instructed by a division lead and certified by a FLSE.

Academic Training. All requirements delineated in the matrix below shall be completed prior to the DL evaluation/certification event.

DIVISION LEADER (DL) MATRIX

| SELF PACED READINGS                             |           | DATE COMP  |
|---|-----------|------------|
| OPNAVINST 3710.7 CH 5.1.12 Formation Flying     |           |            |
| ANTTP 3-22.3-KC-130 CH 2 FWAAR Formation        |           |            |
| ANTTP 3-22.3-KC-130 CH 2 HAAR Formation         |           |            |
| ANTTP 3-22.3-KC-130 CH 3 Formation              |           |            |
| ANTTP 3-22.3-KC-130 CH 8 Formation Air Delivery |           |            |
| ATP-56 Safety Procedures                        |           |            |
| ATP-56 CH 2 FWAAR Procedures                    |           |            |
| ATP-56 CH 3 HAAR Procedures                     |           |            |
| ATP-56 CH 4 TAAR Procedures                     |           |            |
| BRIEFING/CHALK TALK REQUIREMENTS                | DATE COMP | INSTRUCTOR |
| Formation Departures                            |           |            |
| Division Formations                             |           |            |
| Multi-Plane AAR Formations                      |           |            |
| Planned Weather Penetration                     |           |            |
| Inadvertent Weather Penetration                 |           |            |
| Division Recoveries (Approaches/Overhead)       |           |            |
| NORDO Procedures                                |           |            |
| Division Leader Brief                           |           |            |
| Division Debrief                                |           |            |
| ADMINISTRATIVE FLIGHT REQUIREMENTS              |           |            |
| Formation Start, Taxi, Run-Up                   |           |            |
| Division Takeoff                                |           |            |
| Division Rendezvous                             |           |            |
| Cruise/Tactical Positions                       |           |            |
| Underrun  |           |            |
| Crossunder                                      |           |            |
| Division Recovery                               |           |            |
| TN/AD/AAR *                                     |           |            |
| Night Aided **                                  |           |            |

\* One event should be flown in conjunction with a multi-plane AAR mission.

\*\* One event should be flown at night.

DL-6303      3.0      \*      B                      (NS)      E      A              3+ KC-130J

Goal. Division Leader practice.

Requirement. The DL UT is to brief, lead, and debrief a division formation evolution from takeoff to landing. Discuss flight leadership responsibilities and TACRAC responsibilities.

Performance Standards

Produce a flight leader division form card.

Plan and lead a division profile including: turns into (left/right), turns away (left/right), crossunders, break-up and rendezvous, underruns, overhead breaks, and inadvertent weather penetration procedures.

Conduct a mission debrief IAW KC-130J Tactical Pocket Guide. Satisfactory completion of the maneuvers and procedures per the NFM, KC-130 ANTTP and OPNAVINST 3710.7.

Prerequisite. 200 flight hours as a qualified TPC, two flights as a designated SL, APRB recommendation, CO approval, and DL academics complete.

Range Requirement. Appropriate SUAS scheduled.

DL-6304      3.0      \*      B, SC      (NS)      E      A      3+ KC-130J

Goal. DL evaluation/certification.

Requirement. The pilot is to brief, lead, and debrief a division formation evolution from takeoff to landing. Discuss flight leadership responsibilities as outlined in OPNAV 3710.7. This flight should be conducted during an AAR mission at night.

Performance Standards

Produce a flight leader division form card.

Plan and lead a division air-to-air refueling profile and produce all essential mission products.

Conduct a mission debrief IAW KC-130J Tactical Pocket Guide. Satisfactory completion of the maneuvers and procedures per the NFM, KC-130 ANTTP and OPNAVINST 3710.7.

Prerequisite. DL-6303.

Range Requirement. Appropriate SUAS scheduled.

DL-6305      2.0      365      B, SC, MR/R      (NS)      A      3+ KC-130J

Goal. DL proficiency.

Requirement. To maintain proficiency as a DL a pilot shall brief, lead, and debrief (or evaluate a prospective DL) the designated event in accordance with the mission performance standards for that event.

Prerequisite. DL-6304.

2.13.12 TACTICAL REFUELING AREA COMMANDER (TACRAC)

2.13.12.1 Purpose. To attain and maintain the TACRAC skill. Upon completion of this phase, the pilot will be capable of assuming the responsibilities of a Tactical Refueling Area Commander during a FW/TR/Helicopter AAR operation during day or night. A TACRAC is qualified to plan and conduct multi-tanker air-to-air refueling missions, either on a static orbit or involving the long range ferry of receiver aircraft with viable receiver diverts. A viable divert is considered less than 1 hour for receiver aircraft from the planned route, but can be waived to 2 hours at the commanding officer's discretion.

2.13.12.2 General. The pilot shall conduct the following sorties in order to certify the TACRAC's flight leadership, mission planning comprehension with section or DL and receiver and tanker cell fuel considerations. Tactical RAC designation training should be conducted in coordination with, or shortly after SL training. The RAC-6310 shall be evaluated by a qualified TACRAC or Strategic Refueling Area Commander (STRATRAC), but the RAC-6311 evaluator shall also be a designated FLSE. Upon completion of the evaluation flight pilots shall also log the proficiency code in order to track event proficiency. At the discretion of the commanding officer, a letter designating the pilot as TACRAC shall be placed in the NATOPS jacket.

Academic Training. All requirements delineated in the matrix below shall be completed and tracked prior to the RAC evaluation/certification

event.

TACTICAL REFUELING AREA COMMANDER MATRIX

| SELF PACED READINGS                           |           | DATE COMP  |
|---|-----------|------------|
| OPNAVINST 3710.7 CH 5.1.12 Formation Flying   |           |            |
| ANTTP 3-22.3-KC-130 CH 2 FWAAR/TAAR Formation |           |            |
| ANTTP 3-22.3-KC-130 CH 2 HAAR Formation       |           |            |
| ANTTP 3-22.3-KC-130 CH 3 Formation            |           |            |
| ATP-56 Safety Procedures                      |           |            |
| ATP-56 CH 2 FWAAR Procedures                  |           |            |
| ATP-56 CH 3 HAAR Procedures                   |           |            |
| ATP-56 CH 4 TAAR Procedures                   |           |            |
| BRIEFING/CHALK TALK REQUIREMENTS              | DATE COMP | INSTRUCTOR |
| Air-to-Air Refueling Limitations              |           |            |
| Multi-Plane AAR Formations                    |           |            |
| Rendezvous Procedures                         |           |            |
| Weather Considerations                        |           |            |
| Planned Weather Penetration                   |           |            |
| Inadvertent Weather Penetration               |           |            |
| Receiver Fuel Management                      |           |            |
| NORDO Procedures                              |           |            |
| Refueling Area Commander Brief                |           |            |
| Tanker Mgmt: TNKR Aborts/TNKR RIP             |           |            |
| Emergency Air Refueling Procedures            |           |            |
| ADMINISTRATIVE FLIGHT REQUIREMENTS            | DATE COMP | INSTRUCTOR |
| OPARS   |           |            |
| ALTRV Procedures                              |           |            |
| Radio Management/Voice Procedures             |           |            |

Crew Requirements. Shall be instructed by a TACRAC or STRATRAC and certified by a TACRAC/FLSE or STRATRAC/FLSE.

RAC-6310      3.0      \*      B, SC      (NS)      A      2+ KC-130J

Goal. Intro to Tactical Refueling Area Commander (TACRAC)

Requirement. Conduct FW, TR, or Helicopter AAR mission planning requirements using PFPS and receiver aircraft considerations. Discuss and introduce refueling formation options, rendezvous procedures, radio procedures, EMCON, NAVAID/radar/TCAS procedures, tanker/receiver management and emergency procedures related to AAR. Event should be conducted from the last tanker position on a static or enroute multi-tanker AAR mission. This event should be conducted during the day and is intended to serve as TACRAC work-up; however, it may be completed by a senior copilot and without APRB recommendation.

Performance Standards

Produce a multi-tanker AAR briefing card; CFPS generated flight plan/route with orbit and appropriate fuel offload for tanker force; and an appropriate refueling track using either CFPS/Falcon View or a paper chart.

Coordinate/schedule AAR airspace (SUAS).  
Perform all radio communications between tanker force and receiver force.

Determine the receiver's location prior to the ARCT with either the LPCR, TCAS, or TACAN A/A.

Manage fuel offload of tanker aircraft according to mission

planning, brief, economy, and bingo considerations.

Manage receiver fueling according to mission planning, brief and divert considerations.

Satisfactory completion of the maneuvers and procedures per the ATP-56 and KC-130 ANTPP.

Prerequisite. AAR-3600, AAR-3650, and NTPS-6111.

Range Requirement. Appropriate SUAS scheduled.

External Support. Receiver aircraft.

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RAC-6311    3.0    \*    B,SC    (NS)    E    A    2+ KC-130J

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Goal. TACRAC evaluation/certification.

Requirement. Brief, conduct, and control on a static or an en route multi-tanker AAR mission (with viable receiver diverts). However, one TACRAC event should be conducted as en route AAR evolution. Discuss responsibilities of a Refueling Area Commander. Focus should be on refueling formation integrity, receiver management, and fuel management for the entire flight. This flight shall be evaluated by a TACRAC/FLSE or STRATRAC/FLSE.

Performance Standards

Produce a multi-tanker AAR briefing card; CFPS generated flight plan/route with orbit and appropriate fuel offload for tanker force; and an appropriate refueling track using either CFPS/Falcon View or a paper chart.

Coordinate/schedule AAR airspace (SUAS or ALTRV).

Conduct a RAC brief with all tanker force aircrew.

Determine the receiver's location and establish tanker force in the proper/briefed formation, at the ARCP at the ARCT.

Perform all radio communications between tanker force and receiver force.

Manage fuel offload of tanker aircraft according to mission planning, brief, economy, and bingo considerations.

Manage receiver fueling according to mission planning, brief and divert considerations.

Satisfactory completion of the maneuvers and procedures per the NFM and KC-130 ANTPP.

Prerequisite. RAC-6310, 6118, Designated SL (may be conducted in conjunction with SL-6300 or SL-6301).

Range Requirement. Appropriate SUAS scheduled.

External Support. Receiver aircraft.

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RAC-6312    2.0    365    B,SC,MR/R    (NS)    A    2+ KC-130J

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Goal. TACRAC proficiency.

Requirement. To maintain proficiency as a TACRAC the pilot shall plan and execute an AAR mission requiring the flight leadership of a TACRAC.

Prerequisite. RAC-6311.

2.13.13 STRATEGIC REFUELING AREA COMMANDER (STRATRAC)

2.13.13.1 Purpose. To attain and maintain the long range air-to-air refueling skill. Upon completion of this phase, the pilot will be able to plan and lead a long range ferry of tactical aircraft involving air-to-air refueling from a single or multiple KC-130s without viable divers. A viable divert is considered less than 1 hour for receiver aircraft from the planned route, but can be waived to 2 hours at the commanding officer's discretion.

2.13.13.2 General. This designation qualifies the pilot to act as RAC for extended tanker missions. A detailed knowledge of both tanker and receiver fuel management, altitude reservations (ALTRV) scheduling facilities coordination, long-range navigation techniques, weather avoidance, and international flight operations is required. Commanders should select only the most skilled and experienced aircraft commanders for this qualification. Upon completion of the evaluation flight, at the discretion of the commanding officer, a letter designating the pilot as STRATRAC shall be placed in the NATOPS jacket. There is no proficiency tracking code for STRATRAC; however, to perform duties as a STRATRAC, the pilot must be a proficient TACRAC.

Academic Training. All requirements delineated in the matrix below shall be completed and tracked prior to the STRATRAC evaluation/certification event.

STRATEGIC REFUELING AREA COMMANDER MATRIX

| SELF PACED READINGS                                    |           | DATE COMP  |
|--|-----------|------------|
| ANTTP 3-22.3-KC-130 CH 2 FWAAR/TAAR Formation          |           |            |
| ANTTP 3-22.3-KC-130 CH 2 HAAR Formation                |           |            |
| ANTTP 3-22.3-KC-130 CH 3 Formation                     |           |            |
| ATP-56 Safety Procedures                               |           |            |
| ATP-56 CH 2 FWAAR Procedures                           |           |            |
| ATP-56 CH 3 HAAR Procedures                            |           |            |
| ATP-56 CH 4 TAAR Procedures                            |           |            |
| BRIEFING/CHALK TALK REQUIREMENTS                       | DATE COMP | INSTRUCTOR |
| Air-to-Air Refueling Limitations                       |           |            |
| Weather Considerations                                 |           |            |
| Tanker/Receiver Performance Data                       |           |            |
| Multi-Plane AAR Formations                             |           |            |
| Tanker/Receiver Fuel Management                        |           |            |
| Control/Management of Receivers/Tankers                |           |            |
| Rendezvous Procedures                                  |           |            |
| Planned Weather Penetration                            |           |            |
| Inadvertent Weather Penetration                        |           |            |
| Contingency Planning                                   |           |            |
| Receiver to Hose Ratio                                 |           |            |
| Abort/Bingo Criteria                                   |           |            |
| Divert Planning  |           |            |
| NORDO Procedures                                       |           |            |
| Flight Lead/RAC/Rendezvous Controller Responsibilities |           |            |
| Refueling Area Commander Brief                         |           |            |
| Night Aided/Unaided                                    |           |            |
| Emergency Air Refueling Procedures                     |           |            |
| ADMINISTRATIVE FLIGHT REQUIREMENTS                     | DATE COMP | INSTRUCTOR |
| OPARS  |           |            |

|                                   |  |  |
|-----------------------------------|--|--|
| ALTRV Procedures                  |  |  |
| Radio Management/Voice Procedures |  |  |
| International Flight Operations   |  |  |

Crew Requirements. Shall be instructed and certified by a STRATRAC/FLSE.

RAC-6313      6.0      540      B, SC, MR/R      (NS)      A      1+ KC-130J

Goal. Strategic Refueling Area Commander (STRATRAC) certification.

Requirement. Conduct long range FW/TR/Helicopter AAR mission planning requirements using PFPS and receiver aircraft considerations. Discuss and introduce coordination of CORONET movements, movement control, ALTRVs, hose factor, contingency planning, RAC functions and rendezvous control. Review radio procedures, NAVAID/radar/TCAS procedures, tanker/receiver management, weather avoidance, and emergency procedures related to AAR. Demonstrate FW/TR/Helicopter AAR rendezvous planning knowledge. The student will be expected to be a subject matter expert on long range AAR planning upon attainment of this training evolution. This event may be completed utilizing a simulated "no divert" scenario.

Performance Standards

Coordinate overall movement control planning effort to include ORM analysis, ALTRV scheduling facilities/ALTRV requirements, route, tanker plan, logistics and divert contingencies.

Prepare and distribute flight planning products to all applicable tanker/receiver force participants. Include: tanker plan, flight/route planning data, and IMC penetration plan.

Conduct a formal movement briefing for all tanker and receiver force participants. Include: route, go/no go criteria, tanker and receiver force rendezvous, refueling area, tanker plan, abort/bingo/ETP locations and criteria, communication, IMC penetration plan, bump plan, divert/contingencies, and logistics.

Rendezvous tanker force with receiver force as planned/briefed with due consideration given to changes in forecast weather, fuel planning and safety.

Ensure that all fuel transfer is in progress no later than planned/briefed abort points; otherwise, direct receiver(s) to divert as applicable.

Ensure all AAR is conducted within appropriate airspace. Perform all radio communications between tanker force and receiver force during refueling evolution(s).

Manage fuel offload of tanker aircraft according to mission planning, brief, economy and bingo considerations.

Manage receiver fueling according to mission planning, brief and divert considerations. Ensure receivers have adequate fuel to arrive at destination with required fuel reserve.

Direct planned/inadvertent weather penetration procedures if required for inclement weather.

Prerequisite. Designated DL (6304) and TACRAC (6311), APRB recommendation, CO approval, and STRATRAC academics complete.

Range Requirement. Appropriate SUAS/ALTRV scheduled.

External Support. Receiver aircraft.

2.14 AVIATION CAREER PROGRESSION MODEL (ACPM)

2.14.1 Purpose. To enhance professional understanding of Marine Aviation and the MAGTF and to ensure aviators possess the requisite skills to fill battle command and battle staff positions in support of the ACE and the MAGTF in a joint environment. ACPM academic training requirements will be tracked and managed in M-SHARP. Commanding officers shall ensure the requisite ACPM training requirements have been met prior to designating flight leaders.

2.14.2 Stages. The following stages are included in the ACPM:

| Par No. | Stage Name                        |
|---------|-----------------------------------|
| 2.14.3  | Core Skill Training Events        |
| 2.14.4  | Mission Skill Training Events     |
| 2.14.5  | Flight Leadership Training Events |

2.14.3 ACPM CORE SKILL TRAINING PHASE

2.14.3.1 Purpose. To provide and introduce basic integration of the ACE within the MAGTF and ACE Battle Staff planning.

2.14.3.2 General. The PUI must be qualified as a T3P prior to beginning this phase of training.

ACPM-8200 0.5 \* MACCS Agencies, Functions, and Control of Aircraft and Missiles

Learning Objectives

Understand the organization of the MACG and the agencies provided by the MACG that form the MACCS.  
Understand the mission and tasks of the Tactical Air Command Center (TACC).  
Understand the mission and tasks of the Tactical Air Operations Center (TAOC).  
Understand the mission and tasks of marine Air Traffic Control (MATC) and the marine Air Traffic Control Mobile Team (MMT).  
Understand the mission and tasks of the Direct Air Support Center (DASC).  
Understand the mission and tasks of the Low Altitude Air Defense (LAAD) Battalion.  
Understand the mission and tasks of the Marine Unmanned Aerial Vehicle (VMU) squadron.  
Understand the mission and tasks of the Marine Wing Communication Squadron (MWCS).

ACPM-8201 0.5 \* MWCS Brief

Learning Objectives

From a list be able to identify the core competencies of the MWCS.  
Without the aid of reference, describe the organization of the MWCS.  
Without the aid of reference, identify key equipment used by the MWCS to support the MACCS.

ACPM-8202 0.8 \* ACA and Airspace

Learning Objectives

List the three fundamental principles of airspace command and control.  
List and explain the three tenets of the integrated combat airspace command and control system.  
Describe the responsibilities of the ACA.  
Describe the responsibilities of the AMCT.  
Understand the definitions of Air Direction and Air Control as well as the subsets of those two major categories.  
List a variety of items encompassed within the ACP.

ACPM-8210 0.7 \* Aviation Ground Support

Learning Objectives

Identify the organization responsible for providing Aviation Ground Support (AGS) to the MAW.  
Identify the four concepts for MAGTF Forward Operating Bases (FOBs).  
Identify the five activities the Marine Wing Support Squadron (MWSS) performs for the ACE when deployed.  
Identify the four classifications of FOBs and state the distinguishing characteristics of each.  
Identify the fourteen functions of AGS.

ACPM-8230 1.0 \* ACE Battle Staff

Learning Objectives

To introduce and explain the intel capabilities/products available to the ACE/MAGTF.  
To introduce ALSA comm brevity terms.  
Introduce functions and responsibilities of ACE Battle Staff.

ACPM-8231 1.0 \* Battle Command Display

Learning Objectives

Introduce the Battle Command Display.

ACPM-8240 1.7 \* Six Functions of Marine Aviation

Learning Objectives

To better understand the 6 functions of Marine Corps Aviation.

ACPM-8241 1.3 \* JTAR/ASR Introduction and Practical Application

Learning Objective

Understand the ATO cycle and the request process.  
Write a technically correct JTAR.  
Write a technically correct EW JTAR.  
Write a technically correct EARF.  
Write a technically correct ASR.  
Track submitted air requests using various web-based programs.  
Introduce the Automated Tracking System.

ACPM-8242 1.0 \* Site Commander Primer

Learning Objectives

Introduce fundamentals and functions of Site Command.

ACPM-8250 0.8 \* Theater Air Ground System (TAGS)

Learning Objectives

Identify the primary characteristics of TAGS.  
Identify the primary surveillance agency within the Theater Air Control System.  
Identify the element within the Army Air and Ground System responsible for integrating operational fires and synchronizing deep operations.  
Identify the element within the Navy's Tactical Air Control System responsible for coordinating power projection.  
Identify the commander within an amphibious task force who is subordinate to the Air Defense Commander (ADC) and responsible for the detection and engagement of hostile tracks in the AOA.  
Identify the Marine Corps' contribution to overall Theater Air Ground System.

2.14.4 ACPM MISSION SKILL TRAINING EVENTS

2.14.4.1 Purpose. To provide and introduce basic integration of the ACE within the MAGTF and Joint environment.

2.14.4.2 General. The PUI must be qualified as an T3P prior to beginning this stage of training.

ACPM-8300 0.8 \* Air Defense

Learning Objectives

Outline the principles of Air Defense.  
Understand the composition of an Integrated Air Defense System (IADS).  
Define Active and Passive Air Defense.  
Identify the (4) primary pillars of Passive Air Defense operations.

ACPM-8310 0.8 \* Forward Arming Refueling Point (FARP) Operations

Learning Objectives

State the mission and objective of a FARP.  
Explain the planning considerations of a FARP.  
Explain the techniques of employment.  
Describe the procedures necessary for movement of aircraft through a FARP and various layouts.

ACPM-8311 0.8 \* Marine Corps Tactical Fuel Systems

Learning Objectives

State the basic history of the Bulk Fuel community.  
Identify the four major fuel systems and their capabilities.  
State the job description of the Bulk Fuel Specialist.

ACPM-8320 1.0 \* Joint Structure & Joint Air Operations

Learning Objectives

Understand the criteria used by the Joint Force Commander (JFC) when selecting the Joint Forces Air Component Commander (JFACC).  
Understand the duties and responsibilities of the five divisions of Joint Air and Space Operations Center (JAOC).  
Know the types of sorties the MAGTF Commander must make available to the JFACC for tasking.  
Understand the primary responsibilities of the Area Air Defense Commander (AADC).  
Understand the purpose of the Airspace Control Order (ACO).  
Become familiar with the six phases of the Joint Air Tasking Cycle.

ACPM-8321 0.3 \* Joint Air Tasking Cycle Phase 1: Strategy Development

Learning Objectives

Understand how the JFC normally provides air apportionment guidance to the Joint Forces Air Component Commander (JFACC).  
Understand the air apportionment process.  
Understand who drafts the AOD and what the AOD provides the JAOC.  
Understand how objectives and tasks are prioritized.

Prerequisite. ACPM-8320.

ACPM-8322 0.3 \* Joint Air Tasking Cycle Phase 2: Target Development

Learning Objectives

Understand the purpose of the Joint Integrated Prioritized Target List (JIPTL).  
Understand the purpose for the joint targeting coordination board and its participants.  
Understand the target development process.

Know the product of phase 2 of the joint air tasking cycle.  
Understand what provides the foundation for phase 2 of the joint air tasking cycle.

Prerequisite. ACPM-8321.

ACPM-8323 0.3 \* Joint Air Tasking Cycle Phase 3: Weaponing and Allocation

Learning Objectives

Understand weaponing and how it is conducted within the joint air tasking cycle.  
Understand the Allocation Request Message (ALLOREQ) and how it is used in producing the MAAP.  
Understand the air allocation process.  
Understand the purpose of the MAAP team and what is contained in the MAAP.  
Understand the purpose of the Sortie Allocation (SORTIEALLOT) message.

Prerequisite. ACPM-8322.

ACPM-8324 0.3 \* Joint Air Tasking Cycle Phase 4: Joint ATO Production

Learning Objectives

Understand the role of joint ATO production within the joint air tasking cycle.  
Understand the responsibilities of the joint ATO production team.  
Understand the processes used in the production of the joint air tasking order.  
Understand how TBMCS 1.1.3 is used to produce the joint air tasking order.

Prerequisite. ACPM-8323.

ACPM-8325 0.3 \* Joint Air Tasking Cycle Phase 5: Force Execution

Learning Objectives

Understand the primary functions and responsibilities of the AOC.  
Understand how the JAOC organizes for the execution phase.  
Understand how TBMCS 1.1.3 is used during the execution phase.

Prerequisite. ACPM-8324.

ACPM-8326 0.3 \* Joint Air Tasking Cycle Phase 6: Combat Assessment

Learning Objectives

Understand the three inter-related components of combat assessment.  
Understand the key factors concerning the three components of combat assessment.  
Understand the purpose of BDA based upon current doctrine.  
Understand physical damage, functional damage, and the target system assessment process.  
Understand the purpose of the re-attack recommendation.

Prerequisite. ACPM-8325.

ACPM-8340 0.5 \* Integrating Fires & Airspace within the MAGTF

Learning Objectives

List the (14) Fire Support Principles.  
Identify and discuss the (2) types of FSCMs.  
Identify where most of the fire support coordination occurs within the MAGTF.  
Discuss the purpose of ACMs.  
Discuss the need for integrating FSCMs and ACMs.  
Identify the required components of the JFA as an FSCM.  
Identify the differences between the JFA and GARS.

ACPM-8350 0.8 \* Phasing Control Ashore

Learning Objectives

Identify the Navy agency most akin to the LF FSCC.  
Identify what must be established ashore for control to be phased from the Navy TACC to the landing force.

ACPM-8351 1.0 \* TACRON Organizations and Functions

Learning Objectives

TBD

2.14.5 ACPM FLIGHT LEADERSHIP TRAINING EVENTS

2.14.5.1 Purpose. To provide the prospective flight leader the concepts of basic integration of the MAGTF within the Joint environment.

2.14.5.2 General. Completion of Flight Leadership Training Events is required prior to the following flight leadership designations:

Section Leader: ACPM-8630, ACPM-8660.

Division Leader: ACPM-8620, ACPM-8640, ACPM-8641.

However, the PUI does not need to be in a specific flight leader syllabus in order to receive 8600 level training events.

ACPM-8630 1.0 \* Tactical Air Command Center (TACC)

Learning Objectives

Without aid of references, identify the mission of the TACC.  
Without aid of references, identify the major tasks/duties of the TACC.  
Without aid of references, identify the three sections being supported by intelligence.  
Without aid of references, identify the key TACC personnel and their responsibilities.

Without aid of references, identify the equipment associated with a full TACC capability.

ACPM-8660 0.4 \* Joint Ops Introduction

Learning Objectives

Understand Joint Operation Command relationships.  
Understand the main responsibilities for each Functional Component Commander.

ACPM-8620 1.0 \* ESG/CSG Integration

Learning Objectives

TBD

ACPM-8640 0.8 \* Joint Data Network

Learning Objectives

Understand the four components of the JDN.  
Understand the differences between the Single Integrated Air Picture (SIAP), Common Tactical Picture (CTP), and Common Operational Picture (COP).  
Understand the differences between Sensor Network(s), Joint Data Network (JDN), and Joint Planning Network (JPN).  
Understand how the ACE builds its CTP and how information is shared throughout the ACE and the Marine Air Command and Control System (MACCS).  
Know the primary system that will "tie in" the intelligence flow throughout the Marine Aviation Command and Control System (MACCS).

ACPM-8641 1.3 \* MAGTF Theater and National ISR Employment

Learning Objectives

Define priority intelligence requirement.  
Identify basic tenets of the National Imagery Interpretability Rating Scale.  
Recognize strengths and weaknesses of the EO, SAR, and IR sensors found on national satellites.  
Know the three categories of SIGINT.  
Identify the information requirements used in the UAS planning process.  
Identify what effective planning of UAS employment involves.  
Identify key planning considerations outlined for UAS employment.  
Define "Non-Traditional ISR".  
Identify the most common shortfalls on JTARS submitted for NTISR support.  
Identify the most common shortfalls on JTARS submitted for ATARS support.  
Identify different imagery products ATARS can provide.

2.15 SYLLABUS MATRICES

2.15.1 General. The following matrices are provided in accordance with NAVMC 3500.14.

2.15.2 T&R Chaining. Event chaining allows for the completion of more complex and/or advanced events using the same skills to update proficiency status for events. Only events in a sequence entailing demonstration of equivalent skills shall be chained.

When a T&R event is logged, the proficiency dates of other T&R events (usually lower in number) may be updated. The T&R code that is logged is known as the "chaining code," and the updated codes are "chained codes." Chained codes are not always updated when a chaining code is logged.

2.15.2.1 Conditional Chaining. The following environmental conditions further specify which T&R codes are chain-updated.

Night Optional. Chained codes annotated with parentheses around them, e.g. (2000), are only chain-updated if the chaining code is flown at night.

Night Systems Optional. Chained codes annotated with parentheses and NS after them, e.g. (2000 NS), are only chain-updated if the chaining code is flown using night systems.

Light Level Optional. Chained codes annotated with parentheses and HLL after them, e.g. (2000 HLL), are only chain-updated if the chaining code is flown using night systems during a high light level period. Chained codes annotated with parentheses and LLL after them, e.g. (2000 LLL), are only chain-updated if the chaining code is flown using night systems during a low light level period.

2.15.3 Syllabus Event Conversion. The syllabus event conversion information is used to convert T&R syllabus event proficiency status of the previous T&R syllabus into event proficiency status of the current T&R for individuals.

2.15.4 Pilot T&R Syllabus Matrix

| KC-130J PILOT                               |           |                                |              |           |             |        |          |      |             |      |          |            |
|---|-----------|--------------------------------|--------------|-----------|-------------|--------|----------|------|-------------|------|----------|------------|
| STAGE                                       | TRNG CODE | EVENT DESCRIPTION              | FLIGHT HOURS | SIM HOURS | REFLY INTVL | DEVICE | # OF A/C | COND | POI         | EVAL | ORDNANCE | EVENT CONV |
| <b>CORE SKILL INTRODUCTION (1000 Phase)</b> |           |                                |              |           |             |        |          |      |             |      |          |            |
| <b>COCKPIT PROCEDURE TRAINER (CPT)</b>      |           |                                |              |           |             |        |          |      |             |      |          |            |
| CPT   | 1100      | Checklist Intro                | -            | 2.0       | *           | S      | 1        | D    | B, SC       | -    | -        |            |
| CPT   | 1101      | CNI-MS/CNBP Intro              | -            | 2.0       | *           | S      | 1        | D    | B, SC       | -    | -        |            |
| CPT   | 1102      | Comm/Nav Operations            | -            | 2.0       | *           | S      | 1        | D    | B, SC       | -    | -        |            |
| CPT   | 1103      | AMU/HDD Operation              | -            | 2.0       | *           | S      | 1        | D    | B, SC       | -    | -        |            |
| CPT   | 1104      | HUD Operation                  | -            | 2.0       | *           | S      | 1        | D    | B, SC       | -    | -        |            |
| CPT   | 1105      | Flight Programming I           | -            | 2.0       | *           | S/A    | 1        | D    | B, SC       | -    | -        |            |
| CPT   | 1106      | Flight Program II              | -            | 2.0       | *           | S      | 1        | D    | B, SC       | -    | -        |            |
| CPT   | 1107      | APU/Engine Operation           | -            | 2.0       | *           | S/A    | 1        | D    | B, SC, MR/R | -    | -        |            |
| CPT   | 1108      | Prop/Hyd Operation             | -            | 2.0       | *           | S/A    | 1        | D    | B, SC, MR/R | -    | -        |            |
| CPT   | 1109      | Elec/BIU Backup Ops            | -            | 2.0       | *           | S/A    | 1        | D    | B, SC, MR/R | -    | -        |            |
| CPT   | 1110      | Bleed Air                      | -            | 2.0       | *           | S/A    | 1        | D    | B, SC, MR/R | -    | -        |            |
| CPT   | 1111      | Fuel Management                | -            | 2.0       | *           | S/A    | 1        | D    | B, SC, MR/R | -    | -        |            |
|   |           |                                | -            | 24.0      |             |        |          |      |             |      |          |            |
| <b>FAMILIARIZATION (FAM)</b>                |           |                                |              |           |             |        |          |      |             |      |          |            |
| FAM   | 1112      | Visual Flight I                | -            | 2.0       | *           | S/A    | 1        | D    | B, SC       | -    | -        |            |
| FAM   | 1113      | Visual Flight II               | -            | 2.0       | *           | S/A    | 1        | D    | B           | -    | -        |            |
| FAM   | 1114      | Visual Flight III              | -            | 2.0       | *           | S/A    | 1        | D    | B, MR/R     | -    | -        |            |
| FAM   | 1115      | Night Visual Flight            | -            | 2.0       | *           | S/A    | 1        | N*   | B, SC       | -    | -        |            |
| FAM   | 1116      | Inst Fl - ILS/NDB              | -            | 2.0       | *           | S/A    | 1        | D    | B, SC, MR/R | -    | -        |            |
| FAM   | 1117      | Inst Flt-TACAN/LOC             | -            | 2.0       | *           | S/A    | 1        | N*   | B, SC       | -    | -        |            |
| FAM   | 1118      | Radar Approaches               | -            | 2.0       | *           | S/A    | 1        | D    | B           | -    | -        |            |
| FAM   | 1119      | En Route Ops I                 | -            | 2.0       | *           | S/A    | 1        | D    | B           | -    | -        |            |
| FAM   | 1120      | En Route Ops II                | -            | 2.0       | *           | S/A    | 1        | N*   | B, SC, MR/R | -    | -        |            |
| FAM   | 1121      | Asymmetric Ops I               | -            | 2.0       | *           | S/A    | 1        | D    | B, SC       | -    | -        |            |
| FAM   | 1122      | Asymmetric Ops II              | -            | 2.0       | *           | S      | 1        | D    | B, SC, MR/R | -    | -        |            |
| FAM   | 1123      | Asymmetric Ops III             | -            | 2.0       | *           | S      | 1        | D    | B, SC       | -    | -        |            |
| FAM   | 1124      | Special Procedures             | -            | 2.0       | *           | S      | 1        | D    | B, SC       | -    | -        |            |
| FAM   | 1125      | Electric/Flap/ Prop EPs        | -            | 2.0       | *           | S      | 1        | D    | B, SC       | -    | -        |            |
| FAM   | 1126      | Hydraulic/ Flight Control EPs  | -            | 2.0       | *           | S/A    | 1        | D    | B           | -    | -        |            |
| FAM   | 1127      | Landing Gear EPs               | -            | 2.0       | *           | S/A    | 1        | D    | B           | -    | -        |            |
| FAM   | 1128      | Autoflight I                   | -            | 2.0       | *           | S/A    | 1        | D    | B, SC       | -    | -        |            |
| FAM   | 1129      | Autoflight II                  | -            | 2.0       | *           | S/A    | 1        | N*   | B           | -    | -        |            |
| FAM   | 1130      | Review Flight                  | -            | 2.0       | *           | S/A    | 1        | D    | B, SC       | -    | -        |            |
| FAM   | 1131      | FRD Evaluation                 | -            | 2.0       | *           | S/A    | 1        | D    | B, SC, MR/R | E    | -        |            |
| FAM   | 1132      | Preflight/ Emergency Equipment | 3.0          |           | *           | A      | 1        | D    | B, SC       | -    | -        |            |
|   |           |                                | 3.0          | 40.0      |             |        |          |      |             |      |          |            |
| <b>NIGHT SYSTEMS HIGH (NS(H))</b>           |           |                                |              |           |             |        |          |      |             |      |          |            |
| NS(H)                                       | 1150      | Intro to NVD Proc              | -            | 2.0       | *           | S/A    | 1        | NS   | B, SC       | -    | -        |            |
|   |           |                                | -            | 2.0       |             |        |          |      |             |      |          |            |
| <b>LONG RANGE NAVIGATION (LRN)</b>          |           |                                |              |           |             |        |          |      |             |      |          |            |
| LRN   | 1160      | Intro to LRN Proc              | -            | 2.0       | *           | S/A    | 1        | D    | B, SC       | -    | -        |            |
|   |           |                                | -            | 2.0       |             |        |          |      |             |      |          |            |
| <b>TACTICAL NAVIGATION (TN)</b>             |           |                                |              |           |             |        |          |      |             |      |          |            |
| TN  | 1200      | Intro to TN Proc               | -            | 2.0       | *           | S/A    | 1        | D    | B, SC       | -    | -        |            |
| TN  | 1201      | Advanced TN Proc               | -            | 2.0       | *           | S/A    | 1        | D    | B, SC       | -    | -        |            |
| TN  | 1202      | Intro to Tac Man               | -            | 2.0       | *           | S/A    | 1        | D    | B, SC       | -    | -        |            |
|   |           |                                | -            | 6.0       |             |        |          |      |             |      |          |            |

| KC-130J PILOT   |           |                      |              |             |             |        |          |      |             |      |          |            |
|---|-----------|----------------------|--------------|-------------|-------------|--------|----------|------|-------------|------|----------|------------|
| STAGE   | TRNG CODE | EVENT DESCRIPTION    | FLIGHT HOURS | SIM HOURS   | REFLY INTVL | DEVICE | # OF A/C | COND | POI         | EVAL | ORDNANCE | EVENT CONV |
| <b>FORMATION (FORM)</b>   |           |                      |              |             |             |        |          |      |             |      |          |            |
| FORM  | 1300      | Intro Sec FORM Proc  | -            | 2.0         | *           | S/A    | 1        | D    | B, SC       | -    | -        |            |
|   |           |                      | -            | 2.0         |             |        |          |      |             |      |          |            |
| <b>THREAT REACTION (TR)</b>                                       |           |                      |              |             |             |        |          |      |             |      |          |            |
| TR  | 1400      | Intro to IR TR       | -            | 2.0         | *           | S/A    | 1        | D    | B, SC       | -    | -        |            |
|   |           |                      | -            | 2.0         |             |        |          |      |             |      |          |            |
| <b>ASSUALT LANDING ZONE (ALZ)</b>                                 |           |                      |              |             |             |        |          |      |             |      |          |            |
| ALZ   | 1500      | Intro to ALZ Proc    | -            | 2.0         | *           | S/A    | 1        | D    | B           | -    | -        |            |
| ALZ   | 1501      | Intro Tac Arrivals   | -            | 2.0         | *           | S/A    | 1        | D    | B, SC       | -    | -        |            |
|   |           |                      |              | 4.0         |             |        |          |      |             |      |          |            |
| <b>AIR TO AIR REFUELING (AAR)</b>                                 |           |                      |              |             |             |        |          |      |             |      |          |            |
| AAR   | 1600      | Int FWAAR/TRAAR Proc | -            | 2.0         | *           | S/A    | 1        | D    | B           | -    | -        |            |
| AAR   | 1601      | Intro to HAAR Proc   | -            | 2.0         | *           | S/A    | 1        | D    | B           | -    | -        |            |
|   |           |                      | -            | 4.0         |             |        |          |      |             |      |          |            |
| <b>AIR DELIVERY (AD)</b>  |           |                      |              |             |             |        |          |      |             |      |          |            |
| AD  | 1700      | Intro to AD Proc     | -            | 2.0         | *           | S/A    | 1        | D    | B, SC       | -    | -        |            |
|   |           |                      | -            | 2.0         |             |        |          |      |             |      |          |            |
| <b>FAMILIARIZATION (Flight Phase conducted at Fleet Squadron)</b> |           |                      |              |             |             |        |          |      |             |      |          |            |
| FCRM  | 1800      | FAM                  | 2.0          | -           | *           | A      | 1        | D    | B, SC, MR/R | -    | -        |            |
| FCRM  | 1801      | FAM                  | 2.0          | -           | *           | A      | 1        | (N*) | B, SC       | -    | -        |            |
| FCRM  | 1802      | FAM                  | 2.0          | -           | *           | A      | 1        | (N*) | B, SC, MR/R | -    | -        |            |
| FCRM  | 1803      | FAM                  | 2.0          | -           | *           | A      | 1        | D    | B, SC       | -    | -        |            |
| FCRM  | 1804      | FAM                  | 2.0          | -           | *           | A      | 1        | (N*) | B, SC, MR/R | -    | -        |            |
|   |           |                      | 10.0         | -           |             |        |          |      |             |      |          |            |
| <b>TOTALS</b>   |           | <b>FLT HRS</b>       | 13.0         | <b>88.0</b> |             |        |          |      |             |      |          |            |
| <b>CORE SKILLS (2000 Phase)</b>                                   |           |                      |              |             |             |        |          |      |             |      |          |            |
| <b>LEFT SEAT FAM (LSF)</b>  |           |                      |              |             |             |        |          |      |             |      |          |            |
| LSF   | 2100      | LEFT SEAT FAM        | 2.0          | -           | *           | A      | 1        |      | B, SC, MR/R | -    | -        | 6100       |
|   |           |                      | 2.0          | -           |             |        |          |      |             |      |          |            |
| <b>NIGHT SYSTEMS (NS)</b>   |           |                      |              |             |             |        |          |      |             |      |          |            |
| NS (H)  | 2150      | HLL NVD Procedures   | 2.0          | -           | 90          | A/S    | 1        | NS   | B, SC, MR/R | -    | -        |            |
| NS (H)  | 2151      | LLL NVD Procedures   | 2.0          | -           | 90          | A/S    | 1        | NS   | B, SC, MR/R | -    | -        |            |
|   |           |                      | 4.0          | -           |             |        |          |      |             |      |          |            |
| <b>LONG RANGE NAVIGATION (LRN)</b>                                |           |                      |              |             |             |        |          |      |             |      |          |            |
| LRN   | 2160      | Constant TAS LRN     | 6.0          | -           | *           | A      | 1        | (N)  | B, SC       | -    | -        |            |
| LRN   | 2161      | LR Cruise LRN        | 6.0          | -           | *           | A      | 1        | (N)  | B, SC       | -    | -        |            |
| LRN   | 2162      | LRN                  | 6.0          | -           | 365         | A      | 1        | (N)  | B, SC, MR/R | -    | -        |            |
|   |           |                      | 18.0         | -           |             |        |          |      |             |      |          |            |
| <b>TACTICAL NAVIGATION (TN)</b>                                   |           |                      |              |             |             |        |          |      |             |      |          |            |
| TN  | 2200      | Tac Time NAV (PM)    | 2.0          | -           | *           | A/S    | 1        | D    | B, SC, MR/R | -    | -        |            |
| TN  | 2201      | TN Procedures (PF)   | 2.0          | -           | 365         | A/S    | 1        | D    | B, SC, MR/R | -    | -        |            |
| TN  | 2250      | HLL TN Proc (PF)     | 2.0          | -           | 180         | A/S    | 1        | NS   | B, SC, MR/R | -    | -        |            |
| TN  | 2251      | LLL TN Proc (PF)     | 2.0          | -           | 180         | A/S    | 1        | NS   | B, SC, MR/R | -    | -        |            |
|   |           |                      | 8.0          | -           |             |        |          |      |             |      |          |            |
| <b>LOW ALTITUDE TACTICS (LAT)</b>                                 |           |                      |              |             |             |        |          |      |             |      |          |            |
| LAT   | 2260      | Intro to LAT Proc    | -            | 2.0         | *           | S/A    | 1        | D    | B, SC       | -    | -        |            |
| LAT   | 2261      | LAT Procedures       | 2.0          | -           | 180         | A      | 1        | D    | B, SC, MR/R | -    | -        |            |
|   |           |                      | 2.0          | 2.0         |             |        |          |      |             |      |          |            |
| <b>FORMATION (FORM)</b>   |           |                      |              |             |             |        |          |      |             |      |          |            |
| FORM  | 2300      | Sec FORM Proc        | 3.0          | -           | 365         | A/S    | 2        | D    | B, SC, MR/R | -    | -        |            |
| FORM  | 2301      | Div FORM Proc        | 3.0          | -           | 365         | A      | 3+       | (NS) | B, SC, MR/R | -    | -        |            |
| FORM  | 2350      | Night Sec FORM Proc  | 2.0          | -           | 180         | A/S    | 2        | NS   | B, SC, MR/R | -    | -        |            |
|   |           |                      | 8.0          | -           |             |        |          |      |             |      |          |            |

| KC-130J PILOT   |           |                      |              |           |                  |        |          |      |             |      |                          |            |
|---|-----------|----------------------|--------------|-----------|------------------|--------|----------|------|-------------|------|--------------------------|------------|
| STAGE   | TRNG CODE | EVENT DESCRIPTION    | FLIGHT HOURS | SIM HOURS | REFLY INTVL      | DEVICE | # OF A/C | COND | POI         | EVAL | ORDNANCE                 | EVENT CONV |
| <b>THREAT REACTION (TR)</b>   |           |                      |              |           |                  |        |          |      |             |      |                          |            |
| TR  | 2400      | Ground IR TR         | 2.0          | -         | 180              | A/S    | 1        | (NS) | B, SC, MR/R | -    | (30 OVERT/90 COVT)       |            |
|   |           |                      | 2.0          | -         |                  |        |          |      |             |      |                          |            |
| <b>TOTALS</b>   |           | <b>FLT HRS</b>       | 44.0         | 2.0       | <b>SIM HOURS</b> |        |          |      |             |      |                          |            |
| # = Pilot must be NSQ (H) or event flown with a NSI if using NVDs.      |           |                      |              |           |                  |        |          |      |             |      |                          |            |
| <b>3000 MISSION SKILL</b>   |           |                      |              |           |                  |        |          |      |             |      |                          |            |
| <b>ASSAULT LANDING ZONE (ALZ)</b>                                       |           |                      |              |           |                  |        |          |      |             |      |                          |            |
| ALZ   | 3500      | ALZ Procedures       | 2.0          | -         | 180              | A/S    | 1        | D    | B, SC, MR/R | -    | -                        |            |
| ALZ   | 3501      | Tactical Arrivals    | 2.0          | -         | 365              | A/S    | 1        | (NS) | B, SC, MR/R | -    | -                        |            |
| ALZ   | 3502      | Combat Offload       | 0.5          | -         | *                | A      | 1        | (N)  | B, SC       | -    | -                        |            |
| ALZ   | 3503      | Unimproved Grd Ops   | 0.5          | -         | 730              | A      | 1        | (NS) | B, SC, MR/R | -    | -                        |            |
| ALZ   | 3550      | Night ALZ Procedures | 2.0          | -         | 180              | A/S    | 1        | NS   | B, SC, MR/R | -    | -                        |            |
|   |           |                      | 7.0          | -         |                  |        |          |      |             |      |                          |            |
| <b>AIR-TO-AIR REFUELING (AAR)</b>                                       |           |                      |              |           |                  |        |          |      |             |      |                          |            |
| AAR   | 3600      | FWAAR/TRAAR Proc     | 2.0          | -         | 365              | A/S    | 1        | (N)  | B, SC, MR/R | -    | -                        |            |
| AAR   | 3601      | Day HAAR Procedures  | 2.0          | -         | 365              | A/S    | 1        | D    | B, SC, MR/R | -    | -                        |            |
| AAR   | 3602      | AAR Sys Panel Proc   | -            | 2.0       | 180              | S/A    | 1        | (N)  | B, SC, MR/R | -    | -                        | 4600       |
| AAR   | 3650      | Night HAAR Proc      | 2.0          | -         | 180              | A/S    | 1        | NS   | B, SC, MR/R | -    | -                        |            |
|   |           |                      | 6.0          | 2.0       |                  |        |          |      |             |      |                          |            |
| <b>AVIATION DELIVERED GROUND REFUELING (ADGR)</b>                       |           |                      |              |           |                  |        |          |      |             |      |                          |            |
| ADGR  | 3660      | ADGR Procedures      | 1.0          | -         | 730              | A      | 1        | (NS) | B, SC, MR/R | -    | -                        |            |
|   |           |                      | 1.0          | -         |                  |        |          |      |             |      |                          |            |
| <b>AIR DELIVERY (AD)</b>  |           |                      |              |           |                  |        |          |      |             |      |                          |            |
| AD  | 3700      | Intro to PF AD       | -            | 2.0       | *                | S/A    | 1        | (NS) | B, SC       | -    | -                        |            |
| AD  | 3701      | Intro to PM AD       | -            | 2.0       | *                | S/A    | 1        | (NS) | B, SC       | -    | -                        |            |
| AD  | 3702      | PF Cargo AD          | 2.0          | -         | 90               | A/S    | 1        | (NS) | B, SC, MR/R | -    | -                        |            |
| AD  | 3703      | PM Cargo AD          | 2.0          | -         | 90               | A/S    | 1        | (NS) | B, SC, MR/R | -    | -                        |            |
| AD  | 3704      | PF Personnel AD      | 2.0          | -         | 90               | A/S    | 1        | (NS) | B, SC, MR/R | -    | -                        |            |
| AD  | 3705      | PM Personnel AD      | 2.0          | -         | 90               | A/S    | 1        | (NS) | B, SC, MR/R | -    | -                        |            |
|   |           |                      | 8.0          | 4.0       |                  |        |          |      |             |      |                          |            |
| <b>TOTALS</b>   |           | <b>FLT HRS</b>       | 22.0         | 6.0       | <b>SIM HOURS</b> |        |          |      |             |      |                          |            |
| # = Pilot must be NSQ (H) or event flown with a NSI if using NVDs.      |           |                      |              |           |                  |        |          |      |             |      |                          |            |
| ! = 3702-3705 will chain any previously acquired code within the Stage. |           |                      |              |           |                  |        |          |      |             |      |                          |            |
| <b>CORE PLUS (4000 Phase)</b>   |           |                      |              |           |                  |        |          |      |             |      |                          |            |
| <b>TACTICAL NAVIGATION (TN)</b>   |           |                      |              |           |                  |        |          |      |             |      |                          |            |
| TN  | 4200      | FORM TN Procedures   | 3.0          | -         | 365              | A      | 2+       | (NS) | B, SC, MR/R | -    | -                        |            |
|   |           |                      | 3.0          | -         |                  |        |          |      |             |      |                          |            |
| <b>NIGHT SYSTEMS LOW (NS(L))</b>  |           |                      |              |           |                  |        |          |      |             |      |                          |            |
| NS(L)   | 4250      | Intro HLL LAT Proc   | -            | 2.0       | *                | S      | 1        | NS   | B, SC       | -    | -                        |            |
| NS(L)   | 4251      | HLL LAT Procedures   | 2.0          | -         | 180              | A      | 1        | NS   | B, SC, MR/R | -    | -                        |            |
|   |           |                      | 2.0          | 2.0       |                  |        |          |      |             |      |                          |            |
| <b>THREAT REACTION (TR)</b>   |           |                      |              |           |                  |        |          |      |             |      |                          |            |
| TR  | 4400      | Intro Grnd Radar TR  | 2.0          | -         | *                | A/S    | 1        | (NS) | B, SC       | -    | 420 CHAFF                |            |
| TR  | 4401      | Ground Radar TR      | 2.0          | -         | 180              | A      | 1        | (NS) | B, SC, MR/R | -    | 420 CHAFF                |            |
|   |           |                      | 4.0          | -         |                  |        |          |      |             |      |                          |            |
| <b>DEFENSIVE TACTICS (DT)</b>   |           |                      |              |           |                  |        |          |      |             |      |                          |            |
| DT  | 4410      | DT vs One Adversary  | 2.0          | -         | 365              | A      | 1        | D    | B, SC, MR/R | -    | 120 (30 OVERT/90 COVERT) |            |
| DT  | 4411      | DT vs Two Adv        | 2.0          | -         | 365              | A      | 1        | D    | B, SC, MR/R | -    | 120 (30 OVERT/90 COVERT) |            |
|   |           |                      | 4.0          | -         |                  |        |          |      |             |      |                          |            |

| KC-130J PILOT  |           |                    |              |           |                  |        |          |      |             |      |                     |            |
|--|-----------|--------------------|--------------|-----------|------------------|--------|----------|------|-------------|------|---------------------|------------|
| STAGE  | TRNG CODE | EVENT DESCRIPTION  | FLIGHT HOURS | SIM HOURS | REFLY INTVL      | DEVICE | # OF A/C | COND | POI         | EVAL | ORDNANCE            | EVENT CONV |
| <b>AIR DELIVERY (AD)</b>   |           |                    |              |           |                  |        |          |      |             |      |                     |            |
| AD   | 4700      | Combination AD     | 2.0          | -         | 365              | A      | 1        | (NS) | B, SC, MR/R | -    | -                   |            |
| AD   | 4701      | Mil Free Fall AD   | 2.0          | -         | 365              | A      | 1        | (NS) | B, SC, MR/R | -    | -                   |            |
| AD   | 4702      | JPADS              | 2.0          | -         | 365              | A      | 1        | (NS) | B, SC, MR/R | -    | -                   |            |
|  |           |                    | 6.0          | -         |                  |        |          |      |             |      |                     |            |
| <b>BATTLEFIELD ILLUMINATION (BI)</b>                               |           |                    |              |           |                  |        |          |      |             |      |                     |            |
| BI   | 4710      | Battlefield Illum  | 2.0          | -         | 365              | A      | 1        | N    | B, SC, MR/R | -    | 14 (LUU-2/LUU-19)   |            |
|  |           |                    | 2.0          | -         |                  |        |          |      |             |      |                     |            |
| <b>HARVEST HAWK</b>  |           |                    |              |           |                  |        |          |      |             |      |                     |            |
| HH   | 4802      | HH Ground FAM      | 2.0          | -         | *                | S/A    | 1        | D    | B, SC       | -    | -                   |            |
| HH   | 4803      | HH Flight FAM      | 2.0          | -         | *                | A      | 1        | D    | B, SC       | -    | -                   |            |
|  |           |                    | 6.0          | 2.0       |                  |        |          |      |             |      |                     |            |
| <b>BASIC AIR TO SURFACE (BAS)</b>                                  |           |                    |              |           |                  |        |          |      |             |      |                     |            |
| BAS  | 4810      | Day Weapons Empl   | -            | 2.5       | *                | S      | 1        | D    | B, SC       | -    | -                   |            |
| BAS  | 4811      | Day Weapons Empl   | 2.5          | -         | *                | A      | 1        | (N)  | B, SC       | -    | -                   |            |
| BAS  | 4812      | Weapons Employment | 2.5          | -         | *                | A      | 1        | (N)  | B, SC       | -    | 1 Hellfire, 1 SOFGM |            |
|  |           |                    | 5.0          | 2.5       |                  |        |          |      |             |      |                     |            |
| <b>MULTI-SENSOR IMAGERY RECONNAISSANCE (MIR)</b>                   |           |                    |              |           |                  |        |          |      |             |      |                     |            |
| MIR  | 4820      | MIR Proficiency    | 2.5          | -         | 180              | A      | 1        | (N)  | B, SC, MR/R | -    | -                   |            |
|  |           |                    | 2.5          | 0.0       |                  |        |          |      |             |      |                     |            |
| <b>CLOSE AIR SUPPORT (CAS)</b>                                     |           |                    |              |           |                  |        |          |      |             |      |                     |            |
| CAS  | 4830      | CAS                | 2.5          | -         | 30               | A      | 1        | (N)  | B, SC, MR/R | -    | -                   |            |
| CAS  | 4840      | Urban CAS          | 2.5          | -         | *                | A      | 1        | (N)  | B, SC       | -    | -                   |            |
|  |           |                    | 5.0          | 0.0       |                  |        |          |      |             |      |                     |            |
| <b>TOTALS</b>  |           | <b>FLT HRS</b>     | 39.5         | 6.5       | <b>SIM HOURS</b> |        |          |      |             |      |                     |            |
| # = Pilot must be NSQ (H) or event flown with a NSI if using NVDs. |           |                    |              |           |                  |        |          |      |             |      |                     |            |

| KC-130J PILOT   |           |                     |             |           |            |                |        |          |      |             |      |     |            |
|---|-----------|---------------------|-------------|-----------|------------|----------------|--------|----------|------|-------------|------|-----|------------|
| STAGE   | TRNG CODE | EVENT DESCRIPTION   | FLIGHT TIME | SIM HOURS | ACAD HOURS | REFLY INTERVAL | DEVICE | # OF A/C | COND | POI         | EVAL | ORD | EVENT CONV |
| <b>INSTRUCTOR TRAINING (5000 Phase)</b>                   |           |                     |             |           |            |                |        |          |      |             |      |     |            |
| <b>BASIC INSTRUCTOR PILOT (BIP)</b>                       |           |                     |             |           |            |                |        |          |      |             |      |     |            |
| BIP   | 5100      | BIP Training        | 2.0         | -         | -          | *              | A/S    | 1        | (NS) | B, SC       | E    | -   |            |
| BIP   | 5101      | BIP Check           | 2.0         | -         | -          | *              | A/S    | 1        | NS   | B, SC       | E    | -   |            |
|   |           |                     | 4.0         | -         | -          |                |        |          |      |             |      |     |            |
| <b>ASSISTANT NATOPS NATOPS INSTRUCTOR (ANI)</b>           |           |                     |             |           |            |                |        |          |      |             |      |     |            |
| ANI   | 5140      | ANI Training        | -           | 2.0       | -          | *              | S/A    | 1        | (N)  | B, SC       | E    | -   |            |
| ANI   | 5141      | ANI Check           | -           | 2.0       | -          | *              | S/A    | 1        | (N)  | B, SC, MR/R | E    | -   |            |
|   |           |                     | -           | 4.0       | -          |                |        |          |      |             |      |     |            |
| <b>FLEET REPLACEMENT SQUADRON INTRODUCTION (FRSI)</b>     |           |                     |             |           |            |                |        |          |      |             |      |     |            |
| FRSI  | 5145      | FRSI Training       | -           | 2.0       | -          | *              | S/A    | 1        | (N)  | B, SC       | E    | -   |            |
| FRSI  | 5146      | FRSI Training       | -           | 2.0       | -          | *              | S/A    | 1        | (N)  | B, SC       | E    | -   |            |
| FRSI  | 5147      | FRSI Check          | -           | 2.0       | -          | *              | A      | 1        | (N)  | B, SC, MR/R | E    | -   |            |
|   |           |                     | -           | 6.0       | -          |                |        |          |      |             |      |     |            |
| <b>FLIGHT LEADERSHIP STANDARDIZATION EVALUATOR (FLSE)</b> |           |                     |             |           |            |                |        |          |      |             |      |     |            |
| FLSE  | 5320      | FLSE IUT            | 3.0         | -         | -          | *              | -      | 2+       | (NS) | B, SC       | E    | -   |            |
| FLSE  | 5321      | FLSE Certification  | 3.0         | -         | -          | *              | A      | 2+       | (NS) | B, SC       | E    | -   |            |
| FLSE  | 5322      | FLSE Quarterly Trng | -           | -         | -          | 90             | -      | -        | -    | B, SC       | -    | -   |            |
|   |           |                     | 6.0         | -         | -          |                |        |          |      |             |      |     |            |

| KC-130J PILOT   |           |                      |             |           |            |                |        |          |      |             |      |     |            |
|---|-----------|----------------------|-------------|-----------|------------|----------------|--------|----------|------|-------------|------|-----|------------|
| STAGE   | TRNG CODE | EVENT DESCRIPTION    | FLIGHT TIME | SIM HOURS | ACAD HOURS | REFLY INTERVAL | DEVICE | # OF A/C | COND | POI         | EVAL | ORD | EVENT CONV |
| <b>STAGE INSTRUCTOR</b>   |           |                      |             |           |            |                |        |          |      |             |      |     |            |
| ALZ   | 5500      | ALZ Stage Inst Chk   | 2.0         | -         | -          | *              | A      | 1        | NS   | B           | E    | -   |            |
| AD  | 5700      | AD Stage Inst Trng   | -           | 2.0       | -          | *              | S/A    | 1        | (NS) | B, SC       | E    | -   |            |
| AD  | 5701      | AD Stage Inst Chk    | 2.0         | -         | -          | *              | A      | 1        | (NS) | B, SC       | E    | -   |            |
|   |           |                      | 4.0         | 2.0       | -          |                |        |          |      |             |      |     |            |
| <b>MAWTS-1 POI</b>  |           |                      |             |           |            |                |        |          |      |             |      |     |            |
| <b>NIGHT SYSTEMS INSTRUCTOR (NSI)</b>                                       |           |                      |             |           |            |                |        |          |      |             |      |     |            |
| NS (H)  | 5150      | NS (H) FAM IUT       | 2.0         | -         | -          | *              | A      | 1        | NS   | B           | E    | -   |            |
| NS (H)  | 5151      | NS (H) TN IUT        | 2.0         | -         | -          | *              | A      | 1        | NS   | B           | E    | -   |            |
| NS (H)  | 5152      | NSI Certification    | 2.0         | -         | -          | *              | A      | 1        | NS   | B, SC, \$   | E    | -   |            |
| <b>LAT INSTRUCTOR (LATI)</b>  |           |                      |             |           |            |                |        |          |      |             |      |     |            |
| LAT   | 5210      | LAT IUT              | 2.0         | -         | -          | *              | A      | 1        | D    | B           | E    | -   |            |
| LAT   | 5211      | LAT IUT              | 2.0         | -         | -          | *              | A      | 1        | D    | B           | E    | -   |            |
| LAT   | 5212      | LATI Certification   | 2.0         | -         | -          | *              | A      | 1        | D    | B, SC, \$   | E    | -   |            |
| <b>NS LAT INSTRUCTOR (NSLATI)</b>   |           |                      |             |           |            |                |        |          |      |             |      |     |            |
| NS (L)  | 5250      | NSLAT IUT            | 2.0         | -         | -          | *              | A      | 1        | NS   | B           | E    | -   |            |
| NS (L)  | 5251      | NSLATI Certification | 2.0         | -         | -          | *              | A      | 1        | NS   | B, SC, \$   | E    | -   |            |
| <b>HARVEST HARK INSTRUCTOR</b>  |           |                      |             |           |            |                |        |          |      |             |      |     |            |
| HH  | 5310      | HH IUT               | 2.0         | -         | -          | *              | A      | 1        | D    | B, MR/R     | E    | -   |            |
| HH  | 5311      | HH IUT               | 2.0         | -         | -          | *              | A      | 1        | D    | B, MR/R     | E    | -   |            |
| <b>DEFENSIVE TACTICS INSTRUCTOR (DTI)</b>                                   |           |                      |             |           |            |                |        |          |      |             |      |     |            |
| DT  | 5410      | DT IUT               | 1.0         | -         | -          | *              | A      | 1        | D    | B, SC       | E    | -   |            |
| DT  | 5411      | DT IUT               | 1.0         | -         | -          | *              | A      | 1        | D    | B, SC       | E    | -   |            |
| DT  | 5412      | DTI Certification    | 1.0         | -         | -          | *              | A      | 1        | D    | B, SC, \$   | E    | -   |            |
|   |           |                      | 27.0        | -         | -          |                |        |          |      |             |      |     |            |
| <b>TOTALS</b>   |           |                      | 41.0        | 12.0      | -          |                |        |          |      |             |      |     |            |
| \$ = Refer to the MAWTS-1 KC-130J Course Catalog                            |           |                      |             |           |            |                |        |          |      |             |      |     |            |
| REQUIREMENTS, CERTIFICATIONS, QUALIFICATIONS, AND DESIGNATIONS (6000 Phase) |           |                      |             |           |            |                |        |          |      |             |      |     |            |
| FCP   | 6005      | FCP Exam             | -           | -         | 1.0        | *              | -      | -        | -    | B, SC       | E    | -   |            |
| NTPS  | 6010      | NATOPS Open B Exam   | -           | -         | 3.0        | 365            | -      | -        | -    | B, SC, MR/R | E    | -   |            |
| NTPS  | 6011      | NATOPS Clsd B Exam   | -           | -         | 1.0        | 365            | -      | -        | -    | B, SC, MR/R | E    | -   |            |
| NTPS  | 6012      | NATOPS Oral Exam     | -           | -         | 1.0        | 365            | -      | -        | -    | B, SC, MR/R | E    | -   |            |
| NTPS  | 6013      | Tactics Exam         | -           | -         | 1.0        | *              | -      | -        | -    | B, SC       | E    | -   |            |
| INST  | 6030      | IGS/Open Book Exam   | -           | -         | 8.0        | 365            | -      | -        | -    | B, SC, MR/R | E    | -   |            |
| INST  | 6031      | Inst Oral Exam       | -           | -         | 1.0        | 365            | -      | -        | -    | B, SC, MR/R | E    | -   |            |
| NTPS  | 6101      | FCO NATOPS Check     | 1.0         | -         | -          | 365            | A      | 1        | D    | T           | E    | -   |            |
| FCP   | 6105      | Partial FCP Cert     | 4.0         | -         | -          | *              | A/S    | 1        | D    | B, SC       | E    | -   |            |
| FCP   | 6106      | FCP Certification    | 4.0         | -         | -          | *              | A/S    | 1        | D    | B, SC       | E    | -   |            |
| FCP   | 6107      | FCP Proficiency      | 1.0         | -         | -          | 365            | A/S    | 1        | D    | B, SC, MR/R | -    | -   |            |
| NTPS  | 6110      | T3P NATOPS Qual      | 2.0         | -         | -          | 365            | A/S    | 1        | (N)  | B, SC, MR/R | E    | -   |            |
| NTPS  | 6111      | T2P NATOPS Qual      | -           | 2.0       | -          | 365            | S/A    | 1        | (N)  | B, SC, MR/R | E    | -   |            |
| NTPS  | 6112      | TPC Upgrade SIM      | -           | 3.0       | -          | *              | S      | 1        | (N)  | B, SC       | -    | -   |            |
| NTPS  | 6113      | TPC Upgrade SIM      | -           | 3.0       | -          | *              | S      | 1        | (N)  | B, SC       | -    | -   |            |
| NTPS  | 6114      | TPC Upgrade SIM      | -           | 3.0       | -          | *              | S      | 1        | (N)  | B, SC       | -    | -   |            |
| NTPS  | 6115      | TPC Upgrade SIM      | -           | 3.0       | -          | *              | S      | 1        | (N)  | B, SC       | -    | -   |            |
| NTPS  | 6116      | TPC Upgrade SIM      | -           | 3.0       | -          | *              | S      | 1        | (N)  | B, SC       | -    | -   |            |
| NTPS  | 6117      | TPC Route Check      | 18.0        | -         | -          | *              | A      | 1        | (N)  | B, SC       | -    | -   |            |
| NTPS  | 6118      | TPC NATOPS Qual      | 2.0         | -         | -          | 365            | A/S    | 1        | (N)  | B, SC, MR/R | E    | -   |            |
| NTPS  | 6120      | EP Review            | -           | 1.0       | -          | 90             | S/A    | 1        | (N)  | B, SC, MR/R | -    | -   |            |
| INST  | 6130      | Standard Inst Check  | -           | 2.0       | -          | 365            | S/A    | 1        | (N)  | B, SC, MR/R | E    | -   |            |
| INST  | 6131      | Special Inst Check   | -           | 2.0       | -          | 365            | S/A    | 1        | (N)  | B, SC, MR/R | E    | -   |            |
| SL  | 6300      | Sec Leader Practice  | 3.0         | -         | -          | *              | A      | 2        | (NS) | B           | E    | -   |            |
| SL  | 6301      | Sec Leader Cert      | 3.0         | -         | -          | *              | A      | 2        | (NS) | B, SC       | E    | -   |            |
| SL  | 6302      | Sect Leader Prof     | 2.0         | -         | -          | 365            | A      | 2        | (NS) | B, SC, MR/R | -    | -   |            |
| DL  | 6303      | Div Leader Prac      | 3.0         | -         | -          | *              | A      | 3+       | (NS) | B           | E    | -   |            |
| DL  | 6304      | Div Leader Cert      | 3.0         | -         | -          | *              | A      | 3+       | (NS) | B, SC       | E    | -   |            |
| DL  | 6305      | Div Leader Prof      | 2.0         | -         | -          | 365            | A      | 3+       | (NS) | B, SC, MR/R | -    | -   |            |
| RAC   | 6310      | Intro to TACRAC      | 3.0         | -         | -          | *              | A      | 2+       | (NS) | B, SC       | E    | -   |            |

| KC-130J PILOT  |           |                    |             |           |            |                |        |          |      |             |      |     |            |
|--|-----------|--------------------|-------------|-----------|------------|----------------|--------|----------|------|-------------|------|-----|------------|
| STAGE  | TRNG CODE | EVENT DESCRIPTION  | FLIGHT TIME | SIM HOURS | ACAD HOURS | REFLY INTERVAL | DEVICE | # OF A/C | COND | POI         | EVAL | ORD | EVENT CONV |
| RAC  | 6311      | TACRAC Cert        | 3.0         | -         | -          | *              | A      | 2+       | (NS) | B, SC       | E    | -   | -          |
| RAC  | 6312      | TACRAC Proficiency | 2.0         | -         | -          | 365            | A      | 2+       | (NS) | B, SC, MR/R | -    | -   | -          |
| RAC  | 6313      | STRATRAC Cert      | 6.0         | -         | -          | 540            | A      | 2+       | (NS) | B, SC, MR/R | E    | -   | -          |
| <b>TOTALS</b>  |           |                    | 64.0        | 22.0      | 16.0       |                |        |          |      |             |      |     |            |
| § = Refer to MAWTS-1 KC-130J Course Catalog.           |           |                    |             |           |            |                |        |          |      |             |      |     |            |
| * = Completion of NTPS-6010, NTPS-6011, and NTPS-6012. |           |                    |             |           |            |                |        |          |      |             |      |     |            |

| KC-130J PILOT                                 |           |                                 |                |                |             |                  |          |             |     |      |          |            |  |
|---|-----------|---------------------------------|----------------|----------------|-------------|------------------|----------|-------------|-----|------|----------|------------|--|
| 5000 CONTRACT INSTRUCTOR TRAINING             |           |                                 |                |                |             |                  |          |             |     |      |          |            |  |
| STAGE   | TRNG CODE | EVENT DESC                      | FLT/LIVE HOURS | SIM HOURS      | REFLY INTVL | DEVICE           | # OF A/C | CONDITIO NS | POI | EVAL | ORDNANCE | EVENT CONV |  |
| <b>NATOPS INSTRUCTOR (NI)</b>                 |           |                                 |                |                |             |                  |          |             |     |      |          |            |  |
| NI  | 5142      | CI NI Training                  | -              | 2.0            | *           | S                | 1        | (N)         | -   | E    | -        | -          |  |
| NI  | 5143      | CI NI Check                     | -              | 2.0            | *           | S                | 1        | (N)         | -   | E    | -        | -          |  |
|   |           |                                 | -              | 4.0            |             |                  |          |             |     |      |          |            |  |
| <b>NIGHT SYSTEMS INSTRUCTOR (NSI)</b>         |           |                                 |                |                |             |                  |          |             |     |      |          |            |  |
| NS(H)   | 5153      | NS(H) IUT                       | -              | 4.0            | *           | S                | 1        | NS          | -   | E    | -        | -          |  |
| NS(H)   | 5154      | CI NSI Certification            | -              | 4.0            | *           | S                | 1        | NS          | -   | E    | -        | -          |  |
|   |           |                                 | -              | 8.0            |             |                  |          |             |     |      |          |            |  |
| <b>LOW ALTITUDE TACTICS INSTRUCTOR (LATI)</b> |           |                                 |                |                |             |                  |          |             |     |      |          |            |  |
| LAT   | 5213      | LAT IUT                         | -              | 2.0            | *           | S                | 1        | D           | -   | E    | -        | -          |  |
| LAT   | 5214      | CI LATI Certification           | -              | 2.0            | *           | S                | 1        | D           | -   | E    | -        | -          |  |
|   |           |                                 | -              | 4.0            |             |                  |          |             |     |      |          |            |  |
| <b>STAGE INSTRUCTOR</b>                       |           |                                 |                |                |             |                  |          |             |     |      |          |            |  |
| LRN   | 5160      | CI LRN Stage Instructor Check   | -              | 4.0            | *           | S                | 1        | (N)         | -   | E    | -        | -          |  |
| TN  | 5200      | CI TN Stage Instructor Check    | -              | 4.0            | *           | S                | 1        | (NS)        | -   | E    | -        | -          |  |
| FORM  | 5300      | CI FORM Stage Instructor Check  | -              | 4.0            | *           | S                | 1        | (NS)        | -   | E    | -        | -          |  |
| TR  | 5400      | CI IR TR Stage Instructor Check | -              | 4.0            | *           | S                | 1        | D           | -   | E    | -        | -          |  |
| ALZ   | 5501      | CI ALZ Stage Instructor Check   | -              | 4.0            | *           | S                | 1        | (NS)        | -   | E    | -        | -          |  |
| AAR   | 5600      | CI AAR Stage Instructor Check   | -              | 4.0            | *           | S                | 1        | (NS)        | -   | E    | -        | -          |  |
| AD  | 5702      | CI AD Stage Instructor Check    | -              | 4.0            | *           | S                | 1        | (NS)        | -   | E    | -        | -          |  |
|   |           |                                 | -              | 28.0           |             |                  |          |             |     |      |          |            |  |
| <b>TOTALS</b>                                 |           |                                 |                | 44.0           |             |                  |          |             |     |      |          |            |  |
|   |           |                                 |                | <b>FLT HRS</b> |             | <b>SIM HOURS</b> |          |             |     |      |          |            |  |

2.15.5 FCO T&R Matrix

| KC-130J FIRE SUPPORT COORDINATION OFFICER |           |                   |              |           |             |        |          |      |     |      |          |            |  |
|---|-----------|-------------------|--------------|-----------|-------------|--------|----------|------|-----|------|----------|------------|--|
| STAGE                                     | TRNG CODE | EVENT DESCRIPTION | FLIGHT HOURS | SIM HOURS | REFLY INTVL | DEVICE | # OF A/C | COND | POI | EVAL | ORDNANCE | EVENT CONV |  |

| KC-130J FIRE SUPPORT COORDINATION OFFICER        |           |                    |              |           |             |        |          |      |             |      |                     |            |  |
|--|-----------|--------------------|--------------|-----------|-------------|--------|----------|------|-------------|------|---------------------|------------|--|
| STAGE  | TRNG CODE | EVENT DESCRIPTION  | FLIGHT HOURS | SIM HOURS | REFLY INTVL | DEVICE | # OF A/C | COND | POI         | EVAL | ORDNANCE            | EVENT CONV |  |
| <b>HARVEST HAWK</b>                              |           |                    |              |           |             |        |          |      |             |      |                     |            |  |
| HH   | 4850      | FCO Ground FAM     | 2.0          | -         | *           | A      | 1        | D    | B, SC       | -    | -                   |            |  |
| HH   | 4851      | FCO PTT FAM        | -            | 2.0       | *           | S      | 1        | D    | B, SC       | -    | -                   |            |  |
| HH   | 4852      | HH Ground FAM      | 2.0          | -         | *           | S/A    | 1        | D    | B, SC       | -    | -                   |            |  |
| HH   | 4853      | HH Flight FAM      | 2.0          | -         | *           | A      | 1        | D    | B, SC       | -    | -                   |            |  |
|  |           |                    | 6.0          | 2.0       |             |        |          |      |             |      |                     |            |  |
| <b>BASIC AIR TO SURFACE (BAS)</b>                |           |                    |              |           |             |        |          |      |             |      |                     |            |  |
| BAS  | 4860      | Day Weapons Empl   | -            | 2.5       | *           | S      | 1        | D    | B, SC       | -    | -                   |            |  |
| BAS  | 4861      | Day Weapons Empl   | 2.5          | -         | *           | A      | 1        | (N)  | B, SC       | -    | -                   |            |  |
| BAS  | 4862      | Weapons Employment | 2.5          | -         | *           | A      | 1        | (N)  | B, SC       | -    | 1 Hellfire, 1 SOPGM |            |  |
|  |           |                    | 5.0          | 2.5       |             |        |          |      |             |      |                     |            |  |
| <b>MULTI-SENSOR IMAGERY RECONNAISSANCE (MIR)</b> |           |                    |              |           |             |        |          |      |             |      |                     |            |  |
| MIR  | 4870      | MIR Proficiency    | 2.5          | -         | 180         | A      | 1        | (N)  | B, SC, MR/R | -    | -                   |            |  |
|  |           |                    | 2.5          | 0.0       |             |        |          |      |             |      |                     |            |  |
| <b>CLOSE AIR SUPPORT (CAS)</b>                   |           |                    |              |           |             |        |          |      |             |      |                     |            |  |
| CAS  | 4880      | CAS                | 2.5          | -         | 30          | A      | 1        | (N)  | B, SC, MR/R | -    | -                   |            |  |
| CAS  | 4890      | Urban CAS          | 2.5          | -         | *           | A      | 1        | (N)  | B, SC       | -    | -                   |            |  |
|  |           |                    | 5.0          | 0.0       |             |        |          |      |             |      |                     |            |  |
| TOTALS   |           | FLT HRS            | 18.5         | 4.5       | SIM HRS     |        |          |      |             |      |                     |            |  |

2.15.6 Pilot ACPM

| KC-130J PILOT                          |           |                             |            |             |        |          |      |     |      |     |            |  |  |
|--|-----------|-----------------------------|------------|-------------|--------|----------|------|-----|------|-----|------------|--|--|
| 8000 AVIATION CAREER PROGRESSION MODEL |           |                             |            |             |        |          |      |     |      |     |            |  |  |
| STAGE                                  | TRNG CODE | EVENT DESC                  | ACAD HOURS | REFLY INTVL | DEVICE | # OF A/C | COND | POI | EVAL | ORD | EVENT CONV |  |  |
| <b>ACPM CORE SKILL</b>                 |           |                             |            |             |        |          |      |     |      |     |            |  |  |
| ACPM                                   | 8200      | MACCS AGENCIES,             | 0.5        | *           | -      | -        | -    | B   | -    | -   | -          |  |  |
| ACPM                                   | 8201      | MWCS BRIEF                  | 0.5        | *           | -      | -        | -    | B   | -    | -   | -          |  |  |
| ACPM                                   | 8202      | ACA AND AIRSPACE            | 0.8        | *           | -      | -        | -    | B   | -    | -   | -          |  |  |
| ACPM                                   | 8210      | AVIATION GROUND SUPPORT     | 0.7        | *           | -      | -        | -    | B   | -    | -   | -          |  |  |
| ACPM                                   | 8230      | ACE BATTLE STAFF            | 1.0        | *           | -      | -        | -    | B   | -    | -   | -          |  |  |
| ACPM                                   | 8231      | BATTLE COMMAND DISPLAY      | 1.0        | *           | -      | -        | -    | B   | -    | -   | -          |  |  |
| ACPM                                   | 8240      | SIX FUNCTIONS OF MARINE AV  | 1.7        | *           | -      | -        | -    | B   | -    | -   | -          |  |  |
| ACPM                                   | 8241      | JTAR / ASR INTRODUCTION     | 1.3        | *           | -      | -        | -    | B   | -    | -   | -          |  |  |
| ACPM                                   | 8242      | SITE COMMANDER PRIMER       | 1.0        | *           | -      | -        | -    | B   | -    | -   | -          |  |  |
| ACPM                                   | 8250      | THEATER AIR GRD SYS (TAGS)  | 0.8        | *           | -      | -        | -    | B   | -    | -   | -          |  |  |
|  |           |                             | 9.3        |             |        |          |      |     |      |     |            |  |  |
| <b>ACPM MISSION SKILL</b>              |           |                             |            |             |        |          |      |     |      |     |            |  |  |
| ACPM                                   | 8300      | AIR DEFENSE                 | 0.8        | *           | -      | -        | -    | B   | -    | -   | -          |  |  |
| ACPM                                   | 8310      | (FARP) OPS                  | 0.8        | *           | -      | -        | -    | B   | -    | -   | -          |  |  |
| ACPM                                   | 8311      | MC TACTICAL FUEL SYSTEMS    | 0.8        | *           | -      | -        | -    | B   | -    | -   | -          |  |  |
| ACPM                                   | 8320      | JOINT STRUC & JOINT AIR OPS | 1.0        | *           | -      | -        | -    | B   | -    | -   | -          |  |  |
| ACPM                                   | 8321      | JOINT AIR TASKING PHASE 1   | 0.3        | *           | -      | -        | -    | B   | -    | -   | -          |  |  |
| ACPM                                   | 8322      | JOINT AIR TASKING PHASE 2   | 0.3        | *           | -      | -        | -    | B   | -    | -   | -          |  |  |
| ACPM                                   | 8323      | JOINT AIR TASKING PHASE 3:  | 0.3        | *           | -      | -        | -    | B   | -    | -   | -          |  |  |
| ACPM                                   | 8324      | JOINT AIR TASKING PHASE 4:  | 0.3        | *           | -      | -        | -    | B   | -    | -   | -          |  |  |
| ACPM                                   | 8325      | JOINT AIR TASKING PHASE 5:  | 0.3        | *           | -      | -        | -    | B   | -    | -   | -          |  |  |
| ACPM                                   | 8326      | JOINT AIR TASKING PHASE 6:  | 0.3        | *           | -      | -        | -    | B   | -    | -   | -          |  |  |
| ACPM                                   | 8340      | INTEGRATING FIRES           | 0.5        | *           | -      | -        | -    | B   | -    | -   | -          |  |  |
| ACPM                                   | 8350      | ESTABLISHING CONTROL ASHORE | 0.8        | *           | -      | -        | -    | B   | -    | -   | -          |  |  |
| ACPM                                   | 8351      | TACRON                      | 1.0        | *           | -      | -        | -    | B   | -    | -   | -          |  |  |
|  |           |                             | 7.5        |             |        |          |      |     |      |     |            |  |  |
| <b>ACPM FLIGHT LEADERSHIP</b>          |           |                             |            |             |        |          |      |     |      |     |            |  |  |
| <b>SECTION LEADER</b>                  |           |                             |            |             |        |          |      |     |      |     |            |  |  |
| ACPM                                   | 8630      | TACC                        | 1.0        | *           | -      | -        | -    | B   | -    | -   | -          |  |  |

|                        |      |                       |      |   |   |   |   |   |   |   |   |
|------------------------|------|-----------------------|------|---|---|---|---|---|---|---|---|
| ACPM                   | 8660 | JOINT OPS INTRO       | 0.4  | * | - | - | - | B | - | - | - |
|                        |      |                       | 1.4  |   |   |   |   |   |   |   |   |
| <b>DIVISION LEADER</b> |      |                       |      |   |   |   |   |   |   |   |   |
| ACPM                   | 8640 | JOINT DATA NETWORK    | 0.8  | * | - | - | - | B | - | - | - |
| ACPM                   | 8641 | ISR EMPLOYMENT        | 0.3  | * | - | - | - | B | - | - | - |
| ACPM                   | 8620 | ESG / CSG INTEGRATION | 1.0  | * | - | - | - | B | - | - | - |
|                        |      |                       | 2.1  |   |   |   |   |   |   |   |   |
| <b>TOTALS</b>          |      | <b>ACADEMIC HRS</b>   | 20.3 |   |   |   |   |   |   |   |   |

2.16 SYLLABUS EVALUATION FORMS. MAWTS-1, the syllabus sponsor, maintains and updates training and readiness gradesheets.

2.17 SIMULATOR MISSION ESSENTIAL SUBSYSTEM MATRIX (MESM)

| <b>KC-130J SIMULATOR MISSION ESSENTIAL SUBSYSTEM MATRIX (MESM)<br/>(2F199)</b> |   |   |
|--|---|---|
| <b>Failed Sub-System</b>   | <b>PMC For:</b>                           | <b>NMC For:</b>   |
| Hydraulics   | Any CPT                                   | Any other event   |
| Aural  | Any CPT                                   | Any initial event   |
| Visual   | Any CPT                                   | Any other event   |
| NVG Visual   |   | Any NS event  |
| NVIS Lighting  |   | Any event conducted with NVGs                                     |
| TEN  |   | Any TR event  |
| Lead-ship  |   | Any FORM event  |
| RadAlts (2)  | 1 failed RadAlt: Any event                | Both RadAlts failed: Any TN, LAT or FAM event                     |
| DIGIMAP  | TN Proficiency and AD                     | LAT or any initial TN event                                       |
| HUD (2)  | 1 failed HUD: CPT 1100-1103 and 1106-1110 | Both HUDs failed: Any LAT; TN; or ALZ event; CPT 1104, 1105, 1111 |
| Flight Director  | Any event                                 |   |
| Normal Trim  | 1 failed yoke trim switch: Any event      | Both yoke trim switches failed: Any event                         |
| AMU (2)  | 1 failed AMU: Any event                   | Both AMUs failed: Any event                                       |
| CNBP (1)   | 1 failed CNBP: Any event                  |   |
| HDD (4 Pilot HDDs)   | 1 failed HDD: Any event                   | 2 failed HDDs: Any event  |
| CNI-MU (3)   | 1 failed CNI-MU: Any event                | 2 failed CNI-MUs: Any event                                       |
| MC (2)   | 1 failed MC: Any event                    | Both MCs failed: Any event  |
| Stdby Attitude   | Any event                                 |   |
| Stdby A/S, altimeter   | Any event                                 |   |

2.18 ATTAIN AND MAINTAIN TABLES

2.18.1 PILOT

| KC-130J PILOT ATTAIN AND MAINTAIN TABLE |        |         |        |      |                    |         |                 |         |               |         |                      |         |               |           |                          |                     |               |
|---|--------|---------|--------|------|--------------------|---------|-----------------|---------|---------------|---------|----------------------|---------|---------------|-----------|--------------------------|---------------------|---------------|
| T&R EVENT INFORMATION                   |        |         |        |      | ATTAIN PROFICIENCY |         |                 |         |               |         | MAINTAIN PROFICIENCY |         | PREREQUISITES | CHAINING  | INSTRUCTOR               |                     |               |
| T&R DESCRIPTION                         | STAGE  | EVENT # | RE-FLY | Dev  | BASIC POI          |         | SERIES CONV POI |         | REFRESHER POI |         | MAINTAIN POI         |         |               |           |                          |                     |               |
|   |        |         |        |      | STAGE              | EVENT # | STAGE           | EVENT # | STAGE         | EVENT # | STAGE                | EVENT # |               |           |                          |                     |               |
| CORE SKILLS (2000 Phase)                |        |         |        |      |                    |         |                 |         |               |         |                      |         |               |           |                          |                     |               |
| LEFT SEAT FAM                           | LSF    | 2100    | *      | A    | LSF                | 2100    | LSF             |         | LSF           | 2100    |                      | 2100    | 6110          |           | ANI                      |                     |               |
| HLL NVD Procedures                      | NS (H) | 2150    | 90     | A/S+ | NS (H)             | 2150    | NS (H)          | 2150    | NS (H)        | 2150    | NS (H)               |         |               |           | NSI                      |                     |               |
| LLL NVD Procedures                      |        | 2151    | 90     | A/S+ |                    | 2151    |                 | 2151    |               | 2151    |                      | 2151    | 2151          | 2151      | 2150                     | NSI                 |               |
| CONSTANT TAS LRN                        | LRN    | 2160    | *      | A    | LRN                | 2160    | LRN             | 2160    | LRN           |         | LRN                  |         |               |           | TPC                      |                     |               |
| LONG RNG CRUISE                         |        | 2161    | *      | A    |                    | 2161    |                 | 2161    |               | 2161    |                      | 2161    | 2161          | TPC       |                          |                     |               |
| LRN                                     |        | 2162    | 365    | A    |                    | 2162    |                 | 2162    |               | 2162    |                      | 2162    | 2162          | 2160,2161 | TPC                      |                     |               |
| TAC TIME NAV (PM)                       | TN     | 2200    | *      | A/S+ | TN                 | 2200    | TN              | 2200    | TN            | 2200    | TN                   |         |               |           | BIP                      |                     |               |
| TN PROCEDURES (PF)                      |        | 2201    | 365    | A/S+ |                    | 2201    |                 | 2201    |               | 2201    |                      | 2201    | 2201          | BIP       |                          |                     |               |
| HLL TN PROC (PF)                        |        | 2250    | 180    | A/S+ |                    | 2250    |                 | 2250    |               | 2250    |                      | 2250    | 2250          | 2201      | 2201,2150                | NSI                 |               |
| LLL TN PROC (PF)                        |        | 2251    | 180    | A/S+ |                    | 2251    |                 | 2251    |               | 2251    |                      | 2251    | 2251          | 2251      | 2201                     | 2250,2201,2151,2150 | NSI           |
| INTRO TO LAT PROC                       | LAT    | 2260    | *      | S/A  | LAT                | 2260    | LAT             | 2260    | LAT           |         | LAT                  | 2201    | 2201          | 2201      | LATI                     |                     |               |
| LAT PROCEDURES                          |        | 2261    | 180    | A    |                    | 2261    |                 | 2261    |               | 2261    |                      | 2261    | 2261          | 2261      | 2260                     | 2201                | LATI          |
| SEC FORM PROC                           | FORM   | 2300    | 365    | A/S+ | FORM               | 2300    | FORM            | 2300    | FORM          | 2300    | FORM                 |         |               |           | SEC LEAD                 |                     |               |
| DIV FORM PROC                           |        | 2301    | 365    | A    |                    | 2301    |                 | 2301    |               | 2301    |                      | 2301    | 2301          | 2301      | 2300                     | 2300,2150,2151      | DIV LEAD      |
| NIGHT FORM PROC                         |        | 2350    | 180    | A/S+ |                    | 2350    |                 | 2350    |               | 2350    |                      | 2350    | 2350          | 2350      | 2300                     | 2300,2150,2151      | DIV LEAD, NSI |
| GROUND IR TR                            | IR     | 2400    | 180    | A/S+ | IR                 | 2400    | IR              | 2400    | IR            | 2400    | IR                   | 2400    | 2260          |           | LATI                     |                     |               |
| MISSION SKILLS (3000 Phase)             |        |         |        |      |                    |         |                 |         |               |         |                      |         |               |           |                          |                     |               |
| ALZ PROCEDURES                          | ALZ    | 3500    | 180    | A/S+ | ALZ                | 3500    | ALZ             | 3500    | ALZ           | 3500    | ALZ                  |         | 2100          | 3501      | ALZI, WTI                |                     |               |
| TACTICAL ARRIVALS                       |        | 3501    | 365    | A/S  |                    | 3501    |                 | 3501    |               | 3501    |                      | 3501    | 3501          | 2100      | 2150,2151                | ALZI, WTI           |               |
| COMBAT OFFLOAD                          |        | 3502    | *      | A    |                    | 3502    |                 | 3502    |               | 3502    |                      | 3502    | 3502          | 2100      |                          | ALZI, WTI           |               |
| UNIMPROVED GROUND OPERATIONS            |        | 3503    | 730    | A    |                    | 3503    |                 | 3503    |               | 3503    |                      | 3503    | 3503          | 3503      | 2100,3500                | 3500,2150,2151      | ALZI, WTI     |
| NVD ALZ                                 |        | 3550    | 180    | A/S+ |                    | 3550    |                 | 3550    |               | 3550    |                      | 3550    | 3550          | 3550      | 3500,2150,2151           | 3500,3501,2150,2151 | ALZI, (NSI)   |
| FWAAR/TAAR PROC                         | AAR    | 3600    | 365    | A/S+ | AAR                | 3600    | AAR             | 3600    | AAR           | 3600    | AAR                  |         |               | 2150,2151 | BIP                      |                     |               |
| DAY HAAR PROC                           |        | 3601    | 365    | A/S+ |                    | 3601    |                 | 3601    |               | 3601    |                      | 3601    | 3601          | 2100      | BIP                      |                     |               |
| AAR SYS PANEL                           |        | 3602    | 180    | S/A  |                    | 3602    |                 | 3602    |               | 3602    |                      | 3602    | 3602          | 3602      | 3600,3601                | BIP                 |               |
| NIGHT HAAR PROC                         |        | 3650    | 180    | A/S+ |                    | 3650    |                 | 3650    |               | 3650    |                      | 3650    | 3650          | 3650      | 2100,3601,3600,2150,2151 | 3600,3601,2150,2151 | BIP, (NSI)    |
| ADGR                                    | ADGR   | 3660    | 730    | A    | ADGR               | 3660    | ADGR            |         | ADGR          | 3660    | ADGR                 | 3660    |               |           | BIP, (NSI)               |                     |               |

| KC-130J PILOT ATTAIN AND MAINTAIN TABLE |        |         |        |      |                    |         |                 |         |               |         |                      |                          |                     |                               |            |
|---|--------|---------|--------|------|--------------------|---------|-----------------|---------|---------------|---------|----------------------|--------------------------|---------------------|-------------------------------|------------|
| T&R EVENT INFORMATION                   |        |         |        |      | ATTAIN PROFICIENCY |         |                 |         |               |         | MAINTAIN PROFICIENCY |                          | PREREQUISITES       | CHAINING                      | INSTRUCTOR |
| T&R DESCRIPTION                         | STAGE  | EVENT # | RE-FLY | Dev  | BASIC POI          |         | SERIES CONV POI |         | REFRESHER POI |         | MAINTAIN POI         |                          |                     |                               |            |
|   |        |         |        |      | STAGE              | EVENT # | STAGE           | EVENT # | STAGE         | EVENT # | STAGE                | EVENT #                  |                     |                               |            |
| INTRO TO PF AD                          | AD     | 3700    | *      | S/A  | AD                 | 3700    | AD              | 3700    | AD            | 3700    | AD                   |                          | 2150,2151           | ADI,WTI                       |            |
| INTRO TO PM AD                          |        | 3701    | *      | S/A  |                    | 3701    |                 | 3701    |               |         |                      | 2150,2151                | ADI,WTI             |                               |            |
| PF CARGO AD                             |        | 3702    | 90     | A/S+ |                    | 3702    |                 | 3702    |               | 3700    |                      | 3703,3704,3705,2150,2151 | ADI,WTI             |                               |            |
| PM CARGO AD                             |        | 3703    | 90     | A/S+ |                    | 3703    |                 | 3703    |               | 3701    |                      | 3702,3704,3705,2150,2151 | ADI,WTI             |                               |            |
| PF PERSONNEL AD                         |        | 3704    | 90     | A/S+ |                    | 3704    |                 | 3704    |               | 3700    |                      | 3702,3703,3705,2150,2151 | ADI,WTI             |                               |            |
| PM PERSONNEL AD                         |        | 3705    | 90     | A/S+ |                    | 3705    |                 | 3705    |               | 3701    |                      | 3702,3703,3704,2150,2151 | ADI,WTI             |                               |            |
| CORE PLUS (4000 Phase)                  |        |         |        |      |                    |         |                 |         |               |         |                      |                          |                     |                               |            |
| FORM TN PROCEDURES                      | TN     | 4200    | 365    | A    | TN                 | 4200    | TN              | 4200    | TN            | 4200    | TN                   | 4200                     | 2201,2300           | 2201,2300,2150,2151           | SEC LEAD   |
| INTRO TO HLL LAT PROCEDURES             | NS (L) | 4250    | *      | S    | NS (L)             | 4250    | NS (L)          | 4250    | NS (L)        | 4250    | NS (L)               |                          | NSQ (H),LATQ        | 2150,2151                     | NS LATI    |
| HLL LAT PROCEDURES                      |        | 4251    | 180    | A    |                    | 4251    |                 | 4251    |               | 4251    |                      | 4250                     | 2150,2151           | NS LATI                       |            |
| INTRO TO GROUND RADAR TR                | TR     | 4400    | *      | A/S  | TR                 | 4400    | TR              | 4400    | TR            | 4400    | TR                   |                          | 2400,2261           | 2150,2151                     | WTI        |
| GROUND RADAR TR                         |        | 4401    | 180    | A    |                    | 4401    |                 | 4401    |               | 4401    |                      | 4400                     | 2150,2151           | WTI                           |            |
| DT VS ONE ADVERSARY                     | DT     | 4410    | 365    | A    | DT                 | 4410    | DT              | 4410    | DT            | 4410    | DT                   |                          | 2261,2400           | 4411                          | DEFTACI    |
| DT VS TWO ADVERSARY                     |        | 4411    | 365    | A    |                    | 4411    |                 | 4411    |               | 4411    |                      | 4410                     | 4410                | 4410                          | 4410       |
| COMBINATION AD                          | AD     | 4700    | 365    | A    | AD                 | 4700    | AD              | 4700    | AD            | 4700    | AD                   | 4700                     | 3702,3703,3704,3705 | 3702,3703,3704,3705,2150,2151 | ADI,WTI    |
| MILITARY FREE FALL                      |        | 4701    | 365    | A    |                    | 4701    |                 | 4701    |               | 4701    |                      | 4701                     | 3704,3705           | 3704,3705,2150,2151           | ADI,WTI    |
| JPADS                                   |        | 4702    | 365    | A    |                    | 4702    |                 | 4702    |               | 4702    |                      | 4702                     | 3702,3703           | 3702,3703,2150,2151           | ADI,WTI    |
| BATTLEFIELD ILLUM                       | BI     | 4710    | 365    | A    | BI                 | 4710    | BI              | 4710    | BI            | 4710    | BI                   | 4710                     | 3700,3701           | 2150,2151                     | ADI,WTI    |
| FCO GROUND FAM                          | HH     | 4850    | *      | G    | HH                 | 4850    | HH              | 4850    | HH            |         | HH                   |                          | APRB                |                               | ANI,HHI    |
| FCO PTT FAM                             |        | 4851    | *      | S    |                    | 4851    |                 | 4851    |               |         |                      |                          | HHI                 |                               |            |
| HH GROUND FAM                           |        | 4802    | *      | G    |                    | 4802    |                 | 4802    |               |         |                      |                          | 4800,4801,APRB      | HHI                           |            |
| HH FLIGHT FAM                           |        | 4803    | *      | A    |                    | 4803    |                 | 4803    |               |         |                      |                          | 4802                | HHI                           |            |
| INTRO TO DAY WEAPONS EMPL               | BAS    | 4810    | *      | S    | BAS                | 4810    | BAS             | 4810    | BAS           |         | BAS                  |                          | 4801                |                               | HHI        |
| DAY WEAPONS EMPLOYMENT                  |        | 4811    | *      | A    |                    | 4811    |                 | 4811    |               | 4811    |                      | 4803,4810                | HHI                 |                               |            |
| WEAPONS EMPLOYMENT                      |        | 4812    | *      | A    |                    | 4812    |                 | 4812    |               |         |                      |                          | 4811                | HHI                           |            |
| MIR                                     | MIR    | 4820    | 180    | A    | MIR                | 4820    | MIR             | 4820    | MIR           | 4820    | MIR                  | 4820                     | 4803                |                               | HHI        |

| KC-130J PILOT ATTAIN AND MAINTAIN TABLE |        |         |        |     |                    |         |                 |         |               |         |                      |            |  |            |                         |
|---|--------|---------|--------|-----|--------------------|---------|-----------------|---------|---------------|---------|----------------------|------------|--|------------|-------------------------|
| T&R EVENT INFORMATION                   |        |         |        |     | ATTAIN PROFICIENCY |         |                 |         |               |         | MAINTAIN PROFICIENCY |            | PREREQUISITES  | CHAINING   | INSTRUCTOR              |
| T&R DESCRIPTION                         | STAGE  | EVENT # | RE-FLY | Dev | BASIC POI          |         | SERIES CONV POI |         | REFRESHER POI |         | MAINTAIN POI         |            |  |            |                         |
|   |        |         |        |     | STAGE              | EVENT # | STAGE           | EVENT # | STAGE         | EVENT # | STAGE                | EVENT #    |  |            |                         |
| CAS                                     | CAS    | 4830    | 30     | A   | CAS                | 4830    | CAS             | 4830    | CAS           | 4830    | CAS                  | 4830       | 4811   | 4820       | HHI                     |
| URBAN CAS                               |        | 4840    | *      | A   |                    | 4840    |                 | 4840    |               | 4830    |                      |            |  |            |                         |
| INSTRUCTOR TRAINING (5000 Phase)        |        |         |        |     |                    |         |                 |         |               |         |                      |            |  |            |                         |
| BIP TRAINING                            | BIP    | 5100    | *      | A/S | BIP                | 5100    | BIP             |         | BIP           |         | BIP                  |            | CSP, MSP, NSQ (H), LATQ, COMMA ND DIRECTIVES                         | 2150, 2151 | ANI, LATI, NSI, WTI     |
| BIP CHECK                               |        | 5101    | *      | A/S |                    | 5101    |                 |         |               | 5101    |                      |            | 5100   | 2150, 2151 | ANI, LATI, NSI, WTI     |
| ANI TRAINING                            | ANI    | 5140    | *      | S/A | ANI                | 5140    | ANI             |         | ANI           |         | ANI                  |            | 5101, APRB   |            | ANI, NI, NE, GNE, MM    |
| ANI CHECK                               |        | 5141    | 365    | S/A |                    | 5141    |                 | 5141    |               | 5141    |                      | 5140       | NI, NE, GNE, MM  |            |                         |
| FRSI TRAINING                           | FRSI   | 5145    | *      | S/A | FRSI               | 5145    | FRSI            |         | FRSI          |         | FRSI                 |            | 5141, APRB   |            | FRSI                    |
| FRSI TRAINING                           |        | 5146    | *      | S/A |                    | 5146    |                 | 5146    |               | 5145    |                      | FRSI       |  |            |                         |
| FRSI CHECK                              |        | 5147    | *      | A   |                    | 5147    |                 | 5147    |               | 5146    |                      | FRSI       |  |            |                         |
| FLSE CERTIFICATION                      | FLSE   | 5320    | *      | A   | FLSE               | 5320    | FLSE            |         | FLSE          | 5320    | FLSE                 |            | IAW COURSE CATALOG   |            | FLSE Coord OR FLSE MM   |
| FLSE ANNUAL TRAINING                    |        | 5321    | 365    | A   |                    | 5321    |                 | 5321    |               | 5321    |                      | 5321       | IAW COURSE CATALOG   |            | ALZI/NSI, ALZI/ANI, WTI |
| FLSE QUARTERLY TRAINING                 |        | 5322    | 90     | -   |                    | 5322    |                 | 5322    |               | 5322    |                      | 5322       | IAW COURSE CATALOG   |            |                         |
| ALZ STAGE INSTRUCTOR                    | ALZ    | 5500    | *      | A   | ALZ                | 5500    | ALZ             |         | ALZ           | 5500    | ALZ                  |            | 3500, 3501, 3502, 3503, 3550, 5101, 5152, APRB                       |            | ALZI/NSI, ALZI/ANI, WTI |
| AD STAGE INSTRUCTOR TRAINING            | AD     | 5700    | *      | S/A | AD                 | 5700    | AD              |         | AD            | 5700    | AD                   |            | 3700, 3701, 3702, 3703, 3704, 3705, 4700 OR 4701 OR 4702, 4710, APRB |            | ADI, WTI                |
| AD STAGE INST                           |        | 5701    | *      | A   |                    | 5701    |                 | 5701    |               | 5700    |                      | 5700       | 2150, 2151   | ADI, WTI   |                         |
| NS (H) FAM IUT                          | NS (H) | 5150    | *      | A   | NS (H)             | 5150    | NS (H)          |         | NS (H)        |         | NS (H)               |            | IAW COURSE CATALOG   | 2150, 2151 | NSI                     |
| NS (H) TN IUT                           |        | 5151    | *      | A   |                    | 5151    |                 | 5151    |               | 5151    |                      | 2150, 2151 | NSI  |            |                         |
| NSI (H) CERT                            |        | 5152    | *      | A   |                    | 5152    |                 | 5152    |               | 5152    |                      | 2150, 2151 | MAWTS IP   |            |                         |
| LAT IUT                                 | LAT    | 5210    | *      | A   | LAT                | 5210    | LAT             |         | LAT           |         | LAT                  |            | IAW COURSE CATALOG   |            | LATI                    |
| LAT IUT                                 |        | 5211    | *      | A   |                    | 5211    |                 | 5211    |               | 5211    |                      |            | LATI   |            |                         |
| LATI CERTIFICATION                      |        | 5212    | *      | A   |                    | 5212    |                 | 5212    |               | 5212    |                      |            | WTI  |            |                         |
| NS LAT IUT                              | NS (L) | 5250    | *      | A   | NS (L)             | 5250    | NS (L)          |         | NS (L)        |         | NS (L)               |            | IAW COURSE CAT   | 2150, 2151 | NSLATI                  |
| NS LATI CERTIFICATION                   |        | 5251    | *      | A   |                    | 5251    |                 | 5251    |               | 5251    |                      | 2150, 2151 | MAWTS IP   |            |                         |

| KC-130J PILOT ATTAIN AND MAINTAIN TABLE                                     |       |         |        |      |                    |         |                 |         |               |         |                      |         |   |                |                       |                    |           |
|---|-------|---------|--------|------|--------------------|---------|-----------------|---------|---------------|---------|----------------------|---------|---|----------------|-----------------------|--------------------|-----------|
| T&R EVENT INFORMATION   |       |         |        |      | ATTAIN PROFICIENCY |         |                 |         |               |         | MAINTAIN PROFICIENCY |         | PREREQUISITES   | CHAINING       | INSTRUCTOR            |                    |           |
| T&R DESCRIPTION   | STAGE | EVENT # | RE-FLY | Dev  | BASIC POI          |         | SERIES CONV POI |         | REFRESHER POI |         | MAINTAIN POI         |         |   |                |                       |                    |           |
|   |       |         |        |      | STAGE              | EVENT # | STAGE           | EVENT # | STAGE         | EVENT # | STAGE                | EVENT # |   |                |                       |                    |           |
| HH-I IUT  | HH    | 5310    | *      | A    | HH                 | 5310    | HH              |         | HH            |         | HH                   |         | IAW COURSE CATALOG  |                | HHI                   |                    |           |
| HH-I CERT   |       | 5311    | *      | A    |                    | 5311    |                 |         |               |         |                      |         |   |                |                       |                    |           |
| DT IUT  | DT    | 5410    | *      | A    | DT                 | 5410    | DT              |         | DT            |         | DT                   |         | IAW COURSE CATALOG  |                | DTI                   |                    |           |
| DT IUT  |       | 5411    | *      | A    |                    | 5411    |                 |         |               |         |                      |         |   |                |                       |                    |           |
| DTI CERTIFICATION   |       | 5412    | *      | A    |                    | 5412    |                 |         |               |         |                      |         |   |                |                       |                    | 5412      |
| REQUIREMENTS, CERTIFICATIONS, QUALIFICATIONS, and DESIGNATIONS (6000 Phase) |       |         |        |      |                    |         |                 |         |               |         |                      |         |   |                |                       |                    |           |
| FCP EXAM  | FCP   | 6005    | *      | G    | FCP                | 6005    | FCP             | 6005    | FCP           | 6005    | FCP                  | 6005    | FCP   | 6118           |                       |                    |           |
| NATOPS OPEN BOOK  | NTPS  | 6010    | 365    | G    | NTPS               | 6010    | NTPS            | 6010    | NTPS          | 6010    | NTPS                 | 6010    | 6010  |                |                       |                    |           |
| NATOPS CLOSED BOOK  |       | 6011    | 365    | G    |                    | 6011    |                 |         |               |         |                      |         | 6011  | 6011           | 6011                  |                    |           |
| NATOPS ORAL EXAM  |       | 6012    | 365    | G    |                    | 6012    |                 |         |               |         |                      |         | 6012  | 6012           | 6012                  |                    |           |
| TACTICS EXAM  |       | 6013    | *      | G    |                    | 6013    |                 |         |               |         |                      |         |   |                | 6110                  |                    |           |
| INST GROUND SCHOOL  | INST  | 6030    | 365    | G    | INST               | 6030    | INST            | 6030    | INST          | 6030    | INST                 | 6030    |   |                |                       |                    |           |
| INST ORAL EXAM  |       | 6031    | 365    | G    |                    | 6031    |                 |         |               |         |                      |         | 6031  | 6031           |                       |                    |           |
| FCO NATOPS CHECK  | NTPS  | 6101    | 365    | A    | NTPS               | 6101    | NTPS            | 6101    | NTPS          | 6101    | NTPS                 | 6101    |   |                | ANI                   |                    |           |
| PARTIAL FCP DES   | FCP   | 6105    | *      | A/S  | FCP                | 6105    | FCP             | 6106    | FCP           | 6106    | FCP                  | 6106    | 6005,6118,APRB  |                | FCP                   |                    |           |
| FCP DESIGNATION   |       | 6106    | *      | A/S  |                    | 6106    |                 |         |               |         |                      |         | 6106  | 6106           |                       |                    |           |
| FCP PROFICIENCY   |       | 6107    | 180    | A/S  |                    | 6107    |                 |         |               |         |                      |         | 6107  | 6107           | 6105 OR 6106          |                    |           |
| T3P NATOPS DES  | NTPS  | 6110    | 365    | A/S+ | NTPS               | 6110    | NTPS            | 6110    | NTPS          | 6110    | NTPS                 | 6110    | 6010,6011,CORE SKILL INTRO PHASE COMPLETE,6012              | 6012,6120      | ANI, CI NI            |                    |           |
| T2P NATOPS DES  |       | 6111    | 365    | S/A  |                    | 6111    |                 |         |               |         |                      |         | 6111  | 6111           | 6010,6011,6013,82XX   | 6110,6012,6120     | ANI,CI NI |
| TPC UPGRADE SIM   |       | 6112    | *      | S    |                    | 6112    |                 |         |               |         |                      |         | 6112  | 6112           | 6111,NSQ(H),83XX      | 6120               | CI, ANI   |
| TPC UPGRADE SIM   |       | 6113    | *      | S    |                    | 6113    |                 |         |               |         |                      |         | 6113  | 6113           | 6112                  | 6120               | CI, ANI   |
| TPC UPGRADE SIM   |       | 6114    | *      | S    |                    | 6114    |                 |         |               |         |                      |         | 6114  | 6114           | 6113                  | 6120               | CI, ANI   |
| TPC UPGRADE SIM   |       | 6115    | *      | S    |                    | 6115    |                 |         |               |         |                      |         | 6115  | 6115           | 6114                  | 6120               | CI, ANI   |
| TPC UPGRADE SIM   |       | 6116    | *      | S    |                    | 6116    |                 |         |               |         |                      |         | 6116  | 6116           | 6115                  | 6120               | CI, ANI   |
| TPC ROUTE CHECK   |       | 6117    | *      | A    |                    | 6117    |                 |         |               |         |                      |         | 6117  | 6117           | 6111,NSQ(H),83XX,6116 | 2162,2150,2151     | ANI       |
| TPC NATOPS DES  |       | 6118    | 365    | A/S  |                    | 6118    |                 |         |               |         |                      |         | 6118  | 6118           | 6117,6116             | 6110,6111,6120     | ANI,CI NI |
| EP REVIEW   |       | 6120    | 90     | S/A  |                    | 6120    |                 |         |               |         |                      |         | 6120  | 6120           | 6120                  | 6120               | ANI, CI   |
| STAN INST CHECK   | INST  | 6130    | 365    | S/A+ | INST               | 6130    | INST            | 6130    | INST          | 6130    | INST                 | 6130    | 6030  |                | ANI,CI NI             |                    |           |
| SPL INST CHECK  |       | 6131    | 365    | S/A  |                    | 6131    |                 |         |               |         |                      |         | 6131  | 6131           | 6030,6130             | 6130               | ANI,CI NI |
| SEC LEADER PRAC   | SL    | 6300    | *      | A    | SL                 | 6300    | SL              | 6301    | SL            | 6301    | SL                   | 6301    | 2300,2301,2350,4200,6118,5101,APRB,2 WINGMAN FLIGHTS AS TPC | 2300,2150,2151 | SL                    |                    |           |
| SEC LEADER CERT   |       | 6301    | *      | A    |                    | 6301    |                 |         |               |         |                      |         | 6301  | 6301           | 6300                  | 2300,(2150),(2151) | FLSE      |
| SEC LEADER PROF   |       | 6302    | 365    | A    |                    | 6302    |                 |         |               |         |                      |         | 6302  | 6302           | 6301                  | 2300,2150,2151     |           |

| KC-130J PILOT ATTAIN AND MAINTAIN TABLE |       |         |        |     |                    |         |                 |         |               |         |                      |         |   |                  |            |      |      |      |                  |                  |          |
|---|-------|---------|--------|-----|--------------------|---------|-----------------|---------|---------------|---------|----------------------|---------|---|------------------|------------|------|------|------|------------------|------------------|----------|
| T&R EVENT INFORMATION                   |       |         |        |     | ATTAIN PROFICIENCY |         |                 |         |               |         | MAINTAIN PROFICIENCY |         | PREREQUISITES                           | CHAINING         | INSTRUCTOR |      |      |      |                  |                  |          |
| T&R DESCRIPTION                         | STAGE | EVENT # | RE-FLY | Dev | BASIC POI          |         | SERIES CONV POI |         | REFRESHER POI |         | MAINTAIN POI         |         |   |                  |            |      |      |      |                  |                  |          |
|   |       |         |        |     | STAGE              | EVENT # | STAGE           | EVENT # | STAGE         | EVENT # | STAGE                | EVENT # |   |                  |            |      |      |      |                  |                  |          |
| DIV LEADER PRAC                         | DL    | 6303    | *      | A   | DL                 | 6303    | DL              |         | DL            |         | DL                   |         | 6302, APRB, 2 FLIGHTS AS A SECTION LEAD | 2301, 2150, 2151 | DL         |      |      |      |                  |                  |          |
| DIV LEADER CERT                         |       | 6304    | *      | A   |                    | 6304    |                 |         |               |         |                      |         |   |                  |            | 6304 | 6304 | 6304 | 6303             | 2301, 2150, 2151 | FLSE     |
| DIV LEADER PROF                         |       | 6305    | 365    | A   |                    | 6305    |                 |         |               |         |                      |         |   |                  |            | 6305 | 6305 | 6305 | 6304             | 2301, 2150, 2151 |          |
| INTRO TO TACRAC                         | RAC   | 6310    | *      | A   | RAC                | 6310    | RAC             |         | RAC           |         | RAC                  |         | 6111                                    | 2150, 2151       | TACRAC     |      |      |      |                  |                  |          |
| TACRAC CERT                             |       | 6311    | *      | A   |                    | 6311    |                 |         |               |         |                      |         |   |                  |            | 6311 | 6311 | 6311 | 6310, 6118, APRB | 2150, 2151       | FLSE     |
| TACRAC PROFICIENCY                      |       | 6312    | 365    | A   |                    | 6312    |                 |         |               |         |                      |         |   |                  |            | 6312 | 6312 | 6312 | 6311             | 2150, 2151       |          |
| STRATRAC CERT                           |       | 6313    | *      | A   |                    | 6313    |                 |         |               |         |                      |         |   |                  |            | 6313 | 6313 |      | 6304, 6311, APRB | 6312, 2150, 2151 | STRATRAC |

2.18.2 FCO

| KC-130J FCO ATTAIN AND MAINTAIN TABLE |       |         |        |     |                    |         |                 |         |               |         |                      |         |               |          |            |      |      |      |                  |     |
|---------------------------------------|-------|---------|--------|-----|--------------------|---------|-----------------|---------|---------------|---------|----------------------|---------|---------------|----------|------------|------|------|------|------------------|-----|
| T&R EVENT INFORMATION                 |       |         |        |     | ATTAIN PROFICIENCY |         |                 |         |               |         | MAINTAIN PROFICIENCY |         | PREREQUISITES | CHAINING | INSTRUCTOR |      |      |      |                  |     |
| T&R DESCRIPTION                       | STAGE | EVENT # | RE-FLY | Dev | BASIC POI          |         | SERIES CONV POI |         | REFRESHER POI |         | MAINTAIN POI         |         |               |          |            |      |      |      |                  |     |
|                                       |       |         |        |     | STAGE              | EVENT # | STAGE           | EVENT # | STAGE         | EVENT # | STAGE                | EVENT # |               |          |            |      |      |      |                  |     |
| CORE PLUS (4000 Phase)                |       |         |        |     |                    |         |                 |         |               |         |                      |         |               |          |            |      |      |      |                  |     |
| FCO GROUND FAM                        | HH    | 4850    | *      | G   | HH                 | 4850    | HH              |         | HH            |         | HH                   |         | APRB          |          | ANI, HHI   |      |      |      |                  |     |
| FCO PTT FAM                           |       | 4851    | *      | S   |                    | 4851    |                 |         |               |         |                      |         |               |          |            | 4851 | 4851 | 4851 | HHI              |     |
| HH GROUND FAM                         |       | 4852    | *      | G   |                    | 4852    |                 |         |               |         |                      |         |               |          |            | 4852 | 4852 | 4852 | 4850, 4851, APRB | HHI |
| HH FLIGHT FAM                         |       | 4853    | *      | A   |                    | 4853    |                 |         |               |         |                      |         |               |          |            | 4853 | 4853 | 4853 | 4852             | HHI |
| INTRO TO DAY WEAPONS EMPL             | BAS   | 4860    | *      | S   | BAS                | 4860    | BAS             |         | BAS           |         | BAS                  |         | 4851          |          | HHI        |      |      |      |                  |     |
| DAY WEAPONS EMPLOYMENT                |       | 4861    | *      | A   |                    | 4861    |                 |         |               |         |                      |         |               |          |            | 4861 | 4861 | 4861 | 4853, 4860       | HHI |
| WEAPONS EMPLOYMENT                    |       | 4862    | *      | A   |                    | 4862    |                 |         |               |         |                      |         |               |          |            | 4862 | 4862 | 4862 | 4861             | HHI |
| MIR                                   | MIR   | 4870    | 180    | A   | MIR                | 4870    | MIR             | 4870    | MIR           | 4870    | MIR                  | 4870    | 4853          |          | HHI        |      |      |      |                  |     |
| CAS                                   | CAS   | 4880    | 30     | A   | CAS                | 4880    | CAS             |         | CAS           |         | CAS                  |         | 4861          | 4870     | HHI        |      |      |      |                  |     |
| URBAN CAS                             |       | 4890    | *      | A   |                    | 4890    |                 |         |               |         |                      |         |               |          |            | 4890 | 4890 | 4890 | 4880             | HHI |

CHAPTER 3

KC-130J CREWMASTER (MOS 6276)

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3.2 ABBREVIATIONS. These abbreviations apply to the stage skill names and throughout the syllabus.

| ABBREVIATIONS |   |
|---------------|---|
| AAR           | Air-to-Air Refueling  |
| ACAD          | Academic  |
| ACS           | Augment Crew Station  |
| AD            | Aerial Delivery   |
| ADI           | Aerial Delivery Instructor  |
| ADGR          | Aviation Delivered Ground Refueling                                     |
| ALZ           | Assault Landing Zone  |
| ANI           | Assistant NATOPS Instructor   |
| APF           | Aircraft Parachute Flare  |
| APR           | Aircrew Performance Record  |
| APU           | Auxiliary Power Unit  |
| APRB          | Aircrew Performance Review Board  |
| ARFF          | Aircraft Rescue and Fire Fighting                                       |
| ARO           | Air Refueling System Operator   |
| ASM           | Advanced Skills Management  |
| ASP           | Academic Support Package  |
| AT            | Assault Transport   |
| ATF           | Aircrew Training Form   |
| BI            | Battlefield Illumination  |
| BLM           | Air National Guard (ANG) Basic Loadmaster                               |
| BMS           | Battle Management System  |
| CAS           | Close Air Support   |
| CATM          | Combined Arms Training Munition   |
| CBT           | Computer Based Training   |
| CM3           | Crewmaster Level 3 (No ACS duties and must fly with a CM2 or CM1)       |
| CM2           | Crewmaster Level 2 (ACS duties and may fly without CM1)                 |
| CM1           | Crewmaster Level 1 (Plane Captain)                                      |
| CM            | Crewmaster (Generic abbreviation for all CM3, CM2, CM1, CMCC, and CMLM) |
| CMCC          | Crewmaster Crew Chief (All CMCCs should be Plane Captains)              |
| CMLM          | Crewmaster Loadmaster   |
| CMMR          | Core Model Minimum Requirements   |
| CMIAMC        | Crewmaster Initial Accession Maintenance Course                         |
| CMT           | Crewmaster Trainee  |
| CMUI          | Crewmaster Under Instruction  |
| CPLI          | Cargo Passenger Loading Instructor                                      |
| CPMP          | Core Plus Mission Proficiency   |
| CPSP          | Core Plus Skill Proficiency   |
| CPT           | Cockpit Procedures Trainer  |
| CSP           | Core Skill Proficiency  |
| DRRS-MC       | Defense Readiness Reporting System Marine Corps                         |
| DZ            | Drop Zone   |
| FAM           | Familiarization   |
| FENCE         | Fire Control Emissions Navigation Communication Expendables             |
| FCF           | Functional Check Flight   |
| FCO           | Fire Control Operator   |
| FRD           | Fleet Replacement Detachment  |
| GSE           | Ground Support Equipment  |
| HAAR          | Helicopter Air-to-Air Refueling   |
| HH            | Harvest HAWK (Hercules Airborne Weapons Kit)                            |
| IUT           | Instructor Under Training   |
| JAI           | Joint Airdrop Inspector or Inspection                                   |
| LAB           | Laboratory  |
| LEC           | Lecture   |

| ABBREVIATIONS |  |
|---------------|--|
| LIQ           | United States Air force (USAF) Loadmaster Initial Qualification Course |
| LMQ           | United States Air force (USAF) Loadmaster Mission Qualification Course |
| LRN           | Long Range Navigation  |
| MHE           | Material Handling Equipment  |
| MI            | Missions Instructor  |
| MOS           | Military Occupational Specialty  |
| MSHARP        | Marine Sierra Hotel Aviation Readiness Program                         |
| MSP           | Mission Skill Proficiency  |
| NACCS         | Naval Aircrew Candidate School   |
| NATOPS        | Naval Air Training and Operation Procedures Standardization            |
| NFM           | NATOPS Flight Manual i.e. NAVAIR 01-75GAJ-1                            |
| NI            | NATOPS Instructor  |
| NS            | Night Systems  |
| NSI           | Night Systems Instructor   |
| NS(H)         | Night Systems High   |
| NSQ           | Night Systems Qualified  |
| NTPS          | Naval Air Training and Operating Procedures Standardization            |
| NVD           | Night Vision Device  |
| NVIS          | Night Vision Imaging System  |
| PC            | Plane Captain  |
| POI           | Program of Instruction   |
| QASO          | Quality Assurance Safety Observer                                      |
| RS            | Refueling Supervisor   |
| SERE          | Survival Evasion Resistance Escape                                     |
| SI            | Systems Instructor   |
| SOP           | Standard Operating Procedures  |
| SOPGM         | Standoff Precision Guided Munitions                                    |
| SYS           | Systems  |
| TGV           | Tactical Ground Vehicle  |
| TN            | Tactical Navigation  |
| TPG           | Tactical Pocket Guide  |
| TR            | Threat Reaction  |
| TRAAR         | Tilt-Rotor Air-to-Air Refueling  |
| WST           | Weapons Systems Trainer i.e. flight simulator                          |
| WTI           | Weapons and Tactics Instructor   |

3.3 DEFINITIONS. These definitions apply to the aviation core model of training and proficiency reporting requirements.

| TERM                          | DEFINITION  |
|-------------------------------|---|
| Core Model                    | The Core Model is the basic foundation or standardized format by which all T&Rs are constructed. The Core Model provides the capability of quantifying both unit and individual training requirements and measuring readiness. This is accomplished by linking community Mission Statements, Mission Essential Task Lists, Output Standards, Core Skill Proficiency Requirements, and Combat Leadership Matrices. |
| Core Skill                    | Fundamental, environmental, or conditional capabilities required to perform basic functions. These basic functions serve as tactical enablers that allow crews to progress to more complex Mission Skills. Primarily 2000 Phase events but may be introduced in the 1000 Phase.   |
| Mission Skill                 | Mission Skills enable a unit to execute a specific MET. They are comprised of advanced event(s) that are focused on MET performance and draw upon the knowledge, aeronautical abilities, and situational awareness developed during Core Skill training. 3000 Phase events.   |
| Core Plus Skill               | Training events that can be theater specific or that have a low likelihood of occurrence. They may be fundamental, environmental, or conditional capabilities required performing basic functions. 4000 Phase events.   |
| Core Plus Mission             | Training events that can be theater specific or that have a low likelihood of occurrence. They are comprised of advanced event(s) that are focused on Core Plus MET performance and draw upon the knowledge, aeronautical abilities, and situational awareness. 4000 Phase events.  |
| Core Skill Proficiency        | CSP is a measure of training completion for 2000 Phase events. CSP is attained by executing all events listed in the Attain Table for each Core Skill. The individual must be simultaneously proficient in all events within that Core Skill to attain CSP.   |
| Mission Skill Proficiency     | MSP is a measure of training completion for 3000 Phase events. MSP is attained by executing all events listed in the Attain Table for each mission Skill. The individual must be simultaneously proficient in all events within that Mission Skill to attain MSP. MSP is directly related to Training Readiness.  |
| Core Plus Skill Proficiency   | CPSP is a measure of training completion for 4000 Phase "Skill" events. CPSP is attained by executing all events listed in the Attain Table for each Core Plus Skill. The individual must be simultaneously proficient in all events within that Core Plus Skill to attain CPSP.  |
| Core Plus Mission Proficiency | CPMP is a measure of training completion for 4000 Phase "Mission" events. CPMP is attained by executing all events listed in the Attain Table for each Core Plus Mission. The individual must be simultaneously proficient in all events within that Core Plus Mission to attain CPMP.  |

3.4 INDIVIDUAL CSP/MSP/CPSP/CPMP REQUIREMENTS

3.4.1 Management of individual CSP/MSP/CPSP/CPMP serves as the foundation for developing proficiency requirements in DRRS-MC.

3.4.2 Individual proficiency is a "Yes/No" status assigned to an individual by Core Skill/Mission Skill/Core Plus Skill/Core Plus Mission. When an individual attains and maintains proficiency in a Core Skill/Mission Skill/Core Plus Skill/Core Plus Mission, the individual counts towards CMMR unit proficiency requirements for that Core Skill/Mission Skill/Core Plus Skill/Core Plus Mission.

3.4.3 Proficiency is attained by individual Core Skill/Mission Skill/Core Plus Skill/Core Plus Mission where the training events for each skill are determined by POI assignment.

3.4.4 Once proficiency has been attained by Core Skill/Mission Skill/Core Plus Skill/Core Plus Mission (by any POI assignment) then the individual maintains proficiency by executing those events noted in the maintain table and in the "Maintain POI" column of the T&R syllabus matrix. An individual maintains proficiency by individual Core Skill/Mission Skill/Core Plus Skill/Core Plus Mission.

**\*Note\***

Individuals may be attaining proficiency in some Core Skill/Mission Skill/Core Plus Skill/Core Plus Mission while maintaining proficiency in other Core Skill/Mission Skill/Core Plus Skill/Core Plus Mission.

3.4.5 Once proficiency has been attained, should one lose proficiency in an event in the "Maintain POI" column, proficiency can be re-attained by demonstrating proficiency in the delinquent event. Should an individual lose proficiency in all events in the "Maintain POI" column by Core Skill/Mission Skill/Core Plus Skill/Core Plus Mission, the individual will be assigned to the Refresher POI for that Skill. To regain proficiency for that Core Skill/Mission Skill/Core Plus Skill/Core Plus Mission the individual must demonstrate proficiency in all R-coded events for that Skill.

**\*Note\***

See Chapter 2 of the Aviation T&R Program Manual for amplifying information on POI updating.

3.4.6 Attain/Maintain Tables. This the attain/maintain table for the CSP/MSP/CPSP/CPMP proficiency reporting requirements.

| ATTAIN AND MAINTAIN MATRIX BY POI                         |       |                       |       |               |       |                      |       |
|---|-------|-----------------------|-------|---------------|-------|----------------------|-------|
| ATTAIN PROFICIENCY  |       |                       |       |               |       | MAINTAIN PROFICIENCY |       |
| BASIC POI   |       | SERIES CONVERSION POI |       | REFRESHER POI |       | MAINTAIN POI         |       |
| STAGE   | EVENT | STAGE                 | EVENT | STAGE         | EVENT | STAGE                | EVENT |
| <b>CORE SKILLS (2000 PHASE)</b>                           |       |                       |       |               |       |                      |       |
| NS  | 2150R | NS                    | 2150R | NS            | 2150R | NS                   | 2150R |
| LRN   | 2162  | LRN                   | 2162  |               |       |                      |       |
| TN  | 2201  | TN                    |       | TN            |       | TN                   |       |
|   | 2250R |                       | 2250R |               | 2250R |                      | 2250R |
| TR  | 2400R | TR                    | 2400R | TR            | 2400R | TR                   | 2400R |
| <b>MISSION SKILLS (3000 PHASE)</b>                        |       |                       |       |               |       |                      |       |
| ALZ   | 3502R | ALZ                   | 3502R | ALZ           | 3502R | ALZ                  | 3502R |
| AT  | 3510R | AT                    | 3510R | AT            | 3510R | AT                   | 3510R |
|   | 3511R |                       | 3511R |               | 3511R |                      | 3511R |
|   | 3512R |                       | 3512R |               | 3512R |                      | 3512R |
|   | 3513R |                       | 3513R |               | 3513R |                      | 3513R |
| AAR   | 3600R | AAR                   |       | AAR           | 3600R | AAR                  | 3600R |
|   | 3601R |                       |       |               | 3601R |                      | 3601R |
|   | 3650R |                       | 3650R |               | 3650R |                      | 3650R |
| ADGR  | 3660R | ADGR                  | 3660R | ADGR          | 3660R | ADGR                 | 3660R |
| AD  | 3703R | AD                    | 3703R | AD            | 3703R | AD                   | 3703R |
|   | 3705R |                       | 3705R |               | 3705R |                      | 3705R |
| <b>CORE PLUS SKILLS (4000 PHASE)</b>                      |       |                       |       |               |       |                      |       |
| AD  | 4700R | AD                    | 4700R | AD            | 4700R | AD                   | 4700R |
|   | 4701R |                       | 4701R |               | 4701R |                      | 4701R |
|   | 4703R |                       | 4703R |               | 4703R |                      | 4703R |
| HH  | 4802  | HH                    | 4802  |               |       |                      |       |
| <b>CORE PLUS MISSION (4000 PHASE)</b>                     |       |                       |       |               |       |                      |       |
| BI  | 4710  | BI                    | 4710  | BI            |       | BI                   |       |
|   | 4711R |                       | 4711R |               | 4711R |                      | 4711R |
| CAS   | 4830R | CAS                   | 4830R | CAS           | 4830R | CAS                  | 4830R |
| "R" suffix and Grey highlight = R-coded "Refresher" event |       |                       |       |               |       |                      |       |

3.5 REQUIREMENTS, QUALIFICATIONS, AND DESIGNATIONS. The table below delineates T&R events required to be completed to attain proficiency for select requirements, qualifications, and designations. Qualification and designation letters signed by the commanding officer shall be placed in NATOPS records and APRs. See Chapter 2 of the Aviation T&R Program Manual on regaining lost qualifications.

3.5.1 Instructor Designations

| INDIVIDUAL INSTRUCTOR DESIGNATION REQUIREMENTS |   |
|--|---|
| INSTRUCTOR DESIGNATION                         | EVENTS  |
| MI   | 5102  |
| SI   | 5103  |
| CPLI   | 5510  |
| ADI  | 5701  |
| CM NI/ANI                                      | 5141  |
| CMCC NI/ANI                                    | 5142  |
| CMLM NI/ANI                                    | 5143  |
| NSI  | 5152, MAWTS-1 KC-130J Course Catalog Requirements |
| WTI  | MAWTS-1 KC-130J Course Catalog Requirements       |

3.5.2 Requirements, Qualifications, and Designations

| INDIVIDUAL REQUIREMENTS, QUALIFICATIONS, AND DESIGNATIONS |          |
|---|----------|
| R, Q, D   | EVENTS   |
| NTPS (CM3)  | 6110R    |
| NTPS (CM2)  | 6111R *  |
| NTPS (CM1)  | 6118R ** |
| NTPS (CMCC)   | 6112R    |
| NTPS (CMLM)   | 6113R    |
| NSQ   | 2150R    |
| FCF (P)   | 6105R    |
| FCF (F)   | 6107R    |
| RS  | 6662R    |
| QASO  | 6710R    |

\* CM2 includes ARO qualification. \*\* CM1 includes PC designation in ASM.

3.6 PROGRAMS OF INSTRUCTION. These tables reflect the average time-to-train versus the minimum to maximum time-to-train parameters in the Training Progression Model.

3.6.1 Basic POI.

| BASIC POI |  |   |
|-----------|--|---|
| WEEKS     | PHASE OF INSTRUCTION   | UNIT  |
| 1-7       | Naval Aircrewman Candidate School (NACCS)  | NAS Pensacola, FL   |
| 8-10      | Survival, Evasion, Resistance, and Escape (SERE) Course  | NAS North Island, CA<br>NAS Brunswick, ME   |
| 11-13     | ANG Basic Loadmaster (BLM) Course  | Little Rock AFB, AR   |
| 14-28     | USAF Loadmaster Initial Qualification (LIQ) and Loadmaster Mission Qualification (LMQ) Courses | Little Rock AFB, AR   |
| 29-35     | KC-130J Crewmaster Initial Accession Maintenance Course (CMIAMC)                               | FRD East MCAS Cherry Point, NC/<br>FRD West MCAS Miramar, CA                        |
| 36-38     | Core Skill Introduction FRD Academic Phase   | FRD East MCAS Cherry Point, NC/<br>FRD West MCAS Miramar, CA /<br>Tactical Squadron |
| 38-50     | Core Skill Introduction Phase  | Tactical Squadron   |
| 51-67     | Core Skill Phase   | Tactical Squadron   |
| 68-88     | Mission Skill Phase  | Tactical Squadron   |
| 89-97     | Core Plus Skill Phase  | Tactical Squadron   |
| 98-106    | Core Plus Mission Phase  | Tactical Squadron   |

3.6.2 Series Conversion POI.

| SERIES CONVERSION POI |   |   |
|-----------------------|---|---|
| WEEKS                 | PHASE OF INSTRUCTION                        | UNIT  |
| 1-3                   | Core Skill Introduction FRD Academics Phase | FRD East MCAS Cherry Point, NC/<br>FRD West MCAS Miramar, CA /<br>Tactical Squadron |
| 4-16                  | Core Skill Introduction Phase               | Tactical Squadron   |
| 17-33                 | Core Skill Phase                            | Tactical Squadron   |
| 34-54                 | Mission Skill Phase                         | Tactical Squadron   |
| 55-63                 | Core Plus Skill Phase                       | Tactical Squadron   |
| 64-72                 | Core Plus Mission Phase                     | Tactical Squadron   |

3.6.3 Refresher POI.

| REFRESHER POI |                         |                   |
|---------------|-------------------------|-------------------|
| WEEKS         | PHASE OF INSTRUCTION    | UNIT              |
| 1-8           | Core Skill Phase        | Tactical Squadron |
| 9-25          | Mission Skill Phase     | Tactical Squadron |
| 26-30         | Core Plus Skill Phase   | Tactical Squadron |
| 31-35         | Core Plus Mission Phase | Tactical Squadron |

3.6.4 Instructor POI

| INSTRUCTOR POI |                          |                   |
|----------------|--------------------------|-------------------|
| WEEKS          | PHASE OF INSTRUCTION     | UNIT              |
| 1              | Standardization Training | Tactical Squadron |
| 2-4            | Flight Training          | Tactical Squadron |

3.7 SYLLABUS NOTES. This section provides notes, policies, and guidelines applicable to the entire syllabus.

3.7.1 Basic POI. The basic POI applies to initial accessions and lateral movers. No Conversion or Transition POI exists in this syllabus therefore those who normally fall into these categories will also be assigned this POI. Those who were initially assigned to other fixed wing platforms such as C9, UC-35, C12, etc. after completion of the KC-130J Crewmaster Initial Accession Maintenance course will also be assigned this POI and will start at the Core Skill Introduction FRD Academic Phase (0000).

3.7.2 Series Conversion POI. All series conversions shall undergo prescribed prerequisite training that will allow them to commence the entire Series Conversion POI. Due to the complexities involved with series conversion of KC-130J Crew Chiefs and Loadmasters; KC-130T Crewmasters, and Flight Engineers, the following guidance is provided.

3.7.2.1 KC-130J Crew Chiefs. KC-130J Crew Chiefs converting to KC-130J Crewmasters must have completed BLM, LIQ, and LMQ courses. Squadrons may conduct local training by using the FRD approved "In-house" Loadmaster Course that includes BLM and LIQ only. If the "In-house" Loadmaster Course is utilized, aerial delivery training may also be conducted at the squadron level without attending the LMQ course. This training shall include FRD and MAWTS-1 developed academic and ground training prior to the AD specific event. The use of the FRD approved "In-house" Loadmaster Course shall be authorized by name and in writing by the FRD. KC-130J Crew Chiefs currently assigned to VMGR squadrons shall complete series conversion no later than 2 years from the date of this publication.

3.7.2.2 KC-130J Loadmasters. KC-130J Loadmasters converting to KC-130J Crewmasters must have completed either the FRD or CNATT CMIAMC. Squadrons may conduct local training by using the FRD approved "In-house" Crewmaster Ground Maintenance Course. The use of the FRD approved "In-house" Crewmaster Ground Maintenance Course shall be authorized by name and in writing by the FRD. KC-130J Loadmasters currently assigned to VMGR squadrons shall complete series conversion no later than 2 years from the date of this publication.

3.7.2.3 KC-130T Crewmasters and Flight Engineers. KC-130T Crewmasters and Flight Engineers converting to KC-130J Crewmasters must have completed the BLM, LIQ, LMQ courses, and either the FRD or CNATT CMIAMC. Squadrons may conduct local training by using the FRD approved "In-house" Loadmaster Course

that includes BLM and LIQ only. If the "In-house" Loadmaster Course is utilized aerial delivery training may also be conducted at the squadron level without attending the LMQ course. This training shall include FRD and MAWTS-1 developed academic and ground training prior to the AD specific event. Squadrons may also conduct local training by using the FRD approved "In-house" Crewmaster Ground Maintenance Course. The use of these FRD approved "In-house" courses shall be authorized by name and in writing by the FRD. KC-130T Crewmasters and Flight Engineers shall not qualify as KC-130J Crew Chiefs or Loadmasters, and must complete the series conversion training to KC-130J Crewmaster.

3.7.2.4 Series Conversion Equivalency. The series conversion equivalency matrix provided below will determine if the series conversion event applies. If the series conversion has the appropriate equivalent event annotated on the equivalency matrix and in fact was completed in this syllabus or the KC-130T Crewmaster or Flight Engineer syllabus then no training is required and the previous equivalent event ATF will be marked series conversion and date manually logged into MSHARP for the last date flown or conducted. If the series conversion has "Waived" annotated on the equivalency matrix then the event will be logged waived in MSHARP. If waived see paragraph 3.7.8. If the series conversion has "Required" then it is required for the series conversion.

| CREWMASTER<br>SERIES CONVERSION EQUIVALENCY               |           |           |                             |                             |
|---|-----------|-----------|-----------------------------|-----------------------------|
| KC130J CM   | KC130J CC | KC130J LM | KC130T CM<br>(T&R 1 NOV 13) | KC130T FE<br>(T&R 1 NOV 13) |
| <b>CORE SKILL INTRODUCTION FRD ACADEMICS PHASE (0000)</b> |           |           |                             |                             |
| 0002  | Waived    | Waived    | Required                    | Required                    |
| 0004  | Waived    | Waived    | Required                    | Required                    |
| 0005  | Required  | Required  | Required                    | Required                    |
| 0006  | Waived    | Waived    | Required                    | Required                    |
| 0007  | Waived    | Required  | Required                    | Required                    |
| 0008  | Waived    | Required  | Required                    | Required                    |
| 0009  | Required  | Required  | Required                    | Required                    |
| 0010  | Required  | Waived    | Required                    | Required                    |
| 0101  | Waived    | Required  | Required                    | Required                    |
| 0102  | Required  | Required  | Required                    | Required                    |
| 0103  | Waived    | Waived    | Required                    | Required                    |
| 0104  | Waived    | Required  | Required                    | Required                    |
| 0105  | Waived    | Required  | Required                    | Required                    |
| 0106  | Waived    | Waived    | Required                    | Required                    |
| 0107  | Waived    | Waived    | Required                    | Required                    |
| 0108  | Required  | Required  | Required                    | Required                    |
| 0500  | Required  | Waived    | 3510                        | Required                    |
| 0501  | Required  | Waived    | 3510                        | Required                    |
| 0502  | Required  | Waived    | 3511                        | Required                    |
| 0503  | Required  | Waived    | Required                    | Required                    |
| 0504  | Required  | Waived    | 3512                        | Required                    |
| 0505  | Required  | Waived    | 3512                        | Required                    |
| <b>CORE SKILL INTRODUCTION PHASE (1000)</b>               |           |           |                             |                             |
| 1000  | Waived    | Required  | Required                    | Required                    |
| 1001  | Waived    | Required  | Required                    | Required                    |
| 1102  | Waived    | Required  | Required                    | Required                    |
| 1103  | Required  | Required  | Required                    | Required                    |

| <b>CREWMASTER<br/>SERIES CONVERSION EQUIVALENCY</b>                            |                  |                  |   |   |
|--|------------------|------------------|---|---|
| <b>KC130J CM</b>   | <b>KC130J CC</b> | <b>KC130J LM</b> | <b>KC130T CM<br/>(T&amp;R 1 NOV 13)</b> | <b>KC130T FE<br/>(T&amp;R 1 NOV 13)</b> |
| <b>CORE SKILL PHASE (2000)</b>   |                  |                  |   |   |
| 2150   | 2150             | 2150             | 2150                                    | Required                                |
| 2162   | 2162 or 2160*    | 2162 or 2160*    | Required                                | Required                                |
| 2250   | 2250             | 2250             | 2250                                    | Required                                |
| 2400   | 2400             | 2400             | 2400                                    | Required                                |
| <b>MISSION SKILL PHASE (3000)</b>  |                  |                  |   |   |
| 3502   | Required         | 3502             | 3502                                    | Required                                |
| 3510   | Required         | 3510             | 3510                                    | Required                                |
| 3511   | Required         | 3511             | Required                                | Required                                |
| 3512   | Required         | 3512             | 3512                                    | Required                                |
| 3513   | Required         | 3513             | 3513                                    | Required                                |
| 3650   | 3650 or 2650*    | 3650             | 3650                                    | Required                                |
| 3660   | 3660             | 3660             | 3661                                    | Required                                |
| 3703   | Required         | 3703             | 3703                                    | Required                                |
| 3705   | Required         | 3705             | 3705                                    | Required                                |
| <b>CORE PLUS AND MISSION PLUS SKILLS PHASE (4000)</b>                          |                  |                  |   |   |
| 4700   | Required         | 4700             | 4700                                    | Required                                |
| 4701   | Required         | 4701             | 4701                                    | Required                                |
| 4703   | Required         | 4703             | 4703                                    | Required                                |
| 4710   | 4710             | 4710             | 4710                                    | Required                                |
| 4711   | 4711             | 4711             | 4710                                    | Required                                |
| 4802   | 4802             | 4802             | Required                                | Required                                |
| 4830   | 4830 or 4811*    | 4830             | Required                                | Required                                |
| <b>INSTRUCTOR PHASE (5000)</b>   |                  |                  |   |   |
| 5000   | 5000             | 5000             | 5101                                    | 5108                                    |
| 5100   | 5100             | 5100             | 5101                                    | 5108                                    |
| 5101   | 5101             | 5101             | 5101                                    | 5108                                    |
| 5102   | 5102 or 5103*    | 5102 or 5103*    | Required                                | Required                                |
| 5103   | 5103 or 5104*    | Required         | Required                                | Required                                |
| 5510   | Required         | 5510 or 5102*    | Required                                | Required                                |
| 5701   | Required         | 5701 or 5700*    | Required                                | Required                                |
| 5140   | 5140             | 5140             | Required                                | Required                                |
| 5141   | Required         | Required         | Required                                | Required                                |
| 5150   | 5150             | 5150             | 5150                                    | 5150                                    |
| 5151   | 5151             | 5151             | 5151                                    | 5151                                    |
| 5152   | 5152             | 5152             | 5152                                    | 5153                                    |
| <b>REQUIREMENTS, CERTIFICATIONS, QUALIFICATIONS, DESIGNATIONS PHASE (6000)</b> |                  |                  |   |   |
| 6010   | Required         | Required         | Required                                | Required                                |
| 6011   | Required         | Required         | Required                                | Required                                |
| 6012   | Required         | Required         | Required                                | Required                                |
| 6110   | Required         | Required         | Required                                | Required                                |
| 6111   | Required         | Required         | Required                                | Required                                |
| 6118   | Required         | Required         | Required                                | Required                                |
| 6104   | 6105             | Required         | Required                                | Required                                |
| 6105   | 6105             | Required         | Required                                | Required                                |
| 6106   | 6106             | Required         | Required                                | Required                                |
| 6107   | 6107             | Required         | Required                                | Required                                |
| 6662   | 6662 or 6652*    | 6662 or 6652*    | 6652                                    | Required                                |

| CREWMASTER<br>SERIES CONVERSION EQUIVALENCY                                  |               |           |                             |                             |
|--|---------------|-----------|-----------------------------|-----------------------------|
| KC130J CM  | KC130J CC     | KC130J LM | KC130T CM<br>(T&R 1 NOV 13) | KC130T FE<br>(T&R 1 NOV 13) |
| REQUIREMENTS, CERTIFICATIONS, QUALIFICATIONS, DESIGNATIONS PHASE (6000)      |               |           |                             |                             |
| 6710   | 6710          | 6710      | 6710                        | Required                    |
| 6900   | 6014 *        | Required  | Required                    | Required                    |
| 6901   | 6014 *        | Required  | Required                    | Required                    |
| 6902   | 6014 *        | Required  | Required                    | Required                    |
| 6903   | 6014 *        | Required  | Required                    | Required                    |
| 6910   | 6014 *        | Required  | Required                    | Required                    |
| 6911   | 6014 *        | Required  | Required                    | Required                    |
| 6912   | 6014 *        | Required  | Required                    | Required                    |
| 6913   | 6014 *        | Required  | Required                    | Required                    |
| 6914   | 6014 *        | Required  | Required                    | Required                    |
| 6915   | 6014 *        | Required  | Required                    | Required                    |
| 6916   | 6014 *        | Required  | Required                    | Required                    |
| 6917   | 6014 *        | Required  | Required                    | Required                    |
| 6918   | 6014 *        | Required  | Required                    | Required                    |
| 6919   | 6014 *        | Required  | Required                    | Required                    |
| 6920   | 1700 *        | Required  | Required                    | Required                    |
| 6921   | 1700 *        | Required  | Required                    | Required                    |
| 6922   | 1700 *        | Required  | Required                    | Required                    |
| 6923   | 1700 *        | Required  | Required                    | Required                    |
| 6924   | 1700 *        | Required  | Required                    | Required                    |
| 6925   | 6925 or 3610* | Required  | Required                    | Required                    |
| 6926   | 6926 or 3611* | Required  | Required                    | Required                    |
| 6927   | 6927 or 3612* | Required  | Required                    | Required                    |
| 6928   | 6928 or 3613* | Required  | Required                    | Required                    |
| 6930   | 6016 *        | Required  | Required                    | Required                    |
| 6931   | 6016 *        | Required  | Required                    | Required                    |
| 6932   | 6016 *        | Required  | Required                    | Required                    |
| 6933   | 6016 *        | Required  | Required                    | Required                    |
| 6934   | 6016 *        | Required  | Required                    | Required                    |
| * Indicates previous KC130J T&R events that were renumbered in this revision |               |           |                             |                             |

3.7.3 Refresher POI. The refresher POI applies only to previously qualified KC-130J Crewmasters returning to flight status on the KC-130J after an absence of more than a year. Previously qualified KC-130J Crew Chiefs and Loadmasters who never completed the Series Conversion POI toward KC-130J Crewmaster will be assigned the Series Conversion POI as no refresher syllabus exists for KC-130J Crew Chiefs and Loadmasters.

3.7.4 Crewmaster Qualification Levels

3.7.4.1 Crewmaster Level 3 (CM3). The initial qualification after the Core Skill Introduction Phase (1000) completion and successful NATOPS evaluation is the CM3. A CM3 qualification is the foundation of further training toward duties at the ACS and qualification as a PC. A CM3 is qualified to conduct exterior and interior preflight, weight and balance calculations, exterior engine start monitoring, cargo compartment monitoring, and normal and emergency procedures. A CM3 will be capable of conducting observer duties, cargo and passenger loading/offloading, aerial delivery, aviation delivered

ground refueling, battlefield illumination, and harvest HAWK missions once complete with the required events in the Core Skill and above training.

3.7.4.2 Crewmaster Level 2 (CM2). The next qualification level of the Crewmaster is the CM2. The CM3 after recommendation at the squadron APRB will complete the FAM and SYS stages, and ARO ACS events as required in the Requirements, Qualifications, and Designations Phase (6000). The CM3 will have all required prerequisites for FAM-6900 prior to commencing the CM2 required training. After completion of FAM and SYS stages, ARO ACS events, and successful NATOPS evaluation the CM3 will be qualified and re-designated a CM2. A CM2 is qualified to conduct all duties of a CM3 with the addition of flight station preflight and all normal ACS duties to include ARO.

3.7.4.3 Crewmaster Level 1 (CM1). The last qualification level of the Crewmaster is CM1. The CM2 after recommendation at the squadron APRB will complete PC events as required in the Requirements, Qualifications, and Designations Phase (6000). After completion of PC events and successful NATOPS evaluation the CM2 will be qualified and re-designated a CM1. A CM1 is qualified to conduct all duties of a CM2 with addition to PC duties as required by COMNAVAIRFORINST 4790.2\_ and squadron SOP. These duties will include inspections, servicing, and minor expeditionary maintenance requirements.

3.7.5 Plane Captain Designation. COMNAVAIRFORINST 4790.2\_ authorizes "commands where Naval Aircrew perform the functions of a plane captain, completion of the training curriculum and the designation as a Naval Aircrew by the Commanding Officer per the NATOPS Evaluation Report (OPNAV 3710/7) shall qualify the aircrew for plane captain duties. In such cases, the Naval Aircrew training syllabus must include all plane captain qualifications and requirements. Naval Aircrew qualified as plane captains per this paragraph, are not required to take a separate plane captain examination, appear before a Plane Captain selection board, or be designated via the Plane Captain Designation (CNAF 4790/158)".

3.7.5.1 CM1 Plane Captain Designation. After completion of the required embedded PC events in the Requirements, Qualifications, and Designations Phase (6000) and successful NATOPS evaluation, a signed copy of the designation letter and OPNAV 3710/7 form shall be scanned into ASM under Plane Captain Designation and routed for signature by the Commanding Officer or designee. Crewmasters qualified as Plane Captains prior to this syllabus utilized the ASM Plane Captain Syllabus tasks list therefor the directions given above do not apply. Plane Captain Periodicals will also be conducted in accordance with COMNAVAIRFORINST 4790.2\_.

3.7.5.2 CMCC Plane Captain Designation. All CMCC's as of the date of this publication should have previous initial designation as a Plane Captain using the previous ASM Plane Captain Syllabus tasks list. If no previous initial designation exists the CMCC shall complete the PC events in the Requirements, Qualifications, and Designations Phase (6000) and a successful NATOPS evaluation. A signed copy of the designation letter and OPNAV 3710/7 form shall be scanned into ASM under Plane Captain Designation and routed for signature by the Commanding Officer or designee. Plane Captain Periodicals will also be conducted in accordance with COMNAVAIRFORINST 4790.2.

3.7.6 Academic Training. Academic training is sponsored, developed, maintained, and published by both the FRD and MAWTS-1. The phases, stages, and/or events prerequisites or admin notes will specify if academics are required. The KC-130J FRD and MAWTS-1 KC-130J Course Catalogs will list the

required academics by phase, stage, and/or event. Academics required will also be stated on all ATFs. The following are types of academic training required in this syllabus:

3.7.6.1 Required Readings. Required readings are from specific manuals or publications to supplement the knowledge for the required phase, stage, or event.

3.7.6.2 Computer Based Training. CBTs are computer-based modules that cover particular subjects. These CBTs are either self-paced or instructor led.

3.7.6.3 Lectures. LECs are stand-up instruction such as ASPs and FRD lesson plans presented in a classroom environment by a qualified instructor.

3.7.6.4 Cockpit Procedural Training. CPTs are instructor guided or free-play interactive events given to an individual or entire class by a qualified instructor.

3.7.7 Aircrew Training Forms. ATFs unless otherwise specified in this syllabus are required for all Basic, Series Conversion, and Refresher POI events. All ATFs are required to be filed in the individuals APR. The ATFs will be standardized and developed using the event terms and observation scale. All ATFs will include CRM where appropriate. The KC-130J FRD, MAWTS-1 KC-130 Division, and KC-130J Squadrons as a community are responsible for the development of ATFs. The MAWTS-1 KC-130 Division as the syllabus sponsor is required to maintain and publish community approved ATFs. These ATFs are located on the MAWTS-1 KC-130 Division webpage.

3.7.8 Waived/Deferred events. The KC-130J FRD and Squadron Commanding Officers may waive or defer events in accordance with the Aviation T&R Program manual. If the commanding officer has waived/deferred phases, stages, events, or prerequisites a waiver/deferral letter shall be placed in the individuals APR.

3.7.9 Event Terms. Event terms shall be used in developing events and requirements.

| EVENT TERMS |   |
|-------------|---|
| Term        | Description   |
| Discuss     | An explanation of systems, procedures, or maneuvers during the brief, in flight, or post flight. Trainee is responsible for knowledge of procedures.  |
| Demonstrate | The description and performance of a particular maneuver/event by the instructor, observed by the trainee. The trainee is responsible for knowledge of the procedures prior to the demonstration of a required maneuver.  |
| Introduce   | The instructor may demonstrate a procedure or maneuver to a trainee, or may coach the trainee through the maneuver without demonstration. The trainee performs the procedures or maneuver with coaching as necessary. The trainee is responsible for knowledge of the procedures. |
| Practice    | The performance of a maneuver or procedure by the trainee that may have been previously introduced in order to attain a specified level of performance.   |
| Review      | Demonstrated proficiency of a maneuver by the trainee.  |
| Evaluate    | Any flight designed to evaluate aircrew standardization that does not fit another category such as SARCK, HACCK, T2PCK, etc.  |
| E-Coded     | This term means an event evaluation form is required each time the event is logged. Requires evaluation by a certified standardization instructor (NI, ANI, WTI, or NSI)  |

3.7.10 Observation Scale. The observation scale describes the numerical observations assigned for graded events. The comments that relate to each score are designed to assist instructors in assigning the correct observation

based on the CMTs or CMUIs demonstrated performance.

| Observation Scale  |                      |   |  |   |
|--|----------------------|---|--|---|
| Observation  | Level of Learning    | General   | Training as an Individual  | Scenario Training as a Crewmember*  |
| 5  | <b>Correlation</b>   | Proactive. Ahead of the situation. Reacts correctly with changing conditions, and/or changing mission.          | Performance is correct, efficient, and skillful. Deviations are very minor. The CMT/CMUI initiates corrections if required, and they appropriate, smooth, and rapid. | Proactive management of resources in dynamic environment. Mission effectiveness and safety enhanced by planning and coordination. |
| 4  | <b>Application</b>   | Self / crew recognition of errors. Correct application of resources.  | Self-Assess and corrects errors in time. Deviations are brief and minor. Corrections are appropriate and timely.   | Active management. Recognizes and corrects errors. Maintains redundancy to improve mission effectiveness and reduce risk.         |
| 3  | <b>Understanding</b> | Minor errors not detected. Crew redundancy diminished.  | Errors not detected and/or corrected in a timely manner. Corrections noticeably lag deviations.  | Minor errors not detected and/or corrected. Risk unchanged.   |
| 2  | <b>Rote</b>          | Task accomplished mechanically and/or with limited situational awareness. Crew redundancy lost. Risk increased. | Errors not recognized and/or corrected.  | Errors not recognized and/or corrected.   |
| 1  | <b>Unfamiliar</b>    | Unable.   | Skills not up to task.   | Skills not up to task.  |
| * The instructor must consider, based on their current performance, how well they handle an unexpected increase in task loading, cumulative conditions and crew factors. |                      |   |  |   |

3.7.11 Program of Instruction Matrix

| Program of Instruction Matrix |        |  |
|-------------------------------|--------|--|
| POI                           | Symbol | Meaning  |
| Basic                         | B      | Initial MOS and Skill Training (Conversions and Transitions will be assigned Basic POI)  |
| Series Conversion             | SC     | Moving from one series to another (KC-130T to KC-130J) or KC-130J Crew Chiefs or Loadmaster conversions to Crewmaster.             |
| Refresher                     | R      | Return to same T/M/S from either non-flying tour or another T/M/S  |
| Maintain                      | M      | All individuals who have attained CSP/MSP/CPSP/CPMP by initial POI assignment are re-assigned to the M POI to maintain proficiency |

3.7.12 Environmental Conditions Matrix

| Environmental Conditions Matrix |   |
|---------------------------------|---|
| Code                            | Meaning   |
| D                               | Shall be flown during hours of daylight; by exception if there is no use of a symbol.             |
| N                               | Shall be flown during hours of darkness, may be aided or unaided.                                 |
| (N)                             | May be flown during darkness. If flown during hours of darkness it may be flown aided or unaided. |
| NS                              | Shall be flown during hours of darkness and mandatory use of Night Vision Devices.                |

3.7.13 Device Matrix

| Device Matrix |  |
|---------------|--|
| Symbol        | Meaning  |
| A             | Flown in aircraft  |
| S/A           | Flown or conducted in simulator preferred but may be flown in aircraft   |
| S*/A          | Flown or conducted in simulator preferred but may be flown in aircraft. Ground instruction with actual aircraft required after or prior to simulator flight. |
| S/G           | Flown or Conducted in simulator preferred but may be conducted on the ground   |
| G             | Ground   |
| CBT           | Computer Based Training  |
| LEC           | Lecture  |
| EXAM          | Written or Oral examination  |
| FUT           | Fuselage Trainer   |
| OTA           | Observer Training Aid  |
| WST           | KC130J flight simulator Trainer  |
| KC130J        | Actual aircraft; may be flown or ground training completed   |
| KC130J HH     | Actual aircraft configured for Harvest HAWK; may be flown or ground training completed   |

3.7.14 Additional Courses Training Courses Available. These courses are recommended but not required to augment training provided in this syllabus.

| Course  | Unit                                      |
|---|---|
| Aircraft Weight and Balance Course                | CNATT                                     |
| Hazardous Materials Preparer Course               | MCAS New River, NC                        |
| Joint Airdrop Inspector Course                    | Ft. Lee, VA                               |
| Advanced Airlift Tactical Training Course (AATTC) | St. Joseph, MO                            |
| Basic Instructor Training Course                  | MCB Lejeune, NC or MCB Camp Pendleton, CA |
| Crew Resource Management Instructor               | NAS Pensacola, FL or Mobile Training Team |

3.7.15 Syllabus References. These references shall be used to ensure safe and standardized training, grading criteria, and aircraft operation.

| References  |
|---|
| Aviation T&R Program Manual (NAVMC 3500.14 )  |
| NATOPS General Flight and Operations Instruction (OPNAVINST 3710.7 )  |
| NATOPS General Flight and Operations Instruction (MCO 3710.8 )  |
| Crew Resource Management Program (OPNAVINST 1542.7 )  |
| Navy and Marine Corps Crew Resource Management Program (COMNAVAIRFORINST 1542.7 )   |
| Marine Corps Safety Program (MCO 5100.29 )  |
| Naval Aviation Maintenance Program (COMNAVAIRFORINST 4790.2 )   |
| Organization Maintenance Publications (General Vehicle, General Systems, Job Guides, Fault Isolations, Individual Parts Breakdown, and Wiring Diagrams for KC-130J) |
| KC-130J NATOPS Flight Manual (NAVAIR 01-75GAJ-1)  |
| KC-130J NATOPS Flightcrew Quick Reference Handbook (NAVAIR 01-75GAJ-1.5)  |
| KC-130J NATOPS Functional Flight Check (FCF) Checklist (NAVAIR 01-75GAJ-1F)   |
| KC-130J Naval Aviation Technical Information Product (NTRP 3-22.4-KC130J)   |
| Combat Aircraft Fundamentals KC-130 (NTTP 3-22.3-KC130)   |
| Tactical Pocket Guide KC-130 (NTTP 3-22.5-KC130)  |
| Air-to-Air Refueling Manual (ATP-56 )   |
| Cargo Loading Manual (NAVAIR 01-75GAA-9)  |
| Air Delivery Rigging Manuals (FM 4-20.10 or MCRP 4-11.3 Series)   |
| MAWTS-1 WTI Course Catalog  |
| MAWTS-1 KC-130J Course Catalog  |
| KC-130J FRD Academic Course Catalog   |

3.8 CORE SKILL INTRODUCTION FRD ACADEMIC PHASE (0000)

3.8.1 Purpose. Provide CMTs with proper academic and laboratory training on basic aircraft fundamentals prior to the Core Skill Introduction Phase (1000).

3.8.2 General

3.8.2.1 Admin Notes.

(1) FRD East or West conducts this phase of training. Squadrons may conduct the Core Skill Introduction FRD Academics Phase (0000) or certain events of this phase if deferred by the FRD. Certain advantages exist by authorizing squadrons to conduct this training. Funding for temporary duty and the absence of a Fuselage trainer are example reasons squadrons may conduct this phase or certain events of this phase of training. In any case if squadrons conduct this training, it will be coordinated in advance and authorized by name and in writing by the FRD.

(2) Squadrons may require completion of specific ASM requirements prior to any training in squadron work centers or on aircraft.

(3) Core Skill Introduction FRD Academics Phase (0000) Course In-brief shall be conducted. This should be tailored to specific location of training i.e. FRD East, FRD West, or squadrons. The subjects will depend on the location this phase is conducted, but at a minimum will include schedule, student guides, publications, resources, and expectations.

(4) Each CMT shall receive all of the ACAD classes and LAB events listed in the matrix below prior to beginning the Core Skill Introduction Phase (1000). All academics required for this phase are listed in the KC-130J FRD and MAWTS-1 Course Catalogs. The ACAD and LAB events have corresponding T&R codes associated with them and will be tracked and logged in MSHARP.

3.8.2.2 Prerequisites. NACCS, SERE, BLM, LIQ, LMQ, and CMIAMC. Alternate prerequisites for Series Conversion POI are in accordance with paragraph 3.7.3.1 through 3.7.3.3.

3.8.3 Ground/Academic Training. The following matrix will be used to track ACAD, and LAB events:

| T&R CODE  | EVENT  |
|-----------|--|
| ACAD-0001 | Night Imaging and Threat Evaluation Lab                                      |
| ACAD-0002 | Crew Resource Management Initial   |
| ACAD-0003 | Operation Risk Management Initial  |
| ACAD-0004 | Basic Aircraft FAM, Flight line Safety, and Squadron Operations Introduction |
| ACAD-0005 | Exterior and Interior Preflight Inspections Introduction                     |
| LAB-0101  | Exterior Preflight Inspection Practice                                       |
| LAB-0102  | Interior Preflight Inspection Practice                                       |
| ACAD-0006 | Emergency Equipment and Procedures Introduction                              |
| LAB-0103  | Emergency Equipment and Procedures Practice                                  |
| ACAD-0007 | Aircraft Electrical Power Application Introduction                           |
| LAB-0104  | Aircraft Electrical Power Application Practice                               |
| ACAD-0008 | Aircraft Servicing Introduction  |
| LAB-0105  | Aircraft Servicing Practice  |
| ACAD-0009 | Post flight Introduction and In-flight Procedures Discussion                 |

| T&R CODE  | EVENT  |
|-----------|--|
| LAB-0106  | Preflight and Post flight Practice                 |
| LAB-0107  | Preflight and Post flight Practice                 |
| LAB-0108  | Preflight and Post flight Review                   |
| ACAD-0010 | Cargo and Passenger Loading Introduction           |
| LAB-0500  | Passengers and Baggage Loading/Offloading Practice |
| LAB-0501  | Passengers and Baggage Loading/Offloading Practice |
| LAB-0502  | Rolling Stock Cargo Loading/Offloading Practice    |
| LAB-0503  | Rolling Stock Cargo Loading/Offloading Practice    |
| LAB-0504  | Palletized Cargo Loading/Offloading Practice       |
| LAB-0505  | Palletized Cargo Loading/Offloading Practice       |

3.9 CORE SKILL INTRODUCTION PHASE (1000)

3.9.1 Purpose. Provide CMTs with continued training on basic aircraft fundamentals; introduce CMTs to in-flight normal and emergency procedures, and specific core skills for the KC-130J aircraft.

3.9.2 General

3.9.2.1 Admin Notes. At the completion of this phase the CMT will be a NATOPS qualified CM3, will be designated a CM3, will receive Aircrew insignia, and receive the MOS 6276. A CM3 is qualified to conduct exterior and interior preflight, weight and balance calculations, exterior engine start monitoring, cargo compartment monitoring, and normal and emergency procedures. A CM3 will be capable of conducting observer duties, cargo and passenger loading/offloading, aerial delivery, aviation delivered ground refueling, battlefield illumination, and harvest HAWK missions once complete with the required events in the Core Skill and above training.

3.9.2.2 Prerequisite. Core Skill Introduction FRD Academic Phase (0000), all squadron ASM requirements, flight physical with admin up-chit, and temporary enlisted flight orders.

3.9.2.3 Stages. The following stages are included in the Core Skill Introduction Phase of training.

| Par No. | Stage Name                 |
|---------|----------------------------|
| 3.9.3   | Familiarization (FAM)      |
| 3.9.4   | Night Systems (NS)         |
| 3.9.5   | Tactical Navigation (TN)   |
| 3.9.6   | Air-to-Air Refueling (AAR) |

3.9.3 FAMILIARIZATION (FAM) STAGE

Purpose. Provide CMTs with continued training on basic aircraft fundamentals in the application of electrical power, and aircraft servicing; and introduce CMTs to In-flight normal and emergency procedures.

General

Admin Notes.

- (1) Ensure ACAD 0002 and 0003 training is annotated complete in NATOPS.
- (2) FAM-1000 and 1001 are completed simultaneously with ASM

requirements. FAM-1000 and 1001 will be conducted on multiple occasions throughout the Core Skill Introduction Phase (1000) and most likely will not be complete until near the end of this phase.

(3) CMTs shall complete electrical power plant GSE requirements of PC-6930 for FAM-1000.

(4) FAM-1100 through 1103 is the foundation of the CM3 qualification and as such shall be completed before any other event in this phase with the exception of FAM-1000 and 1001.

(5) KC-130J Crewmaster Crew Chiefs will only complete specific areas of FAM-1103 for series conversion. ATF will annotate the areas to cover for Crew Chief series conversion to Crewmaster.

(6) KC-130J Crewmaster Loadmasters will only complete specific areas of FAM-1100 through 1103 for series conversion. ATF will annotate the areas to cover for Loadmaster series conversion to Crewmaster.

Prerequisite. See individual event prerequisites.

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|          |     |   |      |     |   |           |
|----------|-----|---|------|-----|---|-----------|
| FAM-1000 | 3.0 | * | B,SC | (N) | G | 1 KC-130J |
|----------|-----|---|------|-----|---|-----------|

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Goal. Review electrical power application.

Requirement.

Review:

- Connecting and disconnecting external electrical power
  - Equipment Conditions
  - Preparation for connecting external electrical power
  - Connecting external electrical power
  - Disconnecting external electrical power
- Operation of APU
  - Equipment conditions
  - Preparation for starting APU
  - Starting APU
  - Pressurize bleed air manifold
  - Operation of air conditioning system with APU
  - Normal shutdown of APU
  - Emergency shutdown of APU

Performance Standard. NFM Chapter 2 and 7, and applicable job guides of NAVAIR 01-75GAJ-00JG-00-1 and 01-75GAJ-49JG-00-1.

Instructor. SI.

Prerequisite. Required academics.

External Syllabus Support. Scheduled with maintenance control for use of aircraft, and external power source.

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|          |     |   |      |     |   |           |
|----------|-----|---|------|-----|---|-----------|
| FAM-1001 | 3.0 | * | B,SC | (N) | G | 1 KC-130J |
|----------|-----|---|------|-----|---|-----------|

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Goal. Review Aircraft Servicing.

Requirement.

Review:

- Refueling and Defueling procedures
  - Equipment conditions
  - Refueling airplane (SPR Method)
  - Refueling airplane (Over-the-Wing Method)
  - Transfer of fuel between fuel tanks
  - Defueling airplane (SPR Method)
  - Main and external tank fuel tank fuel quantity using dipstick
  - Auxiliary tank fuel tank fuel quantity using sight gauge
  - Tank Capacities
  - Authorized fuels
- Hydraulic Servicing Procedures
  - Equipment conditions
  - Servicing hydraulic system reservoirs
  - Reservoir capacities
  - Authorized hydraulic fluids
- Oil Servicing Procedures
  - Equipment conditions
  - Servicing APU oil tank
  - Servicing engine oil system
  - Servicing engine starter
  - Oil tank capacities
  - Authorized oil fluids
- Lavatory Servicing Procedures
  - Equipment conditions
  - Servicing troop toilet and urinals

Performance Standard. NFM Chapters 3, 4, and 7; and applicable job guides of NAVAIR 01-75GAJ-12JG-10-1 and 01-75GAJ-12JG-21-1.

Instructor. SI.

Prerequisite. Required academics.

External Syllabus Support. Scheduled with maintenance control for use of aircraft, and external power source.

FAM-1100    3.0    \*    B,SC    (N)    A    1 KC-130J

Goal. Introduce In-flight Procedures.

Requirement.

Introduce:

- Acquiring aircraft provisions
  - Coffee and water
  - Galley supplies
  - Publications library and forms
- Aircraft communications
  - Get home control
  - CNIMU and CNBP communication control
  - ICS and radio control panels
- Before start checklist
  - Ramp and door controls
  - NLG pin and chocks
- Engine start procedure
  - Engine start monitoring
  - Removing external GSE
- Before taxi checklist

- Crew and door
- Hydraulic quantities
- Passengers and cargo
- Belts and harnesses
- Cargo compartment general condition
- Taxi clearance observation and reverse taxi directing
- After takeoff checklist
  - Wings, engines, hydraulics
  - Cargo compartment general condition
- In-flight
  - Passenger and cargo monitoring
  - Cargo compartment monitoring
- In-range checklist
  - Passenger and cargo security
- After landing checklist
  - CMDS safety pins
- Shutdown checklist
  - Crew entrance door
  - Chocks and NLG pin
- Emergency procedures
  - Ground evacuation
  - APU fire (Ground/In-flight)
  - Engine fire
  - Wing fire
  - Pod fire
  - Brake fire
  - Fire/Smoke/Fumes elimination
  - Electrical fire
  - Restoring pressurization procedure
  - Rapid decompression
  - EPOS
  - Cargo compartment window failure

Practice:

- Aircraft discrepancies screening
- Cranial and toolbox keys checkout
- RMM, DTADS, maintenance publications, and stab gauge checkout
- Toolbox ATAF
- External preflight
- Interior preflight
- Weight and balance
- Post flight

Performance Standard. NFM and 01-75GAJ-1.5.

Instructor. SI.

Prerequisite. Required academics.

FAM-1101    3.0    \*    B, SC    (N)    A    1 KC-130J

Goal. Practice In-flight Procedures.

Requirement.

Introduce:

- Emergencies
  - Engine shutdown (In-flight) for Propeller fails to feather
  - Visible fluid leaks
  - Fuel dumping
  - Electrical systems failures

- Battery power only considerations
- BIU backup mode
- Hydraulic system pressure lo/loss/leak
- Excessive hydraulic system pressure
- Loss of utility, booster, or auxiliary hydraulic system considerations
- Landing gear failure procedures
- Flaps failure procedures
- Flight control systems failure procedures
- In-flight crew door and ramp warning procedures
- Landing emergency procedures
- Bailout procedures

Practice:

- Acquiring aircraft provisions
  - Coffee and water
  - Galley supplies
  - Publications library and forms
- Aircraft discrepancies screening
- Cranial and toolbox keys checkout
- RMM, DTADS, maintenance publications, and stab gauge checkout
- Toolbox ATAF
- External preflight
- Interior preflight
- Weight and balance
- Aircraft communications
  - Get home control
  - CNIMU and CNBP communication control
  - ICS and radio control panels
- Before start checklist
  - Ramp and door controls
  - NLG pin and chocks
- Engine start procedure
  - Engine start monitoring
  - Removing external GSE
- Before taxi checklist
  - Crew and door
  - Hydraulic quantities
  - Passengers and cargo
  - Belts and harnesses
  - Cargo compartment general condition
- Taxi clearance observation and reverse taxi directing
- After takeoff checklist
  - Wings, engines, hydraulics
  - Cargo compartment general condition
- In-flight
  - Passenger and cargo monitoring
  - Cargo compartment monitoring
- In-range checklist
  - Passenger and cargo security
- After landing checklist
  - CMDS safety pins
- Shutdown checklist
  - Crew entrance door
  - Chocks and NLG pin
- Post flight
- Emergency procedures
  - Ground evacuation
  - APU fire (Ground/In-flight)
  - Engine fire
  - Wing fire

- Pod fire
- Brake fire
- Fire/Smoke/Fumes elimination
- Electrical fire
- Restoring pressurization procedure
- Rapid decompression
- EPOS
- Cargo compartment window failure

Performance Standard. NFM and 01-75GAJ-1.5.

Instructor. SI.

Prerequisite. 1100 and required academics.

FAM-1102    3.0    \*    B,SC    (N)    A    1 KC-130J

Goal. Practice in-flight procedures.

Requirement.

Practice:

- Emergency procedures
  - Engine shutdown (In-flight) for Propeller fails to feather
  - Visible fluid leaks
  - Fuel dumping
  - Electrical systems failures
  - Battery power only considerations
  - BIU backup mode
  - Hydraulic system pressure lo/loss/leak
  - Excessive hydraulic system pressure
  - Loss of utility, booster, or auxiliary hydraulic system considerations
- Landing gear failure procedures
- Flaps failure procedures
- Flight control systems failure procedures
- In-flight crew door and ramp warning procedures
- Landing emergency procedures
- Bailout procedures

Review:

- Acquiring aircraft provisions
  - Coffee and water
  - Galley supplies
  - Publications library and forms
- Aircraft discrepancies screening
- Cranial and toolbox keys checkout
- RMM, DTADS, maintenance publications, and stab gauge checkout
- Toolbox ATAF
- External preflight
- Interior preflight
- Weight and balance
- Aircraft communications
  - Get home control
  - CNIMU and CNBP communication control
  - ICS and radio control panels
- Before start checklist
  - Ramp and door controls
  - NLG pin and chocks
- Engine start procedure
  - Engine start monitoring

- Removing external GSE
- Before taxi checklist
  - Crew and door
  - Hydraulic quantities
  - Passengers and cargo
  - Belts and harnesses
  - Cargo compartment general condition
- Taxi clearance observation and reverse taxi directing
- After takeoff checklist
  - Wings, engines, hydraulics
  - Cargo compartment general condition
- In-flight
  - Passenger and cargo monitoring
  - Cargo compartment monitoring
- In-range checklist
  - Passenger and cargo security
- After landing checklist
  - CMDS safety pins
- Shutdown checklist
  - Crew entrance door
  - Chocks and NLG pin
- Post flight
- Emergency procedures
  - Ground evacuation
  - APU fire (Ground/In-flight)
  - Engine fire
  - Wing fire
  - Pod fire
  - Brake fire
  - Fire/Smoke/Fumes elimination
  - Electrical fire
  - Restoring pressurization procedure
  - Rapid decompression
  - EPOS
  - Cargo compartment window failure

Performance Standard. NFM and 01-75GAJ-1.5.

Instructor. SI.

Prerequisite. 1101 and required academics.

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|          |     |   |       |     |   |           |
|----------|-----|---|-------|-----|---|-----------|
| FAM-1103 | 5.0 | * | B, SC | (N) | A | 1 KC-130J |
|----------|-----|---|-------|-----|---|-----------|

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Goal. Review in-flight procedures

Requirement.

Review:

- Acquiring aircraft provisions
  - Coffee and water
  - Galley supplies
  - Publications library and forms
- Aircraft discrepancies screening
- Cranial and toolbox keys checkout
- RMM, DTADS, maintenance publications, and stab gauge checkout
- Toolbox ATAF
- External preflight
- Interior preflight
- Weight and balance

- Aircraft communications
  - Get home control
  - CNIMU and CNBP communication control
  - ICS and radio control panels
- Before start checklist
  - Ramp and door controls
  - NLG pin and chocks
- Engine start procedure
  - Engine start monitoring
  - Removing external GSE
- Before taxi checklist
  - Crew and door
  - Hydraulic quantities
  - Passengers and cargo
  - Belts and harnesses
  - Cargo compartment general condition
- Taxi clearance observation and reverse taxi directing
- After takeoff checklist
  - Wings, engines, hydraulics
  - Cargo compartment general condition
- In-flight
  - Passenger and cargo monitoring
  - Cargo compartment monitoring
- In-range checklist
  - Passenger and cargo security
- After landing checklist
  - CMDS safety pins
- Shutdown checklist
  - Crew entrance door
  - Chocks and NLG pin
- Post flight
- Emergency procedures
  - Ground evacuation
  - APU fire (Ground/In-flight)
  - Engine fire
  - Wing fire
  - Pod fire
  - Brake fire
  - Fire/Smoke/Fumes elimination
  - Electrical fire
  - Restoring pressurization procedure
  - Rapid decompression
  - EPOS
  - Cargo compartment window failure
  - Engine shutdown (In-flight) for Propeller fails to feather
  - Visible fluid leaks
  - Fuel dumping
  - Electrical systems failures
  - Battery power only considerations
  - BIU backup mode
  - Hydraulic system pressure lo/loss/leak
  - Excessive hydraulic system pressure
  - Loss of utility, booster, or auxiliary hydraulic system considerations
  - Landing gear failure procedures
  - Flaps failure procedures
  - Flight control systems failure procedures
  - In-flight crew door and ramp warning procedures
  - Landing emergency procedures
  - Bailout procedures

Performance Standard. NFM and 01-75GAJ-1.5.

Instructor. SI.

Prerequisite. 1102 and required academics.

3.9.4 NIGHT SYSTEMS (NS(H)) STAGE

Purpose. Introduce CMTs to the use of NVDs.

General

Admin Notes.

(1) Ensure ACAD 0001 training was properly annotated in NATOPS.

(2) All requirements of FAM-1103 may be observed for all events of this stage.

Prerequisite. See individual event prerequisites and required academics.

NS(H)-1150 3.0 \* B NS A 1 KC-130J

Goal. Introduce CMTs to the use of NVDs in a high light level environment.

Requirement.

Introduce:

- NVD checkout, inspection, alignment, and adjustment
- NVD features
- NVD failures
- Astronomical data
- Donning and doffing procedures
- Exterior lighting in Normal, NVIS, and covert in high light environment
- Interior lighting in Normal, NVIS, and covert in high light environment
- Terrain, Water, Cultural lighting, and visual illusions in high light level environment
- Effects of weather on NVDs
- Scanning, field of view, and field of regard
- Effects on individuals using NVDs (C3I2)

Performance Standard. NTTP and MAWTS-1 Fixed Wing NVD Manual.

Instructor. NSI.

Prerequisite. 1103 and high light level.

NS(H)-1151 3.0 \* B NS A 1 KC-130J

Goal. Introduce CMTs to the use of NVDs in a low light level environment.

Requirement.

Introduce:

- Exterior lighting in Normal, NVIS, and covert in high light

- environment
- Interior lighting in Normal, NVIS, and covert in high light environment
  - Terrain, Water, Cultural lighting, and visual illusions in high light level environment

Review:

- NVD checkout, inspection, alignment, and adjustment
- NVD features
- NVD failures
- Astronomical data
- Donning and doffing procedures
- Effects of weather on NVDS
- Scanning, field of view, and field of regard
- Effects on individuals using NVDS (C3I2)

Performance Standard. NTTP and MAWTS-1 Fixed Wing NVD Manual.

Instructor. NSI.

Prerequisite. 1150 and low light level.

3.9.5 TACTICAL NAVIGATION (TN) STAGE

Purpose. Introduce CMTs to aft observer duties in a tactical navigation environment.

General

Admin Notes.

(1) All requirements of FAM-1103 may be observed for all events of this stage.

Prerequisites. See individual event prerequisites and required academics.

---

TN-1200      2.0      \*      B                      D                      A                      1 KC-130J

Goal. Introduce CMTs to aft observer duties on a day tactical navigation environment.

Requirement.

Introduce:

- Lookout doctrine
- Scanning for threats
- Scanning for terrain clearance
- Crew coordination
- FENCE checklist
- Maneuvering and low altitude environment terminology

Performance Standard. NTTP.

Instructor. MI.

Prerequisite. 1103.

Range. Tactical navigation route with a minimum of 4 points.

3.9.6 AIR-TO-AIR REFUELING (AAR) STAGE

Purpose. Introduce CMTs to aft observer duties during air-to-air refueling missions.

General.

Admin Notes.

(1) All requirements of FAM-1103 may be observed for all events of this stage.

Prerequisites. See individual event prerequisites and required academics.

AAR-1600    2.0    \*    B                    D                    A                    1 KC-130J

Goal. Introduce CMTs to aft observer duties during a day FWAAR or TRAAR mission.

Requirement.

Introduce:

- Air refueling system
  - Components and terminology
  - Inspection and preflight
  - Drogue change
  - Operational checks
- ICS, radio transmissions, and crew coordination
- Receiver positions and lookout doctrine
- EMCON procedures
- Malfunctions
  - Hose fails to extend or retract
  - Improper coupling action
  - Fuel spray
  - Inadvertent disconnect
- Emergency procedures (BREAKAWAY)
  - Excessive closure
  - Dead hose
  - Broken hose

Performance Standard. NFM, NTTP, and ATP-56.

Instructor. MI.

Prerequisite. 1103.

AAR-1601    2.0    \*    B                    D                    A                    1 KC-130J

Goal. Introduce CMTs to aft observer duties during a day HAAR mission.

Requirement.

Review:

- Air refueling system
  - Components and terminology
  - Inspection and preflight
  - Drogue change
  - Operational checks

- ICS, radio transmissions, and crew coordination
- Receiver positions and lookout doctrine
- EMCON procedures
- Malfunctions
  - Hose fails to extend or retract
  - Improper coupling action
  - Fuel spray
  - Inadvertent disconnect
- Emergency procedures (BREAKAWAY)
  - Excessive closure
  - Dead hose
  - Broken hose

Performance Standard. NFM, NTTP, and ATP-56.

Instructor. MI.

Prerequisite. 1103.

3.10 CORE SKILL PHASE (2000)

3.10.1 Purpose. Introduce, or qualify and maintain proficiency in Core Skills. These Core Skills provide basic functions and enablers allowing Crewmasters to progress to more complex Mission Skills.

3.10.2 General

3.10.2.1 Admin Notes. None.

3.10.2.2 Prerequisites. Core Skill Introduction Phase (1000).

3.10.2.3 Stages. The following stages are included in the Core Skill Phase of training.

| Par No. | Stage Name                  |
|---------|-----------------------------|
| 3.10.3  | Night Systems (NS)          |
| 3.10.4  | Long Range Navigation (LRN) |
| 3.10.5  | Tactical Navigation (TN)    |
| 3.10.6  | Threat Reaction (TR)        |

3.10.3 NIGHT SYSTEMS (NS) STAGE

Purpose. Qualify and maintain proficiency utilizing NVDs.

General

Admin Notes.

(1) Ensure NSQ letter once qualified is filed in individual NATOPS record and APR.

(2) Initial event shall be flown in aircraft and subsequent proficiency updates may be flown in simulator.

Prerequisites. See individual event prerequisites and required academics.

NS-2150 2.0 365 B,SC,R,M NS S/A 1 OTA / 1 KC-130J

Goal. Qualify and maintain proficiency utilizing NVDs.

Requirement.

Evaluate:

- NVD checkout, inspection, alignment, and adjustment
- NVD features
- NVD failures
- Astronomical data
- Donning and doffing procedures
- Exterior lighting in Normal, NVIS, and covert in high light environment
- Interior lighting in Normal, NVIS, and covert in high light environment
- Terrain, Water, Cultural lighting, and visual illusions in high light level environment
- Effects of weather on NVDs
- Scanning, field of view, and field of regard
- Effects on individuals using NVDs (C3I2)

Performance Standard. NTPP and MAWTS-1 Fixed Wing NVD Manual.

Instructor. NSI.

Prerequisite. 10 hours of NVD time (5 hours shall be in low-light conditions).

#### 3.10.4 LONG RANGE NAVIGATION (LRN) STAGE

Purpose. Qualify and maintain proficiency in long range flight planning and outside continental U.S. (OCONUS) operations.

General

Admin Notes.

- (1) Mission profile should include OCONUS requiring customs and/or agriculture in a foreign country.
- (2) It is preferred that manifested cargo and/or passengers be onboard.

Prerequisites. Required academics.

LRN-2162 6.0 \* B,SC (N) A 1 KC-130J

Goal. Qualify and maintain proficiency in long range flight planning and outside continental U.S. (OCONUS) operations.

Requirement.

Evaluate:

- Overwater equipment requirements
- Foreign clearance guide requirements
- Ditching procedures
- Overwater bailout procedures

Performance Standard. NFM and Foreign Clearance Guide.



3.10.6 THREAT REACTION (TR) STAGE

Purpose. Qualify and maintain proficiency in aft observer duties in a surface to air threat environment.

General

Admin Notes.

(1) Initial event shall be flown in aircraft, and shall utilize surface to air threat range with simulated (smoky) surface to air missiles. Subsequent proficiency updates may be flown in simulator.

Prerequisites. See individual event prerequisites and required academics.

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TR-2400      2.0    365    B,SC,R,M    (N)                    S/A    1 OTA / 1 KC-130J

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Goal. Qualify and maintain proficiency in aft observer duties in a surface to air threat environment.

Requirement.

Evaluate:

- Ordnance installation preflight considerations
- Defensive systems components and controls
- Threat recognition and terminology
- Lookout doctrine
- Scanning for threats
- Scanning for terrain clearance
- FENCE checklist
- Maneuvering and low altitude environment terminology

Performance Standard. NTPP.

Instructor. MI.

Prerequisite. 2201.

Ordnance. Flares (or simulated flare system) and operable CMDS.

Range. Emitters.

3.11 MISSION SKILL PHASE (3000)

3.11.1 Purpose. Introduce, or qualify and maintain proficiency in Mission Skills. These Mission Skills combined with the Core Skills enables KC-130J crews to complete the VMGR mission and integrate with Marine Air Ground Task Force.

3.11.2 General

3.11.2.1 Admin Notes. None.

3.11.2.2 Prerequisites. Core Skill Introduction Phase (1000).

3.11.2.3 Stages. The following stages are included in the Mission Skill Phase of training.

| Par No. | Stage Name                                 |
|---------|--|
| 3.11.3  | Assault Landing Zone (ALZ)                 |
| 3.11.4  | Assault Transport (AT)                     |
| 3.11.5  | Air-to-Air Refueling (AAR)                 |
| 3.11.6  | Aviation Delivered Ground Refueling (ADGR) |
| 3.11.7  | Aerial Delivery (AD)                       |

3.11.3 ASSAULT LANDING ZONE (ALZ) STAGE

Purpose. Qualify and maintain proficiency in Combat Offload operations.

General

Admin Notes. None.

Prerequisites. See individual event prerequisites and required academics.

ALZ-3502 1.0 365 B,SC,R,M (N) A 1 KC-130J

Goal. Qualify and maintain proficiency in Combat Offload operations.

Requirement.

Evaluate:

- Combat offload preparations, procedures, and checklists
- Safety considerations
- Weight and balance
- CNI-MU update

Performance Standard. NFM and NTP.

Instructor. CPLI.

Prerequisite. 3512.

External Syllabus Support. MHE.

3.11.4 ASSAULT TRANSPORT (AT) STAGE

Purpose. Qualify and maintain proficiency in Cargo Passenger Loading.

General

Admin Notes.

- (1) Preflight and configure aircraft cargo compartment for loading of passengers and cargo.
- (2) Determine available seating and/or cargo space for load planning.
- (3) Utilize all loading aids adhering to limitations.
- (4) Safely load and off-load passengers and cargo.

(5) Complete Weight and Balance Clearance Form (DD Form 365-4) accurately and within a time tolerance of 10 minutes plus or minus 5 minutes; must be legible.

(6) Post-flight cargo compartment.

(7) AT-3511 through 3513 initial events shall be flown in aircraft and subsequent proficiency updates may be flown in simulator.

Prerequisites. See individual event prerequisites and required academics.

AT-3510      3.0    365    B,SC,R,M      (N)                      A            1 KC-130J

Goal. Qualify and maintain proficiency in loading and unloading of passengers and baggage.

Requirement.

Evaluate:

- Cargo compartment preflight
- Cargo compartment and floor limitations
- Passenger configurations
- Passenger emergency exits
- Passenger overwater limitations
- Passenger manifest documentation
- Load planning
- Seat installation
- Passenger loading and offloading considerations
- Ground evacuation procedures
- Ditching procedures
- Weight and balance
- CNI-MU input
- Post flight

Performance Standard. NFM, and NAVAIR 01-75GAA-9.

Instructor. CPLI.

Prerequisite. [6110 or 6113].

AT-3511      3.0    365    B,SC,R,M      (N)                      S/A            1 FUT/1 KC-130J

Goal. Qualify and maintain proficiency in loading and unloading rolling stock cargo.

Requirement.

Evaluate:

- Cargo compartment preflight
- Cargo winch preflight
- Cargo compartment and floor limitations
- Cargo loading aids
- Cargo compartment configuration and load planning
- Cargo inspection
- Load plan and cargo manifest documentation
- Winching procedures
- Vehicle loading and offloading procedures

- Vehicle or rolling stock overhang and projection limitations
- Cargo restraint
- Loading and offloading safety considerations
- After takeoff, inflight, and before landing cargo secured checks
- Ground evacuation procedures
- Ditching procedures
- Cargo jettison procedures
- Weight and balance
- CNI-MU input
- Post flight

Performance Standard. NFM and NAVAIR 01-75GAA-9.

Instructor. CPLI.

Prerequisite. [6110 or 6113].

AT-3512 3.0 365 B, SC, R, M (N) S/A 1 FUT/1 KC-130J

Goal. Qualify and maintain proficiency in loading and unloading palletized cargo.

Requirement.

Evaluate:

- Cargo compartment preflight
- Dual rail preflight and limitations
- Pallet position limitations
- Cargo compartment configuration and load planning
- Cargo inspection
- Load plan and cargo manifest documentation
- Palletized loading and offloading procedures
- Loading and offloading safety considerations
- After takeoff, inflight, and before landing cargo secured checks
- Ground evacuation procedures
- Ditching procedures
- Cargo jettison procedures
- Weight and balance
- CNI-MU input
- Post flight

Performance Standard. NFM and NAVAIR 01-75GAA-9.

Instructor. CPLI.

Prerequisite. [6110 or 6113].

External Syllabus Support. MHE.

AT-3513 3.0 365 B, SC, R, M (N) S/A 1 FUT/1 KC-130J

Goal. Qualify and maintain proficiency in loading and unloading hazardous cargo.

Requirement.

Evaluate:

- Compatibility considerations
- Segregation and positioning considerations
- Passenger waivers
- Aircraft Commander Hazardous material briefing
- Cargo compartment configuration and load planning
- Cargo inspection and hazardous material properly packaged
- Load plan and cargo manifest documentation
- Hazardous materials shippers declaration forms
- Loading and offloading safety considerations
- Cargo jettison procedures for hazardous materials
- Weight and balance
- CNI-MU input
- Post flight

Performance Standard. NFM, NAVAIR 01-75GAA-9, and MCO P4030.19\_.

Instructor. CPLI.

Prerequisite. [6110 or 6113].

External Syllabus Support. Hazardous Material Certifier and MHE.

### 3.11.5 AIR-TO-AIR REFUELING OBSERVER (AAR) STAGE

Purpose. Qualify and maintain proficiency in aft observer duties during air-to-air refueling missions.

General

Admin Notes.

(1) AAR-3650 initial event shall be flown in aircraft and subsequent proficiency updates may be flown in simulator.

Prerequisites. See individual event prerequisites and required academics.

AAR-3600      2.0      365      B,R,M                      D                      S/A      1 OTA / 1 KC-130J

Goal. Qualify and maintain proficiency in aft observer duties during a day FWAAR or TRAAR mission.

Requirement.

Evaluate:

- Air refueling system
  - Components and terminology
  - Inspection and preflight
  - Operational checks
- ICS, radio transmissions, and crew coordination
- Receiver positions and lookout doctrine
- EMCON procedures
- Malfunctions
  - Hose fails to extend or retract
  - Improper coupling action
  - Fuel spray
  - Inadvertent disconnect
- Emergency procedures (BREAKAWAY)
  - Excessive closure
  - Dead hose
  - Broken hose

Performance Standard. NFM, NTTP, and ATP-56.

Instructor. MI.

External Syllabus Support. Tactical Fixed or Tilt Wing receiver aircraft.

AAR-3601 2.0 365 B,R,M D S/A 1 OTA / 1 KC-130J

Goal. Qualify and maintain proficiency in aft observer duties during a day HAAR mission.

Requirement.

Evaluate:

- Air refueling system
  - Components and terminology
  - Inspection and preflight
  - Operational checks
- ICS, radio transmissions, and crew coordination
- Receiver positions and lookout doctrine
- EMCON procedures
- Malfunctions
  - Hose fails to extend or retract
  - Improper coupling action
  - Fuel spray
  - Inadvertent disconnect
- Emergency procedures (BREAKAWAY)
  - Excessive closure
  - Dead hose
  - Broken hose

Performance Standard. NFM, NTTP, and ATP-56.

Instructor. MI.

External Syllabus Support. Tactical Rotary Wing receiver aircraft.

AAR-3650 2.0 365 B,SC,R,M NS A S/A 1 OTA / 1 KC-130J

Goal. Qualify and maintain proficiency in aft observer duties during a night FWAAR, TRAAR, or HAAR mission utilizing NVDs.

Requirement.

Evaluate:

- Air refueling system
  - Components and terminology
  - Inspection and preflight
  - Operational checks
- ICS, radio transmissions, and crew coordination
- Receiver positions and lookout doctrine
- EMCON procedures
- Malfunctions
  - Hose fails to extend or retract
  - Improper coupling action
  - Fuel spray
  - Inadvertent disconnect

- Emergency procedures (BREAKAWAY)
  - Excessive closure
  - Dead hose
  - Broken hose
- NVD use and night environment specifics

Performance Standard. NFM, NTTP, ATP-56, and MAWTS-1 Fixed Wing NVD Manual.

Instructor. MI or NSI if not NSQ.

Prerequisite. [3600 or 3601].

External Syllabus Support. Tactical Fixed, Tilt, or Rotary Wing receiver aircraft.

### 3.11.6 AVIATION DELIVERED GROUND REFUELING (ADGR) STAGE

Purpose. Qualify and maintain proficiency in ADGR point personnel duties.

#### General

#### Admin Notes.

- (1) Minimum of 2 ADGR points are required.
- (2) Actual transfer of fuel required to receiver aircraft or TGVs.
- (3) ADGR point personnel will assist in the planning, preflight, setup, execution, and breakdown of the ADGR site as supervised by the ADGR refueling supervisor.

Prerequisites. Required academics.

ADGR-3660 2.0 365 B,SC,R,M (N) A 1 KC-130J

Goal. Qualify and maintain proficiency in ADGR point personnel duties.

#### Requirement.

##### Evaluate:

- Planning
- Equipment preflight
- Personal equipment
- Site setup
- Execution (Point personnel responsibilities)
  - Fuel delivery
  - Fuel spill and hose overpressure
  - Fire and rescue
  - Emergency breakdown and evacuation
- Site breakdown
- Safety considerations

Performance Standard. NFM and NTTP.

Instructor. MI and ADGR RS qualified.

External Syllabus Support. ARFF, and receiver aircraft or TGVs.

3.11.7 AERIAL DELIVERY (AD) STAGE

Purpose. Qualify and maintain proficiency in CDS and static line personnel aerial delivery.

General

Admin Notes.

(1) Must have completed the USAF Loadmaster Mission Qualification course or met the requirements of paragraph 3.7.2.1 through 3.7.2.3 of the manual to qualify in these events.

(2) AD-3703 initial event shall be flown in aircraft and subsequent proficiency updates may be flown in simulator.

Prerequisites. See individual event prerequisites and required academics.

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AD-3703      4.0      365      B, SC, R, M      (N)      S/A      1 FUT / 1 KC-130J

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Goal. Qualify and maintain proficiency in CDS aerial delivery.

Requirement.

Evaluate:

- CDS types and configurations
- CDS limitations
- CDS pulley locations
- BSA/CVR requirements and operation
- General aircraft preparation for ramp and door
- Aircraft preparation for CDS
- Weight and balance and CNI-MU input
- Crew brief/checklist rehearsal
- Emergency procedures and review
  - CDS/CRRC checklist
- FENCE checklist
- Execution and conduct of aerial delivery checklist
  - Primary/Secondary execution checklist duties
  - Primary/Secondary emergency procedures duties
  - Verbal/visual signals
  - ICS chord routing
  - Restraint harness requirement
  - Primary/Secondary positioning during aerial delivery
  - Static line retrieval
  - Inflight rigging procedures

Performance Standard. NFM, NTPP, and NAVAIR 01-75GAA-9.

Instructor. ADI.

Prerequisite. [6110 or 6113].

External Syllabus Support. Parachute riggers, CDS, JAI, MHE, and DZ control.

AD-3705 4.0 365 B,SC,R,M (N) A 1 KC-130J

Goal. Qualify and maintain proficiency in static line personnel aerial delivery.

Requirement.

Evaluate:

- Ramp and paratroop door considerations
- Ramp and paratroop door limitations
- Towed parachutist retrieval system usage
- Overwater considerations
- General aircraft preparation for ramp and door
- Aircraft preparation for paratroop airdrop
- Joint inspection for airborne operations checklist
- Weight and balance and CNI-MU input
- Jumpmaster brief
- Crew brief/checklist rehearsal
- Emergency procedures and review
  - Static line personnel ramp checklist
  - Static line paratroop door checklist
- Passenger brief
- FENCE checklist
- Execution and conduct of aerial delivery checklist
  - Primary/Secondary execution checklist duties
  - Primary/Secondary emergency procedures duties
  - Verbal/visual signals
  - ICS chord routing
  - Restraint harness requirement
  - Primary/Secondary positioning during aerial delivery
  - Static line retrieval
  - Inflight rigging procedures

Performance Standard. NFM, NTTP, and NAVAIR 01-75GAA-9.

Instructor. ADI.

Prerequisite. 3510.

External Syllabus Support. Parachutists, Jumpmaster, and DZ control.

3.12 CORE PLUS SKILL PHASE (4000)

3.12.1 Purpose. Introduce, or qualify and maintain proficiency in advanced aerial delivery skills, and Harvest HAWK.

3.12.2 General

3.12.2.1 Admin Notes. None.

3.12.2.2 Prerequisites. Core Skill Introduction Phase (1000).

3.12.2.3 Stages. The following stages are included in the Core Plus Skill Phase of training.

| Par No. | Stage Name           |
|---------|----------------------|
| 3.12.3  | Aerial Delivery (AD) |
| 3.12.4  | Harvest HAWK (HH)    |

3.12.3 AERIAL DELIVERY (AD) STAGE

Purpose. Qualify and maintain proficiency in combination, high altitude, and heavy equipment aerial delivery.

General

Admin Notes.

(1) Must have completed the USAF Loadmaster Mission Qualification course or met the requirements of paragraph 3.7.2.1 through 3.7.2.3 of the manual to qualify in these events.

(2) AD-4703 initial event shall be flown in aircraft and subsequent proficiency updates may be flown in simulator.

Prerequisites. See individual event prerequisites and required academics.

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AD-4700      4.0    365    B, SC, R, M    (N)                    A            1 KC-130J

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Goal. Qualify and maintain proficiency in personnel and cargo combination aerial delivery.

Requirement.

Evaluate:

- General aircraft preparation for ramp and door
- Aircraft preparation for CDS (as required)
- Aircraft preparation for paratroop airdrop
- Joint inspection for airborne operations checklist
- Weight and balance and CNI-MU input
- Jumpmaster brief
- Crew brief/checklist rehearsal
- Emergency procedures and review
  - Static line personnel ramp checklist
  - CDS/CRRC checklist (as required)
- Passenger brief
- FENCE checklist
- Execution and conduct of aerial delivery checklist
  - Primary/Secondary execution checklist duties
  - Primary/Secondary emergency procedures duties
  - Verbal/visual signals
  - ICS chord routing
  - Restraint harness requirement
  - Primary/Secondary positioning during aerial delivery
  - Static line retrieval
  - Inflight rigging procedures

Performance Standard. NFM, NTP, and NAVAIR 01-75GAA-9.

Instructor. ADI.

Prerequisite. 3703 and 3705.

External Syllabus Support. Parachute riggers, CDS, JAI, MHE, parachutists, Jumpmaster, and DZ control.

AD-4701 2.0 365 B, SC, R, M (N) A 1 KC-130J

Goal. Qualify and maintain proficiency in high altitude aerial delivery.

Requirement.

Evaluate:

- Pre-Breathing requirements
- Physiology observer requirements
- Decompression illness
- High altitude temperatures (clothing)
- General aircraft preparation for ramp and door
- Aircraft preparation for paratroop airdrop
- Joint inspection for airborne operations checklist
- Weight and balance and CNI-MU input
- Jumpmaster brief
- Crew brief/checklist rehearsal
- Emergency procedures and review
  - Static line personnel ramp checklist
  - Static line paratroop door checklist
- Passenger brief
- FENCE checklist
- Execution and conduct of aerial delivery checklist
  - Primary/Secondary execution checklist duties
  - Primary/Secondary emergency procedures duties
  - Verbal/visual signals
  - ICS chord routing
  - Oxygen hose routing
  - Restraint harness requirement
  - Primary/Secondary positioning during aerial delivery
  - Static line retrieval
  - Inflight rigging procedures

Performance Standard. NFM, NTTP, and NAVAIR 01-75GAA-9.\_

Instructor. ADI.

Prerequisite. 3510.

External Syllabus Support. Parachutists, Jumpmaster, DZ control, and flight physiologist (as required).

AD-4703 4.0 365 B, SC, R, M (N) S/A 1 FUT / 1 KC-130J

Goal. Qualify and maintain proficiency in heavy equipment aerial delivery.

Requirement.

Evaluate:

- HE types and configurations
- HE limitations
- HE extraction chute requirements
- General aircraft preparation for ramp and door
- Aircraft preparation for HE
- Weight and balance and CNI-MU input
- Crew brief/checklist rehearsal
- Emergency procedures and review

- Loose platform
- Load fails to release mechanically, falls on the ramp, or fails to extract with single extraction parachute outside of aircraft
- Multiple 28-foot extraction parachute fails to release mechanically or falls on ramp
- Load fails to extract with multiple 28-foot extraction parachutes outside of aircraft
- FENCE checklist
- Execution and conduct of aerial delivery checklist
  - Primary/Secondary execution checklist duties
  - Primary/Secondary emergency procedures duties
  - Verbal/visual signals
  - ICS chord routing
  - Restraint harness requirement
  - Primary/Secondary positioning during aerial delivery
  - Static line retrieval
  - Inflight rigging procedures

Performance Standard. NFM, NTTP, and NAVAIR 01-75GAA-9.

Instructor. ADI.

Prerequisite. 3512.

External Syllabus Support. Parachute riggers, HE, JAI, MHE, and DZ control.

#### 3.12.4 HARVEST HAWK (HH) STAGE

Purpose. Provide ground familiarization with the Harvest HAWK aircraft and its operation.

General

Admin Notes.

(1) This event is a ground event. Event shall be manually inputted into MSHARP.

Prerequisites. Required academics.

HH-4802      1.0      \*      B,SC      (N)      G      1 KC-130J HH

Goal. Discuss and introduce Harvest HAWK aircraft operations.

Requirement.

Discuss:

- CAS introduction
- HH CRM
- Safety
- Ordnance area
- BMS and KARNAC operations
- Flight station differences
- APU operation differences
- Ground refueling differences
- All weather procedures

Introduce:

- Exterior preflight differences
  - Sensor Pod/TSS
  - Hellfire launcher
  - Derringer door
- Interior preflight differences
  - Additional MCBs for Hellfire on FS 254
  - FCO station with BMS
  - KARNAC location and operation
  - Derringer door
  - Minimal operation of dual rails
- Normal procedures
  - Inflight duties
  - Griffin/SOPGM munitions loading checklist
  - KARNAC power on
  - Hellfire arming and de-arming procedures
- Emergency procedures for hellfire missile
  - Missile unlatched
  - Miss fire
  - Hang fire
  - Temp out of range
  - Emergency jettison
  - Electrical fire
  - Electrical malfunction
  - Abandon aircraft
- Emergency procedures for Griffin/SOPGM
  - Miss fire
  - Hung safe
  - Hung unsafe

Performance Standard. NFM, NTP, NAVAIR 01-75GAJ-1.3, NAVAIR 01-75GAJ-1.3-S1, NAVAIR 01-75GAJ-1.3-S2, and NAVAIR 01-75GAJ-1D.

Instructor. MI with CAS-4830.

Ordnance. Griffin/SOPGM CATM with operable derringer door.

External Syllabus Support. Ordnance personnel.

3.13 CORE PLUS MISSION PHASE (4000)

3.13.1 Purpose. Qualify and maintain proficiency in advanced mission skills of battlefield illumination, and Harvest HAWK aircraft operations.

3.13.2 General

3.13.2.1 Admin Notes. None.

3.13.2.2 Prerequisites. Core Skill Introduction Phase (1000).

3.13.2.3 Stages. The following stages are included in the Core Plus Mission Phase of training.

| Par No. | Stage Name                    |
|---------|-------------------------------|
| 3.13.3  | Battlefield Illumination (BI) |
| 3.13.4  | Close Air Support (CAS)       |

3.13.3 BATTLEFIELD ILLUMINATION (BI) STAGE

Purpose. Qualify and maintain proficiency in battlefield illumination operations.

General

Admin Notes.

(1) BI-4711 is simulator optional but initial events shall be flown in aircraft and subsequent proficiency updates may be flown in simulator.

Prerequisites. See individual event prerequisites and required academics.

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BI-4710      3.0    \*      B,SC            N            A      1 KC-130J

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Goal. Qualify in battlefield illumination as a team member.

Requirement.

Evaluate:

- Crew requirements
- BI equipment requirements and preflight
- Extra survival equipment requirements
- General aircraft preparation for ramp and door
- APF acceptance inspection and storage loading
- Weight and balance and CNI-MU input (as required)
- FENCE checklist
- Execution and conduct of battlefield illumination checklist
  - Team member duties
  - Flare chute installation
  - APF timer settings
  - Flare chute loading
  - Flare delivery (Both flare chute and hand launch)
- Emergencies
  - Hot flare
  - APF timer separation
  - Fire/Smoke/Fumes elimination

Performance Standard. NFM, NTP, and NAVAIR 01-75GAA-9.

Instructor. MI and BI QASO.

Ordnance. LUU-2 and/or LUU-19 series APFs or equivalent CATM if flown in simulator.

Range. Approved special use airspace.

External Syllabus Support. Ordnance personnel.

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BI-4711      3.0    365    B,SC,R,M      N            A/S      1 KC-130J / 1 FUT

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Goal. Qualify and maintain proficiency in battlefield illumination as a team leader.

Requirement.

Evaluate:

- Crew requirements
- BI equipment requirements and preflight
- Extra survival equipment requirements
- General aircraft preparation for ramp and door
- APF acceptance inspection and storage loading
- Weight and balance and CNI-MU input (as required)
- FENCE checklist
- Execution and conduct of battlefield illumination checklist
  - Team leader duties
  - Flare chute installation
  - APF timer settings
  - Flare chute loading
  - Flare delivery (Both flare chute and hand launch)
- Emergencies
  - Hot flare
  - APF timer separation
  - Fire/Smoke/Fumes elimination

Performance Standard. NFM, NTTP, and NAVAIR 01-75GAA-9.

Instructor. MI and BI QASO.

Prerequisite. 4710.

Ordnance. LUU-2 and/or LUU-19 series APFs or equivalent CATM if flown in simulator.

Range. Approved special use airspace.

External Syllabus Support. Ordnance personnel.

3.13.4 CLOSE AIR SUPPORT (CAS) STAGE

Purpose. Qualify and maintain proficiency in Harvest HAWK aircraft operations.

General

Admin Notes. None.

Prerequisites. See individual event prerequisites and required academics.

CAS-4830    2.5    730    B,R,SC,M    (N)    A    1 KC-130J HH

Goal. Discuss and introduce Harvest HAWK aircraft operations.

Requirement.

Evaluate:

- Safety
- Ordnance area
- BMS and KARNAC operations
- All weather procedures
- APU operation differences
- Ground refueling differences
- Exterior preflight differences

- Sensor Pod/TSS
- Hellfire launcher
- Derringer door
- Interior preflight differences
  - Additional MCBs for Hellfire on FS 254
  - FCO station with BMS
  - KARNAC location and operation
  - Derringer door
  - Minimal operation of dual rails
- Normal procedures
  - Inflight duties
  - Griffin/SOPGM munitions loading checklist
  - KARNAC power on
  - Hellfire arming and de-arming procedures
- Emergency procedures for hellfire missile
  - Missile unlatched
  - Miss fire
  - Hang fire
  - Temp out of range
  - Emergency jettison
  - Electrical fire
  - Electrical malfunction
  - Abandon aircraft
- Emergency procedures for Griffin/SOPGM
  - Miss fire
  - Hung safe
  - Hung unsafe

Performance Standard. NFM, NTTP, NAVAIR 01-75GAJ-1.3, NAVAIR 01-75GAJ-1.3-S1, NAVAIR 01-75GAJ-1.3-S2, and NAVAIR 01-75GAJ-1D.

Instructor. MI with CAS-4830.

Prerequisite. 4802.

Ordnance. Griffin, Viper, AGM-114 Hellfire, or equivalent CATM and operable derringer door.

Range. Approved special use airspace.

External Syllabus Support. Ordnance personnel.

### 3.14 INSTRUCTOR PHASE (5000)

3.14.1 Purpose. Introduce instructor roles and standardization; qualify as a Mission Instructor, Systems Instructor, Cargo Passenger Loading Instructor, Aerial Delivery Instructor, NATOPS Instructor, Night Systems Instructor, Weapons Tactics Instructor, and Contract instructor.

#### 3.14.2 General

3.13.2.1 Admin Notes. None.

3.13.2.2 Prerequisites. See individual stage prerequisites.

3.14.2.3 Stages. The following stages are included in the Instructor Phase of training.

| Par No. | Stage Name                                |
|---------|---|
| 3.14.3  | Instructor Under Training (IUT)           |
| 3.13.4  | Mission Instructor (MI)                   |
| 3.14.5  | Systems Instructor (SI)                   |
| 3.14.6  | Cargo Passenger Loading Instructor (CPLI) |
| 3.14.7  | Aerial Delivery Instructor (ADI)          |
| 3.14.8  | NATOPS Instructor (NI)                    |
| 3.14.9  | Night Systems Instructor (NSI)            |
| 3.14.10 | Weapons and Tactics Instructor (WTI)      |
| 3.14.11 | Contract Instructor (CI)                  |

3.14.3 INSTRUCTOR UNDER TRAINING (IUT) STAGE

Purpose. Discuss, introduce, and review basic instructor roles and standardization. This will provide the foundation to specific instructor designations.

General

Admin Notes.

- (1) Basic Instructor Skill Marine Net Course BISC-010 required.
- (2) APRB recommendation not required for IUT stage.
- (3) Experience in the aircraft is desired before attempting the IUT stage. The experience level required is at the discretion of the senior squadron Crewmaster NATOPS Instructor.

Prerequisites. See individual event prerequisites and required academics.

IUT-5000    3.0    \*    B, SC    (N)    CBT/LEC 1 CLSRM

Goal. Discuss, introduce, and review instructor roles and standardization in the classroom.

Requirement. Receive classroom instruction with approved curriculum as outlined in the MAWTS-1 KC-130J and FRD KC-130J course catalogs. After classroom instruction IUT will be scheduled to instruct a class or lecture of their choosing. This class will be reviewed on the following:

Review:

- Appearance
- Motivation and attitude
- Voice, tone, and inflection
- Grammar, vocabulary, and speech habits
- Movements, gestures, and eye contact
- Ability to maintain trainee attention
- Ability to answer trainee questions
- Subject matter knowledge
- Subject development
- Lesson objectives identified and taught
- Use of training aids

Performance Standard. NFM and effective instructor qualities gained

from required academics to include Basic Instructor Skill Marine Net Course.

Instructor. Any NI or ANI.

Prerequisite. [6111, 6112, or 6113].

External Syllabus Support. Classroom and courseware.

---

IUT-5100    3.0    \*    B,SC    (N)    A    1 KC-130J

---

Goal. Introduce instructor roles and standardization on aircraft.

Requirement.

Introduce:

- Instructor preparation
- Briefing trainee
- Instructing trainee
- Debriefing trainee
- Completion of ATF
- Instructor qualities
  - Appearance
  - Motivation and attitude
  - Voice, tone, and inflection
  - Grammar, vocabulary, and speech habits
  - Movements, gestures, and eye contact
  - Ability to establish instructor and trainee rapport
  - Encouraging trainee participation
  - Ability to answer trainee questions
  - Subject matter knowledge (publications and experience)
  - NATOPS adherence
  - Avoids non-standard terminology
  - Uses examples and analogies to enforce learning
  - Situational awareness

Performance Standard. Applicable publications for the event being instructed and effective instructor qualities.

Instructor. Any NI or ANI.

Prerequisite. 5000.

---

IUT-5101    3.0    \*    B,SC    (N)    A    1 KC-130J

---

Goal. Review instructor roles and standardization on the aircraft.

Requirement.

Review:

- Instructor preparation
- Briefing trainee
- Instructing trainee
- Debriefing trainee
- Completion of ATF
- Instructor qualities
  - Appearance
  - Motivation and attitude
  - Voice, tone, and inflection

- Grammar, vocabulary, and speech habits
- Movements, gestures, and eye contact
- Ability to establish instructor and trainee rapport
- Encouraging trainee participation
- Ability to answer trainee questions
- Subject matter knowledge (publications and experience)
- NATOPS adherence
- Avoids non-standard terminology
- Uses examples and analogies to enforce learning
- Situational awareness

Performance Standard. Applicable publications for the event being instructed and effective instructor qualities.

Instructor. Any NI or ANI.

Prerequisite. 5100.

#### 3.14.4 MISSION INSTRUCTOR (MI) STAGE

Purpose. Qualify as a Mission Instructor.

General

Admin Notes.

- (1) Requires recommendation at APRB.
- (2) Ensure MI designation letter is filed in individual NATOPS record and APR.

Prerequisites. See individual event prerequisites and required academics.

MI-5102      3.0      \*      B,SC,R      (N)      E      A      1 KC-130J

Goal. Qualify as a Mission Instructor.

Requirement.

Review:

- LRN-2162, TN-2201, TN-2250, TR-2400, AAR-3600, AAR-3601, and AAR-3650 requirements

Evaluate:

- Instructor preparation
- Briefing trainee
- Instructing trainee
- Debriefing trainee
- Completion of ATF
- Instructor qualities
  - Appearance
  - Motivation and attitude
  - Voice, tone, and inflection
  - Grammar, vocabulary, and speech habits
  - Movements, gestures, and eye contact
  - Ability to establish instructor and trainee rapport
  - Encouraging trainee participation
  - Ability to answer trainee questions
  - Subject matter knowledge (publications and experience)

- NATOPS adherence
- Avoids non-standard terminology
- Uses examples and analogies to enforce learning
- Situational awareness

Performance Standard. NFM, NTPP, and effective instructor qualities.

Instructor. Any NI or ANI.

Prerequisite. 2162, 2201, 2250, 2400, 3600, 3601, 3650, 5101, and [6111, 6112, or 6113].

### 3.14.5 SYSTEMS INSTRUCTOR (SI) STAGE

Purpose. Qualify as a Systems Instructor.

General

Admin Notes.

- (1) Requires recommendation at APRB.
- (2) Ensure SI designation letter is filed in individual NATOPS record and APR.

Prerequisites. See individual event prerequisites and required academics.

SI-5103      3.0    \*      B,SC,R      (N)    E      A      1 KC-130J

Goal. Qualify as a Systems Instructor.

Requirement.

Review:

- FAM-1000 to 1103, FCF-6105 to 6107, FAM-6900 to 6903, SYS-6910 to 6919, ACS-6920 to 6928, and PC-6930 to 6934 requirements

Evaluate:

- Instructor preparation
- Briefing trainee
- Instructing trainee
- Debriefing trainee
- Completion of ATF
- Instructor qualities
  - Appearance
  - Motivation and attitude
  - Voice, tone, and inflection
  - Grammar, vocabulary, and speech habits
  - Movements, gestures, and eye contact
  - Ability to establish instructor and trainee rapport
  - Encouraging trainee participation
  - Ability to answer trainee questions
  - Subject matter knowledge (publications and experience)
  - NATOPS adherence
  - Avoids non-standard terminology
  - Uses examples and analogies to enforce learning
  - Situational awareness

Performance Standard. NFM applicable maintenance publications and

effective instructor qualities.

Instructor. CMCC NI or ANI, or CM NI or ANI

Prerequisite. 5101 and [6112 or 6118].

3.14.6 CARGO PASSENGER LOADING INSTRUCTOR (CPLI) STAGE

Purpose. Qualify as a Cargo Passenger Loading Instructor.

General

Admin Notes.

- (1) Requires recommendation at APRB.
- (2) Ensure CPLI designation letter is filed in individual NATOPS record and APR.

Prerequisites. See individual event prerequisites and required academics.

CPLI-5510 3.0 \* B,SC,R (N) E S/A 1 FUT / 1 KC-130J

Goal. Qualify as a Cargo Passenger Loading Instructor.

Requirement.

Review:

- ALZ-3502, and AT-3510 to 3513 requirements

Evaluate:

- Instructor preparation
- Briefing trainee
- Instructing trainee
- Debriefing trainee
- Completion of ATF
- Instructor qualities
  - Appearance
  - Motivation and attitude
  - Voice, tone, and inflection
  - Grammar, vocabulary, and speech habits
  - Movements, gestures, and eye contact
  - Ability to establish instructor and trainee rapport
  - Encouraging trainee participation
  - Ability to answer trainee questions
  - Subject matter knowledge (publications and experience)
  - NATOPS adherence
  - Avoids non-standard terminology
  - Uses examples and analogies to enforce learning
  - Situational awareness

Performance Standard. NFM, NAVAIR 01-75GAA-9, and effective instructor qualities.

Instructor. CMLM NI or ANI, or CM NI or ANI

Prerequisite. 3502, 3510, 3511, 3512, 3513, 5101, and [6111 or 6113].

3.14.7 AERIAL DELIVERY INSTRUCTOR (ADI) STAGE

Purpose. Qualify as a Cargo Passenger Loading Instructor.

General

Admin Notes.

- (1) Requires recommendation at APRB.
- (2) Ensure ADI designation letter is filed in individual NATOPS record and APR.

Prerequisites. See individual event prerequisites and required academics.

ADI-5701      3.0      \*      B,SC,R      (N)      E      S/A      1 FUT / 1 KC-130J

Goal. Qualify as an Aerial Delivery Instructor.

Requirement.

Review:

- AD-3703 to 3705, and AD-4700 to 4703

Evaluate:

- Instructor preparation
- Briefing trainee
- Instructing trainee
- Debriefing trainee
- Completion of ATF
- Instructor qualities
  - Appearance
  - Motivation and attitude
  - Voice, tone, and inflection
  - Grammar, vocabulary, and speech habits
  - Movements, gestures, and eye contact
  - Ability to establish instructor and trainee rapport
  - Encouraging trainee participation
  - Ability to answer trainee questions
  - Subject matter knowledge (publications and experience)
  - NATOPS adherence
  - Avoids non-standard terminology
  - Uses examples and analogies to enforce learning
  - Situational awareness

Performance Standard. NFM, NAVAIR 01-75GAA-9, and effective instructor qualities.

Instructor. CMLM NI or ANI, or CM NI or ANI

Prerequisite. 3703, 3705, 4700, 4701, 4703, 5101, and [6111 or 6113].

3.14.8 NATOPS INSTRUCTOR (NI) STAGE

Purpose. Introduce, and qualify as a NI or ANI providing standardized annual NATOPS evaluations.

General

Admin Notes.

- (1) Requires recommendation at APRB.
- (2) Ensure NI/ANI designation letter is filed in individual NATOPS record and APR.

Prerequisites. See individual event prerequisites, required academics, and should have 1500 combined flying time in the KC-130J/T.

NI-5140      2.0      \*      B,SC      (N)      A      1 KC-130J

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Goal. Introduce NI and ANI responsibilities and requirements.

Requirement.

Introduce:

- Chapter 17 NATOPS evaluation
  - Definitions
  - Ground evaluation requirements
    - Open book exam
    - Close book exam
    - Oral exam
  - Flight evaluation requirements
  - NATOPS evaluation worksheet
  - Flight Evaluation grade determination
  - Final grade determination
- Evaluatee brief
- Evaluatee debrief
- Standardization of normal procedures
- Standardization of simulated or actual Emergency Procedures
- Bold face or asterisk items
- NATOPS knowledge and terminology

Performance Standard. NFM

Instructor. Any NI or ANI

Prerequisite. 5101 and [6112, 6113, or 6118].

NI-5141      2.0      \*      B,SC,R      (N)      E      A      1 KC-130J

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Goal. Qualify as a Crewmaster NI or ANI.

Requirement.

Evaluate:

- Chapter 17 NATOPS evaluation
  - Definitions
  - Ground evaluation requirements
    - Open book exam
    - Close book exam
    - Oral exam
  - Flight evaluation requirements
  - NATOPS evaluation worksheet
  - Flight Evaluation grade determination
  - Final grade determination
- Evaluatee brief

- Evaluatee debrief
- Standardization of normal procedures
- Standardization of simulated or actual Emergency Procedures
- Bold face or asterisk items
- NATOPS knowledge and terminology

Performance Standard. NFM.

Instructor. CM NI, or CMCC NI and CMLM NI.

Prerequisite. 5102, 5103, 5140, 5510, 5701, and 6118.

NI-5142 2.0 \* B (N) E A 1 KC-130J

Goal. Qualify as a Crewmaster Crew Chief NI or ANI.

Requirement.

Evaluate:

- Chapter 17 NATOPS evaluation
  - Definitions
  - Ground evaluation requirements
    - Open book exam
    - Close book exam
    - Oral exam
  - Flight evaluation requirements
  - NATOPS evaluation worksheet
  - Flight Evaluation grade determination
  - Final grade determination
- Evaluatee brief
- Evaluatee debrief
- Standardization of normal procedures
- Standardization of simulated or actual Emergency Procedures
- Bold face or asterisk items
- NATOPS knowledge and terminology

Performance Standard. NFM.

Instructor. CMCC NI or CM NI.

Prerequisite. 5102, 5103, 5140, and 6112.

NI-5143 2.0 \* B (N) E A 1 KC-130J

Goal. Qualify as a Crewmaster Loadmaster NI or ANI.

Requirement.

Evaluate:

- Chapter 17 NATOPS evaluation
  - Definitions
  - Ground evaluation requirements
    - Open book exam
    - Close book exam
    - Oral exam
  - Flight evaluation requirements
  - NATOPS evaluation worksheet
  - Flight Evaluation grade determination
  - Final grade determination

- Evaluatee brief
- Evaluatee debrief
- Standardization of normal procedures
- Standardization of simulated or actual Emergency Procedures
- Bold face or asterisk items
- NATOPS knowledge and terminology

Performance Standard. NFM.

Instructor. CMLM NI or CM NI

Prerequisite. 5102, 5140, 5510, 5701, and 6113.

3.14.9 NIGHT SYSTEMS INSTRUCTOR (NSI) (NS 5150 - 5152) STAGE

Purpose. Certify and designate the Crewmaster as a NSI. The Crewmaster NSI will assist squadron aircrew training with teaching night systems to squadron aircrew.

General

Admin Notes.

(1) The NSI syllabus is developed by MAWTS-1 and conducted at the squadron. Upon completion, the candidate will be certified by MAWTS-1 as a NSI. NSI designation upon certification is at the discretion of the squadron commanding officer.

(2) ATFs for all events will be provided by MAWTS-1. Completion certificate as well as designation letter shall be placed in NATOPS and APR.

(3) NS-5150 through 5152 will be completed in sequence.

(4) NSI-5150 and 5151 may be instructed by a squadron KC130J Pilot or Crewmaster NSI.

(5) NSI-5152 will be instructed by a MAWTS-1 KC-130J Pilot or Crewmaster NSI.

Prerequisites. [6111, 6112, or 6113] and as published in the MAWTS-1 course catalog.

3.14.10 WEAPONS AND TACTICS INSTRUCTOR (WTI) STAGE

Purpose. Certify the KC-130 Crewmaster as a WTI. The Crewmaster WTI will assist in planning missions, and conduct tactical ground and flight instruction for KC-130 crewmembers as outlined in MCO 3500.19 and the MAWTS-1 course catalog.

General

Admin Notes.

(1) The WTI syllabus is developed by MAWTS-1 and conducted at the WTI formal course of instruction. Upon graduation, the candidate

will be certified by MAWTS-1 as a WTI. WTI designation upon graduation is at the discretion of the squadron commanding officer.

(2) ATF is not required. Completion certificate as well as designation letter shall be placed in NATOPS and APR.

Prerequisites. [6111] and as published in the MAWTS-1 course catalog.

### 3.14.11 CONTRACT INSTRUCTOR TRAINING (CI) STAGE

Purpose. Qualify and maintain proficiency as a CI. CIs will be able to conduct simulated training on the fuselage trainer as well as conduct academic training associated with the fuselage trainer.

#### General

#### Admin Notes.

(1) CIs shall complete the prerequisite POI training events required for MI, SI, CPLI, and ADI.

(2) CIs shall have been previously qualified and/or designated as CPLI, or ADI.

(3) It is preferred CIs should have been previously qualified and/or designated as an NSI and CRMI to fully support the Crewmaster training syllabus.

(4) CIs will require an initial and annual evaluation of their instructor duties. The Crewmaster NATOPS Evaluator will conduct the evaluations and the Model Manager will designate CIs.

Prerequisites. All syllabus events annotated simulator preferred or optional for the specific instructor designation.

### 3.15 REQUIREMENTS, CERTIFICATIONS, QUALIFICATIONS, DESIGNATIONS (RCQD) PHASE

3.15.1 Purpose. This phase consists of stages and events to support the requirements of NATOPS evaluations and other areas of this training and readiness chapter that do not result in a change of CSP, MSP, CPSP, or CPMP. This phase consists of specific qualifications and designations required to support the operation of the aircraft and provide flight leadership requirements.

#### 3.15.2 General

##### 3.15.2.1 Admin Notes.

(1) NSQ, FCF(P), FCF(F), RS, and QASO are qualifications. All require qualification letters. These qualification letters shall be filed in the individuals NATOPS and APR.

(2) CM3, CM2, CM1, CMCC, CMLM are designations. These designation letters shall be file in the individuals NATOPS and APR.

(3) CM3 is a result of completion of the Core Skill Introduction (1000) phase and successful NATOPS evaluation (NTPS-6110).

(4) CM2 is a result of completing an upgrade syllabus consisting of FAM events, SYS events, and ACS-6928 in the RCQD phase, and a successful NATOPS evaluation (NTPS-6111). This allows the Crewmaster to fulfill normal and ARO duties at the ACS.

(5) CM1 is a result of completing an upgrade syllabus consisting of PC events in the RCQD phase, and a successful NATOPS evaluation (NTPS-6118). This fulfills the NAMP requirements of a plane captain. The plane captain is designated in ASM.

(6) CMCC is a previous training and readiness designation carried over from the merger of the Crew Chief and Loadmaster MOS, and is completed by an annual NATOP evaluation (NTPS-6112). CMCC are all plane captains.

(7) CMLM is a previous training and readiness designation carried over from the merger of the Crew Chief and Loadmaster MOS, and is completed by an annual NATOP evaluation (NTPS-6113).

3.15.2.2 Prerequisites. See individual stage prerequisites and required academics.

3.15.2.3 Stages. The following stages are included in the Requirements, Certifications, Qualifications, and Designations Phase of training.

| Par No. | Stage Name  |
|---------|---|
| 3.15.3  | NATOPS (NTPS)   |
| 3.15.4  | Functional Check Flight (FCF)                             |
| 3.15.5  | ADGR Refueling Supervisor (RS)                            |
| 3.15.6  | BI Quality Assurance Safety Observer Qualification (QASO) |
| 3.15.7  | Familiarization (FAM)                                     |
| 3.15.8  | Systems (SYS)   |
| 3.15.9  | Augment Crew Station (ACS)                                |
| 3.15.10 | Plane Captain (PC)  |

### 3.15.3 NATOPS (NTPS) STAGE

Purpose. Qualify and designate the Crewmaster, Crewmaster Crew Chief, and Crewmaster Loadmaster per NATOPS.

#### General

#### Admin Notes.

(1) No ATFs exist for this stage. The open book exam, closed book exam, NATOPS worksheet, and NATOPS Evaluation form is all that is required and will be filed in the individuals NATOPS.

(2) NTPS-6112 and 6113 are only for current Crew Chiefs and Loadmasters who were trained under previous Crew Chief and Loadmaster Training and Readiness Chapters before the T&R was combined 19 Apr 2013. These two events shall not be used for new

qualifications and designations of Crewmaster Crew Chief and Loadmaster.

Prerequisites. See individual event prerequisites and required academics.

NTPS-6010 3.0 365 B,SC,R,M E EXAM 1 CLSRM

Goal. NATOPS open book exam.

Requirement. Crewmaster, Crewmaster Crew Chief, and Crewmaster Loadmaster will complete a NATOPS open book examination prior to flight evaluation.

Performance Standard. NFM.

Instructor. Exam is administered by an NI/ANI or personnel from Department of Safety and Standardization.

Prerequisite. Completion of Core Skill Introduction (1000) Phase, or previously qualified NTPS-6112 or 6113.

NTPS-6011 1.0 365 B,SC,R,M E EXAM 1 CLSRM

Goal. NATOPS closed book exam.

Requirement. Crewmaster, Crewmaster Crew Chief, and Crewmaster Loadmaster will complete a NATOPS closed book examination prior to flight evaluation.

Performance Standard. NFM.

Instructor. Exam is administered by an NI/ANI or personnel from Department of Safety and Standardization.

Prerequisite. 6010.

NTPS-6012 3.0 365 B,SC,R,M (N) E EXAM 1 KC-130J

Goal. NATOPS oral exam.

Requirement. Crewmaster, Crewmaster Crew Chief, and Crewmaster Loadmaster will complete an oral examination in conjunction with or separate from flight evaluation.

Performance Standard. NFM.

Instructor. Either a CM, CMCC, or CMLM NI/ANI.

Prerequisite. 6011.

NTPS-6110 4.0 365 B,SC,R,M (N) E A 1 KC-130J

Goal. Crewmaster Level 3 (CM3) NATOPS Evaluation.

Requirement. Crewmaster will complete a standardized flight evaluation. Upon qualification the Crewmaster will be designated a Crewmaster Level 3 (CM3)

Performance Standard. NFM.

Instructor. CM NI/ANI, or a CMLM NI/ANI and CMCC NI/ANI.

Prerequisite. 1000, 1001, 1103, 1151, 1200, 1601, 6010, and 6011.

NTPS-6111 4.0 365 B,SC,R,M (N) E A 1 KC-130J

Goal. Crewmaster Level 2 (CM2) NATOPS Evaluation.

Requirement. Crewmaster will complete a standardized flight evaluation. Upon qualification the Crewmaster will be designated a Crewmaster Level 2 (CM2)

Performance Standard. NFM.

Instructor. CM NI/ANI, or a CMLM NI/ANI and CMCC NI/ANI.

Prerequisite. 6010, 6011, 6110, 6903, 6919, and 6928.

NTPS-6118 4.0 365 B,SC,R,M (N) E A 1 KC-130J

Goal. Crewmaster Level 1 (CM1) NATOPS Evaluation.

Requirement. Crewmaster will complete a standardized flight evaluation. Upon qualification the Crewmaster will be designated a Crewmaster Level 1 (CM1)

Performance Standard. NFM.

Instructor. CM NI/ANI, or a CMLM NI/ANI and CMCC NI/ANI.

Prerequisite. 6010, 6011, 6111, 6930, 6931, 6932, 6933, and 6934.

NTPS-6112 4.0 365 R,M (N) E A 1 KC-130J

Goal. Crewmaster Crew Chief NATOPS Evaluation.

Requirement. Crewmaster Crew Chief will complete a standardized flight evaluation.

Performance Standard. NFM.

Instructor. CM NI/ANI or CMCC NI/ANI.

Prerequisite. 6010 and 6011.

NTPS-6113 4.0 365 R,M (N) E A 1 KC-130J

Goal. Crewmaster Loadmaster NATOPS Evaluation.

Requirement. Crewmaster Loadmaster will complete a standardized flight evaluation.

Performance Standard. NFM.

Instructor. CM NI/ANI or CMCC NI/ANI.

Prerequisite. 6010 and 6011.

3.15.4 FUNCTIONAL CHECK FLIGHT (FCF) STAGE

Purpose. Qualify and maintain proficiency in FCF.

General

Admin Notes.

(1) If WST is not available for FCF-6104 it may be accomplished in aircraft or waived if all partial FCF flight profiles of "B", "C", and "D" are accomplished on FCF-6105. If waived see paragraph 3.7.8.

(2) FCF-6105 initial event shall be flown in aircraft for partial FCF profile "B", "C", or "D". Subsequent proficiency updates may be flown in simulator.

(3) FCF-6107 initial event shall be flown in aircraft for full FCF profile "A". Subsequent proficiency updates may be flown in simulator for either full FCF profile "A" or partial FCF profile "D" as long as FCF-6105 is proficient. Partial FCF profile "D" may be used after initial due to the fact the differences are minor.

(4) FCF-6105 completion results in FCF(P) qualification. Ensure FCF(P) letter is filed in individuals NATOPS record and APR.

(5) FCF-6107 completion results in FCF(F) qualification. Ensure FCF(F) letter is filed in individuals NATOPS record and APR.

Prerequisites. See individual event prerequisites and required academics.

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FCF-6104    4.0    \*    B,SC    D    S/A    1 WST / 1 KC-130J

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Goal. Introduce partial FCF flight profiles "B", "C", and "D".

Requirement.

Introduce:

- FCF profiles "B", "C", and "D" checklists
- Review systems
- FCF documentation
- QA brief
- QA debrief

Performance Standard. NFM, COMNAVAIRFORINST 4790.2, and OPNAVINST 3710.7, and local SOP.

Instructor. SI.

Prerequisite. [6112 or 6118].

External Syllabus Support. WST availability.

FCF-6105    2.0    365    B,SC,R,M    D                    A/S    1 KC-130J / 1 WST

Goal.    Qualify and maintain proficiency in partial FCF flight profiles B, C, or D.

Requirement.

Evaluate:

- FCF profiles "B", "C", or "D" checklists
- Systems knowledge
- FCF documentation
- QA brief
- QA debrief

Performance Standard.    NFM, COMNAVAIRFORINST 4790.2, and OPNAVINST 3710.7, and local SOP.

Instructor.    SI.

Prerequisite.    6104.

FCF-6106    4.0    \*            B,SC                    D                    S/A    1 WST / 1 KC-130J

Goal.    Introduce full FCF flight profile "A".

Requirement.

Introduce:

- FCF profile "A" checklist
- Review systems
- FCF documentation
- QA brief
- QA debrief

Performance Standard.    NFM, COMNAVAIRFORINST 4790.2, and OPNAVINST 3710.7, and local SOP.

Instructor.    SI.

Prerequisite.    [6112 or 6118].

FCF-6107    4.0    365    B,SC,R,M    D                    A/S    1 KC-130J / 1 WST

Goal.    Qualify and maintain proficiency in full FCF flight profile "A".

Requirement.

Evaluate:

- FCF profile "A" checklist
- Systems knowledge
- FCF documentation
- QA brief
- QA debrief

Performance Standard.    NFM, COMNAVAIRFORINST 4790.2, and OPNAVINST 3710.7, and local SOP.

Instructor.    SI.

Prerequisite. 6106.

3.15.5 REFUELING SUPERVISOR (RS) STAGE

Purpose. Qualify and maintain proficiency as RS on ADGR missions.

General

Admin Notes.

(1) Initial event shall include rotary wing receivers and subsequent proficiency updates with be in accordance with event external syllabus support requirements.

(2) Initial event shall include a minimum of 2 points, transfer of fuel, and conducted at night with use of NVDs. Subsequent proficiency updates may be conducted during the day.

(3) RS-6662 completion results in RS qualification. Ensure RS letter is filed in individuals NATOPS record and APR.

Prerequisites. See individual event prerequisites and required academics.

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RS-6662      2.0    365    B, SC, R, M      (N)                      A            1 KC-130J

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Goal. Qualify and maintain proficiency as RS on ADGR missions.

Requirement.

Evaluate:

- ADGR planning
  - Site development and layout
  - Lighting and NVD considerations
  - ADGR equipment type and quantity considerations
  - KC-130 ingress/egress to ADGR site
  - Receiver ingress/egress to ADGR site
  - Receiver control through ADGR site
  - Receiver flow through ADGR site
  - Downed receivers in points
  - Fuel planning
  - Fuel spill and hose overpressures
  - Emergency breakdown and evacuation
  - Emergencies
  - Safety considerations
- ADGR equipment preflight and loading (prestige of equipment)
- Crew brief
- Point personnel brief (setup and breakdown choreography)
- Site setup
- Execution
- Site breakdown

Performance Standard. NFM and NTPP.

Instructor. WTI.

Prerequisite. 3660.

External Syllabus Support. ARFF, and receiver aircraft or TGVs.

3.15.6 QUALITY ASSURANCE SAFETY OBSERVER (QASO) STAGE

Purpose. Qualify and maintain proficiency as QASO on BI missions.

General

Admin Notes.

(1) Initial event shall include use of flare chute and subsequent proficiency updates may use hand-launching procedures.

(2) BI-6710 completion results in QASO qualification. Ensure QASO letter is filed in individuals NATOPS record and APR.

Prerequisites. See individual event prerequisites and required academics.

QASO-6710 3.0 365 B,SC,R,M N A 1 KC-130J

Goal. Qualify and maintain proficiency as QASO on BI missions.

Requirement.

Evaluate:

- Crew requirements
- Pilot and QASO planning
- BI equipment requirements and preflight
- Extra survival equipment requirements
- General aircraft preparation for ramp and door
- APF acceptance inspection and storage loading
- Weight and balance and CNI-MU input (as required)
- Brief team leader and team member duties
- FENCE checklist
- Execution and conduct of battlefield illumination checklist
  - QASO duties
  - Flare chute installation
  - APF timer settings
  - Flare chute loading
  - Flare delivery (Both flare chute and hand launch)
- Emergencies
  - Hot flare
  - APF timer separation
  - Fire/Smoke/Fumes elimination

Performance Standard. NFM, NTTP, and NAVAIR 01-75GAA-9.

Instructor. WTI.

Prerequisite. 4711.

Ordnance. LUU-2 and/or LUU-19 series APFs.

Range. Approved special use airspace.

External Syllabus Support. Ordnance personnel.

3.15.7 FAMILIARIZATION (FAM) STAGE

Purpose. Provide Crewmasters with continued training on flight station preflight and normal ACS duties. This stage provides the foundation to further training of advanced systems.

General

Admin Notes.

(1) FAM-6903 initial event shall be conducted in aircraft but subsequent refreshers may be conducted in simulator.

Prerequisites. See individual event prerequisites and required academics.

FAM-6900    2.0    \*    B,SC    (N)    S/G    1 WST / 1 KC-130J

Goal. Introduce flight station preflight.

Requirement.

Introduce:

- RMM preflight
- Flight station preflight
- Flight station preflight limitations
- AMU operations
- CNBP operations
- CNI-MU operations
- QRH ACAWS and emergency procedures checklists

Performance Standard. NFM.

Instructor. SI.

Prerequisite. 2150, 2162, 2250, 2400, 3510, 3511, 3512, 3513, 3600, 3601, 3650, and 6110.

FAM-6901    2.0    \*    B,SC    (N)    S/G    1 WST / 1 KC-130J

Goal. Practice flight station preflight.

Requirement.

Review:

- RMM preflight
- Flight station preflight
- Flight station preflight limitations
- AMU operations
- CNBP operations
- CNI-MU operations
- QRH ACAWS and emergency procedures checklists

Performance Standard. NFM.

Instructor. SI.

Prerequisite. 6900.

FAM-6902    2.0    \*    B,SC    (N)    S/A    1 WST / 1 KC-130J

Goal.    Introduce normal ACS duties.

Requirement.

Introduce:

- ACS duties
  - Power up procedure
    - ATIS and TOLD input
  - Before start flows and checklist
  - Engine start procedure
  - Before taxi flows and checklist
  - Taxi
  - Before takeoff flows and checklists
    - Before takeoff (above the line)
    - Before takeoff (below the line)
  - Takeoff and calling an "Abort"
  - After takeoff flows and checklist
    - Fuel dumping procedures and precautions
  - Inflight duties
    - Fuel management
      - Primary and secondary fuel management
      - Systems monitoring
  - In-range flows and checklist
  - Approach checklist
    - Landing fuel sink rate limitations
    - Low fuel procedures
  - Before landing flows and checklist
  - Landing
    - RADALT calls
    - Calling a "Go around"
  - After landing flows and checklist
  - Shutdown checklist
  - Leaving the aircraft checklist
  - RMM debrief and maintenance action forms (MAFS)

Review:

- RMM preflight
- Flight station preflight
- Flight station preflight limitations
- AMU operations
- CNBP operations
- CNI-MU operations
- QRH ACAWS and emergency procedures checklists

Performance Standard.    NFM.

Instructor.    SI.

Prerequisite.    6901.

FAM-6903    2.0    \*    B,SC,R    (N)    A/S    1 KC-130J / 1 WST

Goal.    Review normal ACS duties and flight station preflight.

Requirement.

Review:

- RMM preflight
- Flight station preflight
- Flight station preflight limitations
- AMU operations
- CNBP operations
- CNI-MU operations
- QRH ACAWS and emergency procedures checklists
- ACS duties
  - Power up procedure
    - ATIS and TOLD input
  - Before start flows and checklist
  - Engine start procedure
  - Before taxi flows and checklist
  - Taxi
  - Before takeoff flows and checklists
    - Before takeoff (above the line)
    - Before takeoff (below the line)
  - Takeoff and calling an "Abort"
  - After takeoff flows and checklist
    - Fuel dumping procedures and precautions
  - Inflight duties
    - Fuel management
    - Primary and secondary fuel management
    - Systems monitoring
  - In-range flows and checklist
  - Approach checklist
    - Landing fuel sink rate limitations
    - Low fuel procedures
  - Before landing flows and checklist
  - Landing
    - RADALT calls
    - Calling a "Go around"
  - After landing flows and checklist
  - Shutdown checklist

Performance Standard. NFM.

Instructor. SI.

Prerequisite. 6902.

### 3.15.8 SYSTEMS (SYS) STAGE

Purpose. Provide Crewmasters with continued training on advanced systems training to facilitate trouble shooting and in-depth understanding of the systems. This stage augments training of normal duties at the ACS.

General

Admin Notes.

(1) SYS-6910 is conducted entirely on the ground using an actual aircraft.

(2) SYS-6911 through 6918 is conducted on the WST and ground training using an actual aircraft. If the WST is not available then an actual aircraft in flight with a combination of ground training on an actual aircraft shall be used. The ground training consists

of component location identification and dedicated systems discussion designed at a minimum of 2 hours required.

Prerequisites. See individual event prerequisites and required academics.

SYS-6910 4.0 \* B,SC (N) G 1 KC-130J

Goal. Evaluate APU system knowledge and troubleshooting.

Requirement.

Review:

- Malfunctions and emergencies

Evaluate:

- APU components, location, and general operation
- APU fuel
- APU starting and ignition
- APU bleed air
- APU controls
- APU indicating
- APU oil system
- APU generator

Performance Standard. NFM and applicable maintenance publications.

Instructor. SI.

Prerequisite. 6903.

SYS-6911 6.0 \* B,SC (N) S\*/A 1 WST / 1 KC-130J

Goal. Evaluate engine system knowledge and troubleshooting.

Requirement.

Review:

- Malfunctions and emergencies

Evaluate:

- Engine components, locations, and general operation
- Engine fuel
- Engine ignition
- Engine bleed air
- Engine control
- Engine indicating
- Engine oil
- Engine starting system

Performance Standard. NFM, and applicable maintenance publications.

Instructor. SI.

Prerequisite. 6910.

SYS-6912 6.0 \* B,SC (N) S\*/A 1 WST / 1 KC-130J

Goal. Evaluate propeller system knowledge and troubleshooting.

Requirement.

Review:

- Malfunctions and emergencies

Evaluate:

- Propeller components, locations, and general operation
- Propeller control unit
- Propeller over-speed governor
- Propeller high pressure pump
- Propeller ground beta enable valve (GBEV)
- Propeller beta tube
- Propeller damage limitations
- Propeller grease leak limitations

Performance Standard. NFM and applicable maintenance publications.

Instructor. SI.

Prerequisite. 6911.

SYS-6913 6.0 \* B,SC (N) S\*/A 1 WST / 1 KC-130J

Goal. Evaluate fuel system knowledge and troubleshooting.

Requirement.

Review:

- Malfunctions and emergencies

Evaluate:

- Fuel system components, locations, and general operation
- Fuel indicating system
- Fuel distribution system
- Fuel tank vent system
- Fuel tank construction
- Fuel manifolds
- Fuel pumps and valves
- Fuel management controller

Performance Standard. NFM and applicable maintenance publications.

Instructor. SI.

Prerequisite. 6912.

SYS-6914 6.0 \* B,SC (N) S\*/A 1 WST / 1 KC-130J

Goal. Evaluate electrical system knowledge and troubleshooting.

Requirement.

Review:

- Malfunctions and emergencies

Evaluate:

- Primary and secondary AC electrical components, locations, and general operation
- DC electrical system components, locations, and general operation
- AC and DC electrical system distribution
- EBCU system and locations
- External power

- Low voltage power supply (LVPS) and power panel distribution unit (PPDU) system and locations
- 1553 data bus system integration

Performance Standard. NFM and applicable maintenance publications.

Instructor. SI.

Prerequisite. 6913.

SYS-6915 6.0 \* B,SC (N) S\*/A 1 WST / 1 KC-130J

Goal. Evaluate hydraulic system knowledge and troubleshooting.

Requirement.

Review:

- Malfunctions and emergencies

Evaluate:

- Utility and booster hydraulic system components, locations, and general operation
- Auxiliary hydraulic system components, locations, and general operation
- Engine hydraulic pumps
- Flight control systems
- Wing flap system
- Landing gear system
- Brakes, anti-skid, and tires and wheels
- Nose wheel steering
- Cargo ramp and door
- Hydraulic leak limits
- Tire wear limits

Performance Standard. NFM and applicable maintenance publications.

Instructor. SI.

Prerequisite. 6914.

SYS-6916 6.0 \* B,SC (N) S\*/A 1 WST / 1 KC-130J

Goal. Evaluate bleed air and ice protection system knowledge and troubleshooting.

Requirement.

Review:

- Malfunctions and emergencies

Evaluate:

- Bleed air system (BAECS) components, locations, and general operation
- Avionics cooling system components, locations, and general operation
- Fire Overheat Detection (FODS) system components, locations, and general operation
- Anti-icing and de-icing components, locations, and general operation
- Windshield anti-icing system components, locations, and general operation

- Propeller anti-icing and de-icing system components, locations, and general operation
- Ice detection system

Performance Standard. NFM and applicable maintenance publications.

Instructor. SI.

Prerequisite. 6915.

SYS-6917 6.0 \* B,SC (N) S\*/A 1 WST / 1 KC-130J

Goal. Evaluate air conditioning and pressurization system knowledge and troubleshooting.

Requirement.

Review:

- Malfunctions and emergencies

Evaluate:

- Air conditioning system components, locations, and general operation
- Pressurization system components, locations, and general operation
- Liquid oxygen (LOX) components, locations, and general operation

Performance Standard. NFM and applicable maintenance publications.

Instructor. SI.

Prerequisite. 6916.

SYS-6918 6.0 \* B,SC (N) S\*/A 1 WST / 1 KC-130J

Goal. Evaluate communication and navigation system knowledge and troubleshooting.

Requirement.

Review:

- Communication and navigation malfunctions and emergencies

Evaluate:

- Pitot static/distributed air data system
- Stall warning system
- Embedded GPS/inertial navigation system
- AN/APX-100 (V) IFF system
- HG-9550 radar altimeter system
- AN/ARN-149 automatic direction finder
- AN/ARN-147 VOR/ILS/MB system
- AN/ARN-153 TACAN
- AN/ARN-139 (V) TACAN
- LPCR-130J low power color radar system
- Digital Map
- TCAS system
- GCAS system
- Get home control radio system
- AN/ARC-190 HF radio system
- AN/ARC-222 VHF radio system
- AN/ARC-164 (V) UHF radio system

- DF-301 E UHF direction finder
- AN/ARC-210 SATCOM system
- AN/AIC-13 public address system
- AN/AIC-18 intercommunication system
- KY-58 secure voice speech encryption system

Performance Standard. NFM and applicable maintenance publications.

Instructor. SI.

Prerequisite. 6917.

SYS-6919 4.0 \* B,SC,R (N) S 1 WST

Goal. Evaluate emergency procedure duties at the ACS.

Requirement. Evaluate all emergency procedures reviewed on SYS-6910 to 6918 while performing duties at the ACS.

Performance Standard. NFM.

Instructor. SI.

Prerequisite. 6918.

### 3.15.9 AUGMENT CREW STATION (ACS) STAGE

Purpose. Provide Crewmasters with continued training on inflight duties at the ACS for specific missions.

#### General

#### Admin Notes.

- (1) ATF is not required for ACS-6925.
- (2) ACS-6920 through 6924 may be completed while training toward CM2 qualification or after CM2 qualification. However these events will not be flown without the supervision of an instructor unless CM2 qualified.
- (3) ACS-6928 initial event shall be flown in aircraft and subsequent proficiency updates may be flown in simulator.

Prerequisites. See individual event prerequisites and required academics.

ACS-6920 2.0 365 B,SC,R,M (N) S/A 1 WST / 1 KC-130J

Goal. Qualify and maintain proficiency in duties conducting the various NTTP tactical checklists at the ACS.

#### Requirement.

##### Evaluate:

- BI checklist
- Combat offload checklist
- Cockpit AD

- CDS/HE/personnel ramp checklist
- Personnel/Bundles paratroop door checklist
- FENCE checklist

Performance Standard. NFM and NTTP.

Instructor. SI.

Prerequisite. 6903.

ACS-6921 6.0 365 B, SC, R, M (N) A 1 KC-130J

Goal. Qualify and maintain proficiency in duties at the ACS for long range navigation mission.

Requirement.

Evaluate:

- Overwater equipment requirements
- DTADS operations
- CNIMU custom waypoint input
- Destination ground and maintenance requirements
- Fuel planning and verification
- Foreign clearance guide requirements
- Ditching procedures
- Overwater bailout procedures

Performance Standard. NFM.

Instructor. SI.

Prerequisite. 6903.

ACS-6922 2.0 365 B, SC, R, M (N) S/A 1 WST / 1 KC-130J

Goal. Introduce, or qualify and maintain proficiency in duties at the ACS during a low altitude tactics or tactical navigation mission.

Requirement.

Evaluate:

- Flight station equipment security for TN/LAT
- Rear Vision Device installation (as required in aircraft)
- CMIMU TACPLOT input
- FENCE checklist
- Aircraft systems monitoring
- Lookout duties

Performance Standard. NFM and NTTP.

Instructor. SI.

Prerequisite. 6903.

ACS-6923 2.0 365 B, SC, R, M (N) S/A 1 WST / 1 KC-130J

Goal. Introduce, or qualify and maintain proficiency in duties at the ACS during a threat reaction mission.

Requirement.

Evaluate:

- CMDS system
- CMDS controls and operation
- FENCE checklist
- Aircraft systems monitoring
- Lookout duties

Performance Standard. NFM and NTP.

Instructor. SI.

Prerequisite. 2400 and 6903.

ACS-6924 2.0 365 B,SC,R,M (N) A 1 KC-130J

Goal. Introduce, or qualify and maintain proficiency in duties at the ACS during an assault landing zone mission.

Requirement.

- Aircraft exterior preparation verification
- Tire inflation/deflation
- Ground flotation/California Bearing Ration (CBR)/Pavement Classification Number (PCN) review
- Take-off Landing Data (TOLD) review
- Maximum effort takeoff considerations
- Brief observers on "brown-out"
- Pressurization and air-conditioning panel operation
- Aircraft systems monitoring

Performance Standard. NFM and NTP.

Instructor. SI.

Prerequisite. 6903.

External Syllabus Support. Marine Air Traffic Control Mobile Team, Expeditionary Air Field, or USAF Combat Control team with appropriate ALZ marking and lighting; and ARFF.

ACS-6925 4.0 \* B,SC CBT/LEC 1 CLSRM

Goal. Discuss the aerial refueling system in the classroom environment providing in-depth knowledge of the system.

Requirement. Receive classroom instruction with approved curriculum as outlined in the KC-130J FRD course catalog.

Performance Standard. N/A.

Instructor. SI.

Prerequisite. 6915.

External Syllabus Support. Classroom and courseware.

ACS-6926 3.0 \* B,SC D S\*/A 1 WST / 1 KC-130J

Goal. Introduce the aerial refueling system operation at the ACS.

Requirement.

Introduce:

- AAR system preflight
- Drogue change operation
- CNI-MU controls and operation
- Refuel control panel controls and operation
- Refuel control panel soft-panel controls and operation
- Fuel management panel controls and operation
- Fuel management panel soft-panel controls and operation
- Airspeed limitations - High/Low speed drogues
- Fuel system limitations
- Normal refueling operations
  - Before AAR hose deployment
  - AAR hose deployment
  - Reel response test
  - Alternate reel response test
  - Fuel delivery (Fuselage tank installed)
    - Fuel transfer from wing tanks to fuselage tank
    - Alternate refueling pump operation
  - Fuel delivery (Fuselage tank removed)
  - AAR hose retraction
    - No stowed and lock indication
  - After AAR hose retraction
- Emergencies
  - Aerial refueling pod fuel leak
  - Hose deployment failure
  - Drogue/hose damage
  - Unstable hose
  - Emergency reel operation and refueling
  - Hose guillotine
  - Landing with trailing Hose
  - Emergency signals
  - Aircraft fuel system emergencies associated with AAR
  - Aircraft hydraulic system emergencies associated with AAR

Review:

- AAR terminology
- EMCON procedures

Performance Standard. NFM, ATP-3.3.4.2, NTPP, and applicable maintenance publications.

Instructor. SI.

Prerequisite. 6925.

ACS-6927 3.0 \* B,SC (N) S\*/A 1 WST / 1 KC-130J

Goal. Practice operation of the aerial refueling system at the ACS.

Requirement.

Review:

- AAR system preflight
- Drogue change operation

- CNI-MU controls and operation
- Refuel control panel controls and operation
- Refuel control panel soft-panel controls and operation
- Fuel management panel controls and operation
- Fuel management panel soft-panel controls and operation
- Airspeed limitations - High/Low speed drogues
- Fuel system limitations
- AAR terminology
- EMCON procedures
- Normal refueling operations
  - Before AAR hose deployment
  - AAR hose deployment
  - Reel response test
  - Alternate reel response test
  - Fuel delivery (Fuselage tank installed)
    - Fuel transfer from wing tanks to fuselage tank
  - Alternate refueling pump operation
  - Fuel delivery (Fuselage tank removed)
  - AAR hose retraction
    - No stowed and lock indication
  - After AAR hose retraction
- Emergencies
  - Aerial refueling pod fuel leak
  - Hose deployment failure
  - Drogue/hose damage
  - Unstable hose
  - Emergency reel operation and refueling
  - Hose guillotine
  - Landing with trailing Hose
  - Emergency signals
  - Aircraft fuel system emergencies associated with AAR
  - Aircraft hydraulic system emergencies associated with AAR

Performance Standard. NFM, ATP-3.3.4.2, NTTP, and applicable maintenance publications.

Instructor. SI.

Prerequisite. 6926.

ACS-6928 3.0 180 B,SC,R,M (N) A/S 1 WST / 1 KC-130J

Goal. Qualify and maintain proficiency operating the aerial refueling system at the ACS.

Requirement.

Evaluate:

- AAR system preflight
- Drogue change operation
- CNI-MU controls and operation
- Refuel control panel controls and operation
- Refuel control panel soft-panel controls and operation
- Fuel management panel controls and operation
- Fuel management panel soft-panel controls and operation
- Airspeed limitations - High/Low speed drogues
- Fuel system limitations
- AAR terminology
- EMCON procedures

Normal refueling operations  
  Before AAR hose deployment  
  AAR hose deployment  
  Reel response test  
  Alternate reel response test  
  Fuel delivery (Fuselage tank installed)  
    Fuel transfer from wing tanks to fuselage tank  
    Alternate refueling pump operation  
  Fuel delivery (Fuselage tank removed)  
  AAR hose retraction  
    No stowed and lock indication  
  After AAR hose retraction  
Emergencies  
  Aerial refueling pod fuel leak  
  Hose deployment failure  
  Drogue/hose damage  
  Unstable hose  
  Emergency reel operation and refueling  
  Hose guillotine  
  Landing with trailing Hose  
  Emergency signals  
  Aircraft fuel system emergencies associated with AAR  
  Aircraft hydraulic system emergencies associated with AAR

Performance Standard. NFM, ATP-3.3.4.2, NTTP, and appropriate maintenance publications.

Instructor. SI.

Prerequisite. 6919 and 6927.

### 3.15.10 PLANE CAPTAIN (PC) STAGE

Purpose. Provide Crewmasters with continued training on plane captain duties and qualification. This stage provides the foundation to qualification as CM1.

#### General

#### Admin Notes.

(1) COMNAVAIRFORINST 4790.2\_ authorizes "commands where Naval Aircrew perform the functions of a plane captain, completion of the training curriculum and the designation as a Naval Aircrew by the Commanding Officer per the NATOPS Evaluation Report (OPNAV 3710/7) shall qualify the aircrew for plane captain duties. In such cases, the Naval Aircrew training syllabus must include all plane captain qualifications and requirements. Naval Aircrew qualified as plane captains per this paragraph, are not required to take a separate plane captain examination, appear before a Plane Captain selection board, or be designated via the Plane Captain Designation (CNAF 4790/158)". This stage provides the curriculum for this COMNAVAIRFORINST requirement.

(2) This stage and NTPS-6118 completion results in a PC designation. A signed copy of the designation letter and OPNAV 3710/7 form shall be scanned into ASM under Plane Captain Designation and routed for signature by the Commanding Officer or designee. Ensure PC letter is filed in individuals NATOPS record

and APR.

(3) Periodicals and refresher training are in accordance with COMNAVAIRFORINST 4790.2. If periodicals are not conducted within the prescribed timeframe or a PC does not perform PC duties within 90 days the PC shall complete refresher training. The refresher training will consist of PC-6932, PC-6933, and evaluated by a Crewmaster NATOPS NI/ANI on any flight. A copy of PC-6932 and PC-6933 shall be scanned into ASM under Plane Captain Refresher and routed for signature by the Commanding Officer or designee.

Prerequisites. See individual event prerequisites and required academics.

PC-6930      40.0    \*      B,SC            (N)            G      1 GSE

Goal. Complete GSE requirements.

Requirement. Attain licensing on GSE. At a minimum the PC will be licensed on a mobile electrical power plant (i.e. NC-10A/B/C and A/M32A-108), air start unit (i.e. A/U47A-5), mid-range tow tractor (i.e. A/S32A-45), nitrogen cart (i.e. NAN-4B), and liquid oxygen cart (i.e. TMU-27M). If these GSE are superseded by newer equipment the new equipment will take its place. The ATF will list all GSE requirements and the instructor will use ASM to verify completion.

Performance Standard. Applicable GSE publications and ASM.

Instructor. Any instructor may verify completion of GSE requirements in ASM.

PC-6931      6.0      \*      B,SC            (N)            G      1 KC-130J

Goal. Perform daily inspection.

Requirement. Perform daily inspection with each respective work.

Performance Standard. NAVAIR 01-75GAJ-6-2.

Instructor. SI will verify completion of each work center daily.

Prerequisite. 6111.

PC-6932      2.0      \*      B,SC,R          (N)            G      1 KC-130J

Goal. Perform turnaround inspection.

Requirement. Perform turnaround inspection.

Performance Standard. NAVAIR 01-75GAJ-6-1.

Instructor. SI.

Prerequisite. 6931.

PC-6933      40.0    \*      B,SC,R          (N)            CBT/LEC 1 CLSRM

Goal. 4790.2 PC requirements.

Requirement.

Introduce/Review:

Indoctrination interview  
Required readings (applicable sections)  
Safety Ashore PQS  
Flight line Familiarization and Safety  
Egress/Explosive System Checkout Program  
Noise, Exhaust, and Propeller Hazards  
Tire and Wheel Maintenance Safety Program  
General or Avionics Corrosion Control Course  
FOD Prevention Program  
Tool Control Program  
Fuel Surveillance Program  
Navy Oil Analysis Program  
Oil Consumption Program  
Hydraulic Contamination Control Program  
Hazardous Material Control and Management Program  
Technical Publications  
3M Documentation  
Support Equipment Operator Training and Licensing Program  
Fire Fighting Procedures and Responsibilities  
Moving or Towing Aircraft  
Brake Riding  
Cleaning Aircraft  
Aircraft Preservation  
Duct Diving  
Aircraft Fastener Integrity Inspection  
Daily and Turnaround Inspections  
Special Inspections  
Conditional Inspections  
Fueling and Defueling  
Nitrogen System Servicing  
Hydraulic System Servicing  
Engine/Transmission Oil System Servicing  
Liquid Oxygen Converter Handling Safety  
Aircraft Ordnance and CADS  
T/M/S NATOPS Procedures and Emergency Procedures  
Hand Signals and Launch/Recovery Procedures  
Hot Brake Procedures  
Support Equipment Misuse  
Aircraft security, tie-down, and heavy weather procedures  
Aircraft ordnance and armament equipment

Performance Standard. COMNAVAIRFORINST 4790.2 and applicable maintenance publications.

Instructor. SI.

Prerequisite. 6111.

PC-6934      40.0    \*      B,SC                    (N)                    G                    1 KC-130J

Goal. Expeditionary maintenance requirements.

Requirement.

Introduce/Review:

Use of DTADS diagnostics and software reloading  
Removal and replacement of engine vibration Sensors  
Removal, inspection, and replacement of magnetic indication plugs  
Removal, inspection, and replacement of engine oil filters  
Inoperable brake capping  
Inoperable generator capping

Performance Standard. Applicable maintenance publications.

Instructor. SI.

Prerequisite. 6111.

3.16 T&R ATTAIN AND MAINTAIN TABLES

| KC-130J CREWMASTER                                  |       |       |       |            |       |                       |       |               |       |              |       |                |                       |          |  |
|---|-------|-------|-------|------------|-------|-----------------------|-------|---------------|-------|--------------|-------|----------------|-----------------------|----------|--|
| CORE/MISSION/CORE PLUS/MISSION PLUS MAINTAIN MATRIX |       |       |       |            |       |                       |       |               |       |              |       |                |                       |          |  |
| T&R EVENT INFORMATION                               |       |       |       | ATTAIN POI |       |                       |       |               |       | MAINTAIN POI |       | PREREQUIISTES  |                       | CHAINING |  |
| T&R DESCRIPTION                                     | STAGE | EVENT | REFLY | BASIC POI  |       | SERIES CONVERSION POI |       | REFRESHER POI |       | STAGE        | EVENT |                |                       |          |  |
|   |       |       |       | STAGE      | EVENT | STAGE                 | EVENT | STAGE         | EVENT |              |       |                |                       |          |  |
| <b>CORE SKILLS (2000 PHASE)</b>                     |       |       |       |            |       |                       |       |               |       |              |       |                |                       |          |  |
| NIGHT SYSTEMS QUAL                                  | NS    | 2150R | 365   | NS         | 2150R | NS                    | 2150R | NS            | 2150R | NS           | 2150R |                |                       |          |  |
| LONG RANGE NAV                                      | LRN   | 2162  | *     | LRN        | 2162  | LRN                   | 2162  |               |       |              |       |                |                       |          |  |
| AFT OBSERVERS DAY                                   | TN    | 2201  | 365   | TN         | 2201  | TN                    |       | TN            |       | TN           |       |                |                       |          |  |
| AFT OBSERVERS NVD                                   | TN    | 2250R | 365   |            | 2250R |                       | 2250R |               | 2250R |              | 2250R | 2201           | 2150, 2201            |          |  |
| THREAT OBSERVER                                     | TR    | 2400R | 365   | TR         | 2400R | TR                    | 2400R | TR            | 2400R | TR           | 2400R | 2201           | (2150 NS)             |          |  |
| <b>MISSION SKILLS (3000 PHASE)</b>                  |       |       |       |            |       |                       |       |               |       |              |       |                |                       |          |  |
| COMBAT OFFLOAD                                      | ALZ   | 3502R | 365   | ALZ        | 3502R | ALZ                   | 3502R | ALZ           | 3502R | ALZ          | 3502R | 3512           | (2150 NS), 3512       |          |  |
| PAX AND BAGS  | AT    | 3510R | 365   | AT         | 3510R | AT                    | 3510R | AT            | 3510R | AT           | 3510R | [6110 or 6113] | (2150 NS)             |          |  |
| ROLLING STOCK                                       | AT    | 3511R | 365   |            | 3511R |                       | 3511R |               | 3511R |              | 3511R | [6110 or 6113] | (2150 NS)             |          |  |
| PALLETIZED  | AT    | 3512R | 365   |            | 3512R |                       | 3512R |               | 3512R |              | 3512R | [6110 or 6113] | (2150 NS)             |          |  |
| HAZMAT  | AT    | 3513R | 365   |            | 3513R |                       | 3513R |               | 3513R |              | 3513R | [6110 or 6113] | (2150 NS)             |          |  |
| FW/TR AAR OBSERVER                                  | AAR   | 3600R | 365   | AAR        | 3600R | AAR                   |       | AAR           | 3600R | AAR          | 3600R |                |                       |          |  |
| HAAR OBSERVER                                       | AAR   | 3601R | 365   |            | 3601R |                       | 3601R |               | 3601R |              | 3601R |                |                       |          |  |
| AAR OBSERVER NVD                                    | AAR   | 3650R | 365   |            | 3650R |                       | 3650R |               | 3650R |              | 3650R | [3600 or 3601] | 2150                  |          |  |
| REFUELING POINT OPERATOR                            | ADGR  | 3660R | 365   | ADGR       | 3660R | ADGR                  | 3660R | ADGR          | 3660R | ADGR         | 3660R |                | (2150 NS)             |          |  |
| CDS   | AD    | 3703R | 365   | AD         | 3703R | AD                    | 3703R | AD            | 3703R | AD           | 3703R | [6110 or 6113] | (2150 NS)             |          |  |
| STATIC LINE PERSONNEL                               | AD    | 3705R | 365   |            | 3705R |                       | 3705R |               | 3705R |              | 3705R | 3510           | (2150 NS), 3510       |          |  |
| <b>CORE PLUS SKILLS (4000 PHASE)</b>                |       |       |       |            |       |                       |       |               |       |              |       |                |                       |          |  |
| COMBINATION   | AD    | 4700R | 365   | AD         | 4700R | AD                    | 4700R | AD            | 4700R | AD           | 4700R | 3703, 3705     | (2150 NS), 3510, 3705 |          |  |
| HIGH ALTITUDE                                       | AD    | 4701R | 365   |            | 4701R |                       | 4701R |               | 4701R |              | 4701R | 3510           | (2150 NS), 3510       |          |  |
| HEAVY EQUIPMENT                                     | AD    | 4703R | 365   |            | 4703R |                       | 4703R |               | 4703R |              | 4703R | 3512           | (2150 NS), 3512       |          |  |
| HARVEST HAWK INTRO                                  | HH    | 4802  | *     | HH         | 4802  | HH                    | 4802  |               |       |              |       |                |                       |          |  |
| <b>CORE PLUS MISSION (4000 PHASE)</b>               |       |       |       |            |       |                       |       |               |       |              |       |                |                       |          |  |
| TEAM MEMBER   | BI    | 4710  | *     | BI         | 4710  | BI                    | 4710  | BI            |       | BI           |       |                | (2150 NS)             |          |  |
| TEAM LEADER   | BI    | 4711R | 365   |            | 4711R |                       | 4711R |               | 4711R |              | 4711R | 4710           | (2150 NS)             |          |  |
| CLOSE AIR SUPPORT                                   | CAS   | 4830R | 730   | CAS        | 4830R | CAS                   | 4830R | CAS           | 4830R | CAS          | 4830R | 4802           | (2150 NS)             |          |  |

3.17 T&R SYLLABUS MATRIX

| KC-130J CREWMASTER SYLLABUS MATRIX                                 |       |                                      |       |   |         |   |        |      |       |             |      |            |      |               |      |       |        |       |            |  |
|--|-------|--------------------------------------|-------|---|---------|---|--------|------|-------|-------------|------|------------|------|---------------|------|-------|--------|-------|------------|--|
| STAGE  | EVENT |                                      | POI   | E | DEVICE  |   |        | COND | REFLY | ACAD EVENTS |      | SIM EVENTS |      | FLIGHT EVENTS |      | NOTES | PREREQ | CHAIN | EVENT CONV |  |
|  | EVENT | TITLE                                |       |   | TYPE    | # | OPTION |      |       | #           | TIME | #          | TIME | #             | TIME |       |        |       |            |  |
| CORE SKILL INTRODUCTION FRD ACADEMICS TRAINING (0000 PHASE EVENTS) |       |                                      |       |   |         |   |        |      |       |             |      |            |      |               |      |       |        |       |            |  |
| ACADEMICS STAGE (ACAD)   |       |                                      |       |   |         |   |        |      |       |             |      |            |      |               |      |       |        |       |            |  |
| ACAD   | 0001  | NITE LAB                             | B     |   | LEC     | 1 |        |      | *     |             | 6.0  |            |      |               |      |       |        |       | 0117       |  |
| ACAD   | 0002  | CRM INITIAL                          | B, SC |   | CBT/LEC | 1 |        |      | *     |             | 2.0  |            |      |               |      |       |        |       | 0119       |  |
| ACAD   | 0003  | ORM INITIAL                          | B     |   | CBT/LEC | 1 |        |      | *     |             | 2.0  |            |      |               |      |       |        |       | 0120       |  |
| ACAD   | 0004  | FAM, SAFETY, AND SQUADRON OPS INTRO  | B, SC |   | CBT/LEC | 1 |        |      | *     |             | 16.0 |            |      |               |      |       |        |       | 0101, 0200 |  |
| ACAD   | 0005  | EXT. & INT. PREFLIGHT INTRO          | B, SC |   | CBT/LEC | 1 |        |      | *     |             | 6.0  |            |      |               |      |       |        |       | 0102, 0104 |  |
| ACAD   | 0006  | EMERG. EQUIP. & PROCEDURES INTRO     | B, SC |   | CBT/LEC | 1 |        |      | *     |             | 12.0 |            |      |               |      |       |        |       | 0108       |  |
| ACAD   | 0007  | ELECTRICAL POWER APPLICATION INTRO   | B, SC |   | CBT/LEC | 1 |        |      | *     |             | 6.0  |            |      |               |      |       |        |       | 1000       |  |
| ACAD   | 0008  | SERVICING INTRO                      | B, SC |   | CBT/LEC | 1 |        |      | *     |             | 4.0  |            |      |               |      |       |        |       | 0110       |  |
| ACAD   | 0009  | POSTFLIGHT & FLIGHT PROCEDURES INTRO | B, SC |   | CBT/LEC | 1 |        |      | *     |             | 4.0  |            |      |               |      |       |        |       | 0112, 0114 |  |
| ACAD   | 0010  | CARGO AND PAX LOAD/OFFLOAD INTRO     | B, SC |   | CBT/LEC | 1 |        |      | *     |             | 6.0  |            |      |               |      |       |        |       | 0115       |  |
| ACAD STAGE TOTAL   |       |                                      |       |   |         |   |        |      |       | 10          | 64.0 | 0          | 0.0  | 0             | 0.0  |       |        |       |            |  |
| LABORATORY STAGE (LAB)   |       |                                      |       |   |         |   |        |      |       |             |      |            |      |               |      |       |        |       |            |  |
| LAB  | 0101  | EXT. PREFLIGHT LAB W/ PRACTICE       | B, SC |   | G       | 1 |        | D    | *     |             | 4.0  |            |      |               |      | 0005  |        |       | 0202       |  |
| LAB  | 0102  | INT. PREFLIGHT LAB W/ PRACTICE       | B, SC |   | G       | 1 |        | D    | *     |             | 4.0  |            |      |               |      | 0101  |        |       | 0203       |  |
| LAB  | 0103  | EMERG. EQUIP. & PROCEDURES LAB       | B, SC |   | G       | 1 |        | D    | *     |             | 6.0  |            |      |               |      | 0006  |        |       | 0206       |  |
| LAB  | 0104  | ELECTRICAL POWER APPLICATION LAB     | B, SC |   | G       | 1 |        | D    | *     |             | 4.0  |            |      |               |      | 0007  |        |       | 1000       |  |
| LAB  | 0105  | SERVICING LAB                        | B, SC |   | G       | 1 |        | D    | *     |             | 4.0  |            |      |               |      | 0008  |        |       | 0207       |  |

| KC-130J CREWMASTER SYLLABUS MATRIX                   |       |                              |       |   |        |   |        |      |       |             |      |            |      |               |      |       |        |       |            |
|--|-------|------------------------------|-------|---|--------|---|--------|------|-------|-------------|------|------------|------|---------------|------|-------|--------|-------|------------|
| STAGE  | EVENT |                              | POI   | E | DEVICE |   |        | COND | REFLY | ACAD EVENTS |      | SIM EVENTS |      | FLIGHT EVENTS |      | NOTES | PREREQ | CHAIN | EVENT CONV |
|  | EVENT | TITLE                        |       |   | TYPE   | # | OPTION |      |       | #           | TIME | #          | TIME | #             | TIME |       |        |       |            |
| LAB  | 0106  | PREFLIGHT AND POSTFLIGHT LAB | B, SC |   | G      | 1 |        | D    | *     |             | 3.0  |            |      |               |      | 0009  |        | 0209  |            |
| LAB  | 0107  | PREFLIGHT AND POSTFLIGHT LAB | B, SC |   | G      | 1 |        | D    | *     |             | 3.0  |            |      |               |      | 0106  |        | 0210  |            |
| LAB  | 0108  | PREFLIGHT AND POSTFLIGHT LAB | B, SC |   | G      | 1 |        | D    | *     |             | 3.0  |            |      |               |      | 0107  |        | 0214  |            |
| LAB  | 0500  | PASSENGER AND BAGGAGE LAB    | B, SC |   | S      | 1 | G      | D    | *     |             |      |            | 3.0  |               |      | 0010  |        | 0211  |            |
| LAB  | 0501  | PASSENGER AND BAGGAGE LAB    | B, SC |   | S      | 1 | G      | D    | *     |             |      |            | 3.0  |               |      | 0500  |        | 1510  |            |
| LAB  | 0502  | ROLLING STOCK CARGO LAB      | B, SC |   | S      | 1 | G      | D    | *     |             |      |            | 3.0  |               |      | 0010  |        | 0212  |            |
| LAB  | 0503  | ROLLING STOCK CARGO LAB      | B, SC |   | S      | 1 | G      | D    | *     |             |      |            | 3.0  |               |      | 0502  |        | 1511  |            |
| LAB  | 0504  | PALLETIZED CARGO LAB         | B, SC |   | S      | 1 | G      | D    | *     |             |      |            | 3.0  |               |      | 0010  |        | 0213  |            |
| LAB  | 0505  | PALLETIZED CARGO LAB         | B, SC |   | S      | 1 | G      | D    | *     |             |      |            | 3.0  |               |      | 0504  |        | 1512  |            |
| LAB STAGE TOTAL                                      |       |                              |       |   |        |   |        |      |       | 8           | 31.0 | 6          | 18.0 | 0             | 0.0  |       |        |       |            |
| TOTAL CORE SKILL INTRODUCTION FRD ACADEMICS          |       |                              |       |   |        |   |        |      |       | 18          | 95.0 | 6          | 18.0 | 0             | 0.0  |       |        |       |            |
| CORE SKILL INTRODUCTION TRAINING (1000 PHASE EVENTS) |       |                              |       |   |        |   |        |      |       |             |      |            |      |               |      |       |        |       |            |
| FAMILIARIZATION STAGE (FAM)                          |       |                              |       |   |        |   |        |      |       |             |      |            |      |               |      |       |        |       |            |
| FAM  | 1000  | ELECTRICAL POWER APPLICATION | B, SC |   | G      | 1 |        | (N)  | *     |             | 3.0  |            |      |               |      |       |        | 1000  |            |
| FAM  | 1001  | AIRCRAFT SERVICING           | B, SC |   | G      | 1 |        | (N)  | *     |             | 3.0  |            |      |               |      |       |        | 1000  |            |
| FAM  | 1100  | INFLIGHT PROCEDURES          | B, SC |   | A      | 1 |        | (N)  | *     |             |      |            |      | 3.0           |      |       |        | 1000  |            |
| FAM  | 1101  | INFLIGHT PROCEDURES          | B, SC |   | A      | 1 |        | (N)  | *     |             |      |            |      | 3.0           |      | 1100  |        | 1000  |            |
| FAM  | 1102  | INFLIGHT PROCEDURES          | B, SC |   | A      | 1 |        | (N)  | *     |             |      |            |      | 3.0           |      | 1101  |        | 1000  |            |
| FAM  | 1103  | INFLIGHT PROCEDURES          | B, SC |   | A      | 1 |        | (N)  | *     |             |      |            |      | 5.0           |      | 1102  |        | 1000  |            |
| FAM STAGE TOTAL                                      |       |                              |       |   |        |   |        |      |       | 2           | 6.0  | 0          | 0.0  | 4             | 14.0 |       |        |       |            |

| KC-130J CREWMASTER SYLLABUS MATRIX        |       |                      |          |   |        |   |        |      |       |             |      |            |      |               |      |       |        |            |            |
|---|-------|----------------------|----------|---|--------|---|--------|------|-------|-------------|------|------------|------|---------------|------|-------|--------|------------|------------|
| STAGE                                     | EVENT |                      | POI      | E | DEVICE |   |        | COND | REFLY | ACAD EVENTS |      | SIM EVENTS |      | FLIGHT EVENTS |      | NOTES | PREREQ | CHAIN      | EVENT CONV |
|   | EVENT | TITLE                |          |   | TYPE   | # | OPTION |      |       | #           | TIME | #          | TIME | #             | TIME |       |        |            |            |
| NIGHT SYSTEMS HIGH STAGE (NS(H))          |       |                      |          |   |        |   |        |      |       |             |      |            |      |               |      |       |        |            |            |
| NS(H)                                     | 1150  | HLL                  | B        |   | A      | 1 |        | NS   | *     |             |      |            |      |               | 3.0  |       | 1103   |            | 1150       |
| NS(H)                                     | 1151  | LLL                  | B        |   | A      | 1 |        | NS   | *     |             |      |            |      |               | 3.0  |       | 1150   |            | 1151       |
| NS(H) STAGE TOTAL                         |       |                      |          |   |        |   |        |      |       | 0           | 0.0  | 0          | 0.0  | 2             | 6.0  |       |        |            |            |
| TACTICAL NAVIGATION STAGE (TN)            |       |                      |          |   |        |   |        |      |       |             |      |            |      |               |      |       |        |            |            |
| TN  | 1200  | AFT OBSERVER         | B        |   | A      | 1 |        | D    | *     |             |      |            |      |               | 2.0  |       | 1103   |            | 1200       |
| TN STAGE TOTAL                            |       |                      |          |   |        |   |        |      |       | 0           | 0.0  | 0          | 0.0  | 1             | 2.0  |       |        |            |            |
| AIR-TO-AIR REFUELING OBSERVER STAGE (AAR) |       |                      |          |   |        |   |        |      |       |             |      |            |      |               |      |       |        |            |            |
| AAR                                       | 1600  | FW/TR AAR OBSERVER   | B        |   | A      | 1 |        | D    | *     |             |      |            |      |               | 2.0  |       | 1103   |            | 1600       |
| AAR                                       | 1601  | H AAR OBSERVER       | B        |   | A      | 1 |        | D    | *     |             |      |            |      |               | 2.0  |       | 1103   |            | 1601       |
| AAR STAGE TOTAL                           |       |                      |          |   |        |   |        |      |       | 0           | 0.0  | 0          | 0.0  | 2             | 4.0  |       |        |            |            |
| TOTAL CORE SKILL INTRODUCTION             |       |                      |          |   |        |   |        |      |       | 2           | 6.0  | 0          | 0.0  | 9             | 26.0 |       |        |            |            |
| CORE SKILL TRAINING (2000 PHASE EVENTS)   |       |                      |          |   |        |   |        |      |       |             |      |            |      |               |      |       |        |            |            |
| NIGHT SYSTEM STAGE (NS)                   |       |                      |          |   |        |   |        |      |       |             |      |            |      |               |      |       |        |            |            |
| NS  | 2150  | NIGHT SYSTEMS QUAL   | B,SC,R,M |   | S      | 1 | A      | NS   | 365   |             |      |            |      | 2.0           |      | 1     |        |            | 2150       |
| NS STAGE TOTAL                            |       |                      |          |   |        |   |        |      |       | 0           | 0.0  | 1          | 2.0  | 0             | 0.0  |       |        |            |            |
| LONG RANGE NAVIGATION STAGE (LRN)         |       |                      |          |   |        |   |        |      |       |             |      |            |      |               |      |       |        |            |            |
| LRN                                       | 2162  | LONG RANGE NAV       | B,SC     |   | A      | 1 |        | (N)  | *     |             |      |            |      |               | 6.0  |       |        |            | 2160       |
| LRN STAGE TOTAL                           |       |                      |          |   |        |   |        |      |       | 0           | 0.0  | 0          | 0.0  | 1             | 6.0  |       |        |            |            |
| TACTICAL NAVIGATION STAGE (TN)            |       |                      |          |   |        |   |        |      |       |             |      |            |      |               |      |       |        |            |            |
| TN  | 2201  | AFT OBSERVER DAY     | B        |   | S      | 1 | A      | D    | 365   |             |      |            |      | 2.0           |      | 1     |        |            | 2201       |
| TN  | 2250  | AFT OBSERVER W / NVD | B,SC,R,M |   | S      | 1 | A      | NS   | 365   |             |      |            |      | 2.0           |      | 1     | 2201   | 2150, 2201 | 2250       |
| TN STAGE TOTAL                            |       |                      |          |   |        |   |        |      |       | 0           | 0.0  | 2          | 4.0  | 0             | 0.0  |       |        |            |            |

| KC-130J CREWMASTER SYLLABUS MATRIX               |       |                          |             |   |        |   |        |      |       |             |      |            |      |               |      |       |                |                 |            |
|--|-------|--------------------------|-------------|---|--------|---|--------|------|-------|-------------|------|------------|------|---------------|------|-------|----------------|-----------------|------------|
| STAGE  | EVENT |                          | POI         | E | DEVICE |   |        | COND | REFLY | ACAD EVENTS |      | SIM EVENTS |      | FLIGHT EVENTS |      | NOTES | PREREQ         | CHAIN           | EVENT CONV |
|  | EVENT | TITLE                    |             |   | TYPE   | # | OPTION |      |       | #           | TIME | #          | TIME | #             | TIME |       |                |                 |            |
| THREAT REACTION STAGE (TR)                       |       |                          |             |   |        |   |        |      |       |             |      |            |      |               |      |       |                |                 |            |
| TR   | 2400  | THREAT OBSERVER          | B, SC, R, M |   | S      | 1 | A      | (N)  | 365   |             |      |            | 2.0  |               |      | 1     | 2201           | (2150 NS)       | 2400       |
| TR STAGE TOTAL                                   |       |                          |             |   |        |   |        |      |       | 0           | 0.0  | 1          | 2.0  | 0             | 0.0  |       |                |                 |            |
| TOTAL CORE SKILL                                 |       |                          |             |   |        |   |        |      |       | 0           | 0.0  | 4          | 8.0  | 1             | 6.0  |       |                |                 |            |
| MISSION SKILL TRAINING (3000 PHASE EVENTS)       |       |                          |             |   |        |   |        |      |       |             |      |            |      |               |      |       |                |                 |            |
| ASSUALT LANDING ZONE STAGE (ALZ)                 |       |                          |             |   |        |   |        |      |       |             |      |            |      |               |      |       |                |                 |            |
| ALZ  | 3502  | COMBAT OFFLOAD           | B, SC, R, M |   | A      | 1 |        | (N)  | 365   |             |      |            |      |               | 1.0  |       | 3512           | (2150 NS), 3512 | 3502       |
| ALZ STAGE TOTAL                                  |       |                          |             |   |        |   |        |      |       | 0           | 0.0  | 0          | 0.0  | 1             | 1.0  |       |                |                 |            |
| ASSUALT TRANSPORT STAGE (AT)                     |       |                          |             |   |        |   |        |      |       |             |      |            |      |               |      |       |                |                 |            |
| AT   | 3510  | PAX AND BAGS             | B, SC, R, M |   | A      | 1 |        | (N)  | 365   |             |      |            |      | 3.0           |      |       | [6110 or 6113] | (2150 NS)       | 3510       |
| AT   | 3511  | ROLLING STOCK            | B, SC, R, M |   | S      | 1 | A      | (N)  | 365   |             |      |            | 3.0  |               | 1    |       | [6110 or 6113] | (2150 NS)       | 3511       |
| AT   | 3512  | PALLETIZED               | B, SC, R, M |   | S      | 1 | A      | (N)  | 365   |             |      |            | 3.0  |               | 1    |       | [6110 or 6113] | (2150 NS)       | 3512       |
| AT   | 3513  | HAZMAT                   | B, SC, R, M |   | S      | 1 | A      | (N)  | 365   |             |      |            | 3.0  |               | 1    |       | [6110 or 6113] | (2150 NS)       | 3513       |
| AT STAGE TOTAL                                   |       |                          |             |   |        |   |        |      |       | 0           | 0.0  | 3          | 9.0  | 1             | 3.0  |       |                |                 |            |
| AIR-TO-AIR REFUELING STAGE (AAR)                 |       |                          |             |   |        |   |        |      |       |             |      |            |      |               |      |       |                |                 |            |
| AAR  | 3600  | FW/TRAAR OBSERVER        | B, R, M     |   | S      | 1 | A      | D    | 365   |             |      |            | 2.0  |               |      |       |                |                 | 2600       |
| AAR  | 3601  | H AAR OBSERVER           | B, R, M     |   | S      | 1 | A      | D    | 365   |             |      |            | 2.0  |               |      |       |                |                 | 2601       |
| AAR  | 3650  | AAR OBSERVER W/ NVD      | B, SC, R, M |   | S      | 1 | A      | NS   | 365   |             |      |            | 2.0  |               | 1    |       | [3600 or 3601] | 2150            | 2650       |
| AAR STAGE TOTAL                                  |       |                          |             |   |        |   |        |      |       | 0           | 0.0  | 3          | 6.0  | 0             | 0.0  |       |                |                 |            |
| AVIATION DELIVERED GROUND REFUELING STAGE (ADGR) |       |                          |             |   |        |   |        |      |       |             |      |            |      |               |      |       |                |                 |            |
| ADGR   | 3660  | REFUELING POINT OPERATOR | B, SC, R, M |   | A      | 1 |        | (N)  | 365   |             |      |            |      | 2.0           |      |       |                | (2150 NS)       | 3661       |
| ADGR STAGE TOTAL                                 |       |                          |             |   |        |   |        |      |       | 0           | 0.0  | 0          | 0.0  | 1             | 2.0  |       |                |                 |            |
| AERIAL DELIVERY STAGE (AD)                       |       |                          |             |   |        |   |        |      |       |             |      |            |      |               |      |       |                |                 |            |

| KC-130J CREWMASTER SYLLABUS MATRIX                             |       |                       |             |   |        |   |        |      |       |             |      |            |      |               |      |       |                |                             |            |
|--|-------|-----------------------|-------------|---|--------|---|--------|------|-------|-------------|------|------------|------|---------------|------|-------|----------------|-----------------------------|------------|
| STAGE  | EVENT |                       | POI         | E | DEVICE |   |        | COND | REFLY | ACAD EVENTS |      | SIM EVENTS |      | FLIGHT EVENTS |      | NOTES | PREREQ         | CHAIN                       | EVENT CONV |
|  | EVENT | TITLE                 |             |   | TYPE   | # | OPTION |      |       | #           | TIME | #          | TIME | #             | TIME |       |                |                             |            |
| AD   | 3703  | CDS                   | B, SC, R, M |   | S      | 1 | A      | (N)  | 365   |             |      |            | 4.0  |               |      | 1     | [6110 or 6113] | (2150 NS)                   | 3703       |
| AD   | 3705  | STATIC LINE PERSONNEL | B, SC, R, M |   | A      | 1 |        | (N)  | 365   |             |      |            |      | 4.0           |      |       | 3510           | (2150 NS), 3510             | 3705       |
| AD STAGE TOTAL   |       |                       |             |   |        |   |        |      |       | 0           | 0.0  | 1          | 4.0  | 1             | 4.0  |       |                |                             |            |
| TOTAL CORE MISSION   |       |                       |             |   |        |   |        |      |       | 0           | 0.0  | 7          | 19.0 | 4             | 10.0 |       |                |                             |            |
| CORE PLUS AND MISSION PLUS SKILLS TRAINING (4000 PHASE EVENTS) |       |                       |             |   |        |   |        |      |       |             |      |            |      |               |      |       |                |                             |            |
| AERIAL DELIVERY STAGE (AD)                                     |       |                       |             |   |        |   |        |      |       |             |      |            |      |               |      |       |                |                             |            |
| AD   | 4700  | COMBINATION           | B, SC, R, M |   | A      | 1 |        | (N)  | 365   |             |      |            |      | 4.0           |      |       | 3703, 3705     | (2150 NS), 3510, 3703, 3705 | 4700       |
| AD   | 4701  | HIGH ALTITUDE         | B, SC, R, M |   | A      | 1 |        | (N)  | 365   |             |      |            |      | 2.0           |      |       | 3510           | (2150 NS), 3510             | 4701       |
| AD   | 4703  | HEAVY EQUIPMENT       | B, SC, R, M |   | S      | 1 | A      | (N)  | 365   |             |      |            | 4.0  |               | 1    |       | 3512           | (2150 NS), 3512             | 4703       |
| AD STAGE TOTAL   |       |                       |             |   |        |   |        |      |       | 0           | 0.0  | 1          | 4.0  | 2             | 6.0  |       |                |                             |            |
| BATTLEFIELD ILLUMINATION STAGES (BI)                           |       |                       |             |   |        |   |        |      |       |             |      |            |      |               |      |       |                |                             |            |
| BI   | 4710  | TEAM MEMBER           | B, SC       |   | A      | 1 |        | N    | *     |             |      |            |      | 3.0           |      |       |                | (2150 NS)                   | 4710       |
| BI   | 4711  | TEAM LEADER           | B, SC, R, M |   | A      | 1 | S      | N    | 365   |             |      |            |      | 3.0           | 1    |       | 4710           | (2150 NS)                   | 4711       |
| BI STAGE TOTAL   |       |                       |             |   |        |   |        |      |       | 0           | 0.0  | 0          | 0.0  | 2             | 6.0  |       |                |                             |            |
| HARVEST HAWK STAGE (HH)  |       |                       |             |   |        |   |        |      |       |             |      |            |      |               |      |       |                |                             |            |
| HH   | 4802  | HH GROUND             | B, SC       |   | G      | 1 |        | (N)  | *     |             | 1.0  |            |      |               |      |       |                |                             | 4802       |
| HH STAGE TOTAL   |       |                       |             |   |        |   |        |      |       | 1           | 1.0  | 0          | 0.0  | 0             | 0.0  |       |                |                             |            |
| CLOSE AIR SUPPORT STAGE (CAS)                                  |       |                       |             |   |        |   |        |      |       |             |      |            |      |               |      |       |                |                             |            |
| CAS  | 4830  | CLOSE AIR SUPPORT     | B, SC, R, M |   | A      | 1 |        | (N)  | 730   |             |      |            |      | 2.5           |      |       | 4802           | (2150 NS)                   | 4811       |
| CAS STAGE TOTAL  |       |                       |             |   |        |   |        |      |       | 0           | 0.0  | 0          | 0.0  | 1             | 2.5  |       |                |                             |            |
| TOTAL CORE PLUS AND MISSION PLUS SKILLS                        |       |                       |             |   |        |   |        |      |       | 1           | 1.0  | 1          | 4.0  | 5             | 18.5 |       |                |                             |            |
| INSTRUCTOR TRAINING (5000 PHASE EVENTS)                        |       |                       |             |   |        |   |        |      |       |             |      |            |      |               |      |       |                |                             |            |
| INSTURCTOR UNDER TRAINING (IUT)                                |       |                       |             |   |        |   |        |      |       |             |      |            |      |               |      |       |                |                             |            |

| KC-130J CREWMASTER SYLLABUS MATRIX        |       |                                    |          |   |         |   |        |      |       |             |      |            |      |               |      |   |        |       |            |
|---|-------|------------------------------------|----------|---|---------|---|--------|------|-------|-------------|------|------------|------|---------------|------|---|--------|-------|------------|
| STAGE                                     | EVENT |                                    | POI      | E | DEVICE  |   |        | COND | REFLY | ACAD EVENTS |      | SIM EVENTS |      | FLIGHT EVENTS |      | NOTES   | PREREQ | CHAIN | EVENT CONV |
|   | EVENT | TITLE                              |          |   | TYPE    | # | OPTION |      |       | #           | TIME | #          | TIME | #             | TIME |   |        |       |            |
| IUT                                       | 5000  | IUT                                | B, SC    |   | CBT/LEC | 1 |        | *    |       | 3.0         |      |            |      |               |      | [6111, 6112, or 6113]   |        | 5000  |            |
| IUT                                       | 5100  | IUT                                | B, SC    |   | A       | 1 |        | (N)  | *     |             |      |            |      | 3.0           |      | 5000  |        | 5100  |            |
| IUT                                       | 5101  | IUT                                | B, SC    |   | A       | 1 |        | (N)  | *     |             |      |            |      | 3.0           |      | 5100  |        | 5101  |            |
| IUT STAGE TOTAL                           |       |                                    |          |   |         |   |        |      | 1     | 3.0         | 0    | 0.0        | 2    | 6.0           |      |   |        |       |            |
| MISSIONS INSTRUCTOR (MI)                  |       |                                    |          |   |         |   |        |      |       |             |      |            |      |               |      |   |        |       |            |
| MI  | 5102  | MISSIONS INSTRUCTOR                | B, SC, R | E | A       | 1 |        | (N)  | *     |             |      |            |      | 3.0           |      | 2162, 2201, 2250, 2400, 3600, 3601, 3650, 5101, [6111, 6112, or 6113] |        | 5103  |            |
| MI STAGE TOTAL                            |       |                                    |          |   |         |   |        |      | 0     | 0.0         | 0    | 0.0        | 1    | 3.0           |      |   |        |       |            |
| SYSTEMS INSTRUCTOR (SI)                   |       |                                    |          |   |         |   |        |      |       |             |      |            |      |               |      |   |        |       |            |
| SI  | 5103  | SYSTEMS INSTRUCTOR                 | B, SC, R | E | A       | 1 |        | (N)  | *     |             |      |            |      | 3.0           |      | 5101, [6112 or 6118]  |        | 5104  |            |
| SI STAGE TOTAL                            |       |                                    |          |   |         |   |        |      | 0     | 0.0         | 0    | 0.0        | 1    | 3.0           |      |   |        |       |            |
| CARGO PASSENGER LOADING INSTRUCTOR (CPLI) |       |                                    |          |   |         |   |        |      |       |             |      |            |      |               |      |   |        |       |            |
| CPLI                                      | 5510  | CARGO PASSENGER LOADING INSTRUCTOR | B, SC, R | E | S       | 1 | A      | (N)  | *     |             |      | 3.0        |      |               | 1    | 3502, 3510, 3511, 3512, 3513, 5101, [6111 or 6113]                    |        | 5102  |            |
| CPLI STAGE TOTAL                          |       |                                    |          |   |         |   |        |      | 0     | 0.0         | 1    | 3.0        | 0    | 0.0           |      |   |        |       |            |
| AERIAL DELIVERY INSTRUCTOR (ADI)          |       |                                    |          |   |         |   |        |      |       |             |      |            |      |               |      |   |        |       |            |
| ADI                                       | 5701  | AERIAL DELIVERY INSTRUCTOR         | B, SC, R | E | S       | 1 | A      | (N)  | *     |             |      | 3.0        |      |               | 1    | 3703, 3705, 4700, 4701, 4703, 5101, [6111 or 6113]                    |        | 5701  |            |
| ADI STAGE TOTAL                           |       |                                    |          |   |         |   |        |      | 0     | 0.0         | 1    | 3.0        | 0    | 0.0           |      |   |        |       |            |
| NATOPS INSTRUCTOR (NI)                    |       |                                    |          |   |         |   |        |      |       |             |      |            |      |               |      |   |        |       |            |
| NI  | 5140  | NI/ANI IUT                         | B, SC    |   | A       | 1 |        | (N)  | *     |             |      |            |      | 2.0           |      | 5101, [6112, 6113, or 6118]   |        | 5140  |            |
| NI  | 5141  | CM NI/ANI                          | B, SC, R | E | A       | 1 |        | (N)  | *     |             |      |            |      | 2.0           |      | 5102, 5103, 5140, 5510, 5701, 6118                                    |        | 5141  |            |

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|---|-------|------------------|-------------|---|--------|---|--------|------|-------|-------------|------|------------|------|---------------|------|-------|--|------------|------------|
| STAGE   | EVENT |                  | POI         | E | DEVICE |   |        | COND | REFLY | ACAD EVENTS |      | SIM EVENTS |      | FLIGHT EVENTS |      | NOTES | PREREQ   | CHAIN      | EVENT CONV |
|   | EVENT | TITLE            |             |   | TYPE   | # | OPTION |      |       | #           | TIME | #          | TIME | #             | TIME |       |  |            |            |
| NI  | 5142  | CMCC NI/ANI      | B           | E | A      | 1 |        | (N)  | *     |             |      |            |      |               | 2.0  |       | 5102, 5103, 5140, 6112                         |            | 5142       |
| NI  | 5143  | CMLM NI/ANI      | B           | E | A      | 1 |        | (N)  | *     |             |      |            |      |               | 2.0  |       | 5102, 5140, 5510, 5701, 6113                   |            | 5143       |
| NI STAGE TOTAL  |       |                  |             |   |        |   |        |      |       | 0           | 0.0  | 0          | 0.0  | 4             | 8.0  |       |  |            |            |
| NIGHT SYSTEMS INSTRUCTOR (NSI)  |       |                  |             |   |        |   |        |      |       |             |      |            |      |               |      |       |  |            |            |
| NS  | 5150  | NSI IUT          | B, SC       |   | A      | 1 |        | NS   | *     |             |      |            |      |               | 3.0  |       | [6111, 6112, or 6113]                          |            | 5150       |
| NS  | 5151  | NSI IUT          | B, SC       |   | A      | 1 |        | NS   | *     |             |      |            |      |               | 3.0  |       | 5150   |            | 5151       |
| NS  | 5152  | NSI              | B, SC, R    | E | A      | 1 |        | NS   | *     |             |      |            |      |               | 2.0  |       | 5151   |            | 5152       |
| NSI STAGE TOTAL   |       |                  |             |   |        |   |        |      |       | 0           | 0.0  | 0          | 0.0  | 3             | 8.0  |       |  |            |            |
| TOTAL INSTRUCTOR  |       |                  |             |   |        |   |        |      |       | 1           | 3.0  | 2          | 6.0  | 11            | 28.0 |       |  |            |            |
| REQUIREMENTS, CERTIFICATION, QUALIFICAITONS, AND DESGINATIONS (6000 PHASE EVENTS) |       |                  |             |   |        |   |        |      |       |             |      |            |      |               |      |       |  |            |            |
| NATOPS TRAINING (NTPS)  |       |                  |             |   |        |   |        |      |       |             |      |            |      |               |      |       |  |            |            |
| NTPS  | 6010  | OPEN BOOK EXAM   | B, SC, R, M | E | EXAM   | 1 |        |      | 365   |             | 3.0  |            |      |               |      |       |  |            | 6010       |
| NTPS  | 6011  | CLOSED BOOK EXAM | B, SC, R, M | E | EXAM   | 1 |        |      | 365   |             | 1.0  |            |      |               |      |       | 6010   |            | 6011       |
| NTPS  | 6012  | ORAL EXAM        | B, SC, R, M | E | EXAM   | 1 |        | (N)  | 365   |             | 3.0  |            |      |               |      |       | 6011   |            | 6012       |
| NTPS  | 6110  | CM3              | B, SC, R, M | E | A      | 1 |        | (N)  | 365   |             |      |            |      |               | 4.0  |       | 1000, 1001, 1103, 1151, 1200, 1601, 6010, 6011 |            | 6013       |
| NTPS  | 6111  | CM2              | B, SC, R, M | E | A      | 1 |        | (N)  | 365   |             |      |            |      |               | 4.0  |       | 6010, 6011, 6110, 6903, 6919, 6928             | 6110       | 6013       |
| NTPS  | 6118  | CM1              | B, SC, R, M | E | A      | 1 |        | (N)  | 365   |             |      |            |      |               | 4.0  |       | 6010, 6011, 6111, 6930, 6931, 6932, 6933, 6934 | 6110, 6111 | 6013, 6016 |
| NTPS  | 6112  | CMCC             | R, M        | E | A      | 1 |        | (N)  | 365   |             |      |            |      |               | 4.0  | 3     | 6010, 6011                                     |            | 6014, 6016 |
| NTPS  | 6113  | CMLM             | R, M        | E | A      | 1 |        | (N)  | 365   |             |      |            |      |               | 4.0  | 3     | 6010, 6011                                     |            | 6015       |
| NTPS STAGE TOTAL  |       |                  |             |   |        |   |        |      |       | 3           | 7.0  | 0          | 0.0  | 5             | 20.0 |       |  |            |            |

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|--|-------|--------------------------|-------------|---|--------|---|--------|------|-------|-------------|------|------------|------|---------------|------|-------|---|-----------------|------------|
| STAGE                                    | EVENT |                          | POI         | E | DEVICE |   |        | COND | REFLY | ACAD EVENTS |      | SIM EVENTS |      | FLIGHT EVENTS |      | NOTES | PREREQ  | CHAIN           | EVENT CONV |
|  | EVENT | TITLE                    |             |   | TYPE   | # | OPTION |      |       | #           | TIME | #          | TIME | #             | TIME |       |   |                 |            |
| FUNCTIONAL CHECK FLIGHT (FCF)            |       |                          |             |   |        |   |        |      |       |             |      |            |      |               |      |       |   |                 |            |
| FCF                                      | 6104  | PARTIAL FCF              | B, SC       |   | S      | 1 | A      | D    | *     |             |      |            | 4.0  |               |      |       | [6112 or 6118]  |                 | 6105       |
| FCF                                      | 6105  | PARTIAL FCF              | B, SC, R, M |   | A      | 1 | S      | D    | 365   |             |      |            |      |               | 2.0  | 1     | 6104  |                 | 6105       |
| FCF                                      | 6106  | FULL FCF                 | B, SC       |   | S      | 1 | A      | D    | *     |             |      |            | 4.0  |               |      |       | [6112 or 6118],<br>6928   |                 | 6106       |
| FCF                                      | 6107  | FULL FCF                 | B, SC, R, M |   | A      | 1 | S      | D    | 365   |             |      |            |      |               | 4.0  | 1     | 6106  | 6105            | 6107       |
| FCF STAGE TOTAL                          |       |                          |             |   |        |   |        |      |       | 0           | 0.0  | 2          | 8.0  | 2             | 6.0  |       |   |                 |            |
| REFUELING SUPERVISOR (RS)                |       |                          |             |   |        |   |        |      |       |             |      |            |      |               |      |       |   |                 |            |
| RS                                       | 6662  | ADGR RS                  | B, SC, R, M |   | A      | 1 |        | (N)  | 365   |             |      |            |      |               | 3.0  |       | 3660  | (2150 NS), 3660 | 6652       |
| RS STAGE TOTAL                           |       |                          |             |   |        |   |        |      |       | 0           | 0.0  | 0          | 0.0  | 1             | 3.0  |       |   |                 |            |
| QUALITY ASSURANCE SAFETY OBSERVER (QASO) |       |                          |             |   |        |   |        |      |       |             |      |            |      |               |      |       |   |                 |            |
| QASO                                     | 6710  | BI QASO                  | B, SC, R, M |   | A      | 1 |        | N    | 365   |             |      |            |      |               | 3.0  |       | 4711  | (2150 NS), 4711 | 6710       |
| QASO STAGE TOTAL                         |       |                          |             |   |        |   |        |      |       | 0           | 0.0  | 0          | 0.0  | 1             | 3.0  |       |   |                 |            |
| FAM (FAM)                                |       |                          |             |   |        |   |        |      |       |             |      |            |      |               |      |       |   |                 |            |
| FAM                                      | 6900  | FLIGHT STATION PREFLIGHT | B, SC       |   | S      | 1 | G      | (N)  | *     |             |      |            | 2.0  |               |      |       | 2150, 2162, 2250,<br>2400, 3510, 3511,<br>3512, 3513, 3600,<br>3601, 3650, 6110 |                 | 1000       |
| FAM                                      | 6901  | FLIGHT STATION PREFLIGHT | B, SC       |   | S      | 1 | G      | (N)  | *     |             |      |            | 2.0  |               |      |       | 6900  |                 | 1000       |
| FAM                                      | 6902  | ACS DUTIES               | B, SC       |   | S      | 1 | A      | (N)  | *     |             |      |            | 2.0  |               |      |       | 6901  |                 | 1000       |
| FAM                                      | 6903  | ACS DUTIES               | B, SC, R    |   | A      | 1 | S      | (N)  | *     |             |      |            |      |               | 2.0  | 1     | 6902  |                 | 1000       |
| FAM STAGE TOTAL                          |       |                          |             |   |        |   |        |      |       | 0           | 0.0  | 3          | 6.0  | 1             | 2.0  |       |   |                 |            |
| SYSTEMS (SYS)                            |       |                          |             |   |        |   |        |      |       |             |      |            |      |               |      |       |   |                 |            |
| SYS                                      | 6910  | APU                      | B, SC       |   | G      | 1 |        | (N)  | *     |             |      | 4.0        |      |               |      |       | 6903  |                 | 1000       |
| SYS                                      | 6911  | ENGINES                  | B, SC       |   | S*     | 1 | A      | (N)  | *     |             |      | 2.0        |      | 4.0           |      |       | 6910  |                 | 1001       |
| SYS                                      | 6912  | PROPS                    | B, SC       |   | S*     | 1 | A      | (N)  | *     |             |      | 2.0        |      | 4.0           |      |       | 6911  |                 | 1002       |

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| STAGE                      | EVENT |                                   | POI         | E | DEVICE  |   |        | COND | REFLY | ACAD EVENTS |      | SIM EVENTS |      | FLIGHT EVENTS |      | NOTES      | PREREQ          | CHAIN | EVENT CONV |
|----------------------------|-------|-----------------------------------|-------------|---|---------|---|--------|------|-------|-------------|------|------------|------|---------------|------|------------|-----------------|-------|------------|
|                            | EVENT | TITLE                             |             |   | TYPE    | # | OPTION |      |       | #           | TIME | #          | TIME | #             | TIME |            |                 |       |            |
|                            |       |                                   |             |   |         |   |        |      |       |             |      |            |      |               |      |            |                 |       |            |
| SYS                        | 6913  | FUEL                              | B, SC       |   | S*      | 1 | A      | (N)  | *     |             | 2.0  |            | 4.0  |               |      | 6912       |                 | 1003  |            |
| SYS                        | 6914  | ELECTRICAL                        | B, SC       |   | S*      | 1 | A      | (N)  | *     |             | 2.0  |            | 4.0  |               |      | 6913       |                 | 1004  |            |
| SYS                        | 6915  | HYDRAULICS                        | B, SC       |   | S*      | 1 | A      | (N)  | *     |             | 2.0  |            | 4.0  |               |      | 6914       |                 | 1005  |            |
| SYS                        | 6916  | BLEED AIR / ICE PROTECTION        | B, SC       |   | S*      | 1 | A      | (N)  | *     |             | 2.0  |            | 4.0  |               |      | 6915       |                 | 1006  |            |
| SYS                        | 6917  | AIR CONDITIONING / PRESSURIZATION | B, SC       |   | S*      | 1 | A      | (N)  | *     |             | 2.0  |            | 4.0  |               |      | 6916       |                 | 1007  |            |
| SYS                        | 6918  | COMNAV                            | B, SC       |   | S*      | 1 | A      | (N)  | *     |             | 2.0  |            | 4.0  |               |      | 6917       |                 | 1008  |            |
| SYS                        | 6919  | EMERGNECY PROCEDURES              | B, SC, R    |   | S       | 1 |        | (N)  | *     |             |      |            | 4.0  |               |      | 6918       |                 | 1009  |            |
| SYS STAGE TOTAL            |       |                                   |             |   |         |   |        |      |       | 9           | 20.0 | 9          | 36.0 | 0             | 0.0  |            |                 |       |            |
| AUGMENT CREW STATION (ACS) |       |                                   |             |   |         |   |        |      |       |             |      |            |      |               |      |            |                 |       |            |
| ACS                        | 6920  | NTPP CHECKLIST                    | B, SC, R, M |   | S       | 1 | A      | (N)  | 365   |             |      |            | 2.0  |               | 1    | 6903       | (2150 NS)       | 1700  |            |
| ACS                        | 6921  | LRN                               | B, SC, R, M |   | A       | 1 |        | (N)  | 365   |             |      |            |      | 6.0           |      | 6903       | (2150 NS), 2162 | 1700  |            |
| ACS                        | 6922  | TN/LAT                            | B, SC, R, M |   | S       | 1 | A      | (N)  | 365   |             |      |            | 2.0  |               | 1    | 6903       | (2150 NS)       | 1700  |            |
| ACS                        | 6923  | TR                                | B, SC, R, M |   | S       | 1 | A      | (N)  | 365   |             |      |            | 2.0  |               | 1    | 6903       | (2150 NS)       | 1700  |            |
| ACS                        | 6924  | ALZ                               | B, SC, R, M |   | A       | 1 |        | (N)  | 730   |             |      |            |      | 2.0           |      | 6903       | (2150 NS)       | 1700  |            |
| ACS                        | 6925  | ARO PANEL AND SYSTEM              | B, SC       |   | CBT/LEC | 1 |        |      | *     |             | 4.0  |            |      |               |      | 6915       |                 | 3610  |            |
| ACS                        | 6926  | ARO PANEL AND SYSTEM              | B, SC       |   | S*      | 1 | A      | D    | *     |             | 1.0  |            | 2.0  |               |      | 6925       |                 | 3611  |            |
| ACS                        | 6927  | ARO PANEL                         | B, SC       |   | S*      | 1 | A      | (N)  | *     |             | 1.0  |            | 2.0  |               |      | 6926       | (2150 NS)       | 3612  |            |
| ACS                        | 6928  | ARO PANEL                         | B, SC, R, M |   | A       | 1 | S      | (N)  | 180   |             |      |            |      | 3.0           | 1    | 6919, 6927 | (2150 NS)       | 3613  |            |
| ACS STAGE TOTAL            |       |                                   |             |   |         |   |        |      |       | 3           | 6.0  | 5          | 10.0 | 3             | 11.0 |            |                 |       |            |
| PLANE CAPTAIN (PC)         |       |                                   |             |   |         |   |        |      |       |             |      |            |      |               |      |            |                 |       |            |
| PC                         | 6930  | GSE REQUIREMENTS                  | B, SC       |   | G       | 1 |        | (N)  | *     |             | 40.0 |            |      |               | 2    |            |                 |       | 6016       |
| PC                         | 6931  | DAILY INSPECTION                  | B, SC       |   | G       | 1 |        | (N)  | *     |             | 6.0  |            |      |               | 2    | 6111       |                 |       | 6016       |
| PC                         | 6932  | TURN AROUND INSPECTION            | B, SC, R    |   | G       | 1 |        | (N)  | *     |             | 2.0  |            |      |               | 2    | 6931       |                 |       | 6016       |

| KC-130J CREWMASTER SYLLABUS MATRIX                   |       |                             |          |   |         |   |        |      |       |             |       |            |       |               |       |       |        |       |            |
|--|-------|-----------------------------|----------|---|---------|---|--------|------|-------|-------------|-------|------------|-------|---------------|-------|-------|--------|-------|------------|
| STAGE  | EVENT |                             | POI      | E | DEVICE  |   |        | COND | REFLY | ACAD EVENTS |       | SIM EVENTS |       | FLIGHT EVENTS |       | NOTES | PREREQ | CHAIN | EVENT CONV |
|  | EVENT | TITLE                       |          |   | TYPE    | # | OPTION |      |       | #           | TIME  | #          | TIME  | #             | TIME  |       |        |       |            |
| PC   | 6933  | 4790.2 PC REQUIREMENTS ACAD | B, SC, R |   | CBT/LEC | 1 |        |      | *     |             | 40.0  |            |       |               |       | 2     | 6111   |       | 6016       |
| PC   | 6934  | EXPEDITIONARY MAINTENANCE   | B, SC    |   | G       | 1 |        | (N)  | *     |             | 40.0  |            |       |               |       | 2     | 6111   |       | 6016       |
| PC STAGE TOTAL                                       |       |                             |          |   |         |   |        |      |       | 5           | 128.0 | 0          | 0.0   | 0             | 0.0   |       |        |       |            |
| TOTAL REQUIREMENTS, QUALIFICAITONS, AND DESGINATIONS |       |                             |          |   |         |   |        |      |       | 20          | 161.0 | 19         | 60.0  | 13            | 45.0  |       |        |       |            |
| TOTAL SYLLABUS                                       |       |                             |          |   |         |   |        |      |       | 42          | 266.0 | 39         | 115.0 | 43            | 133.5 |       |        |       |            |

Notes:

1. Initial shall be flown in aircraft but subsequent proficiencies or refreshers may be flown in simulator.
2. KC-130J Crew Chiefs if not previously qualified as a Plane Captain prior to this syllabus shall complete these events and the prerequisites of having 6111 complete will not apply.
3. These events are R coded refresher only because it is required if also in the maintain table. The intent is for KC-130J Crew Chiefs and Loadmasters only will maintain these events until complete with series conversion as no refresher exists solely for Crew Chief or Loadmaster.

3.18 SYLLABUS EVALUATION FORMS. Syllabus evaluation forms, commonly referred to as ATFs, are maintained on the MAWTS-1 KC-130 Division webpage and can be downloaded from that location.