The following considerations must be taken into account when determining the time to produce additional C-130 Pilots and Navigators:

1. Limited capacity to train undergraduate pilots in the T-1, C-12, or T-44 (the intent for C-130 pilots is to attend training in either the C-12 or T-44 in Corpus Christi).

2. Limited capacity to train pilots and navigators in the C-130. There is presently an increasing backlog of students at Little Rock AFB due to E-model limitations/shortages that will likely increase until the RTU receives replacement aircraft. Capacity to train will not likely increase until after the 189 AS (ANG) increases their manning, aircraft, and train their instructors. It is unclear if there is an expectation for the 189 AS to have a larger throughput than the combined production of the 53 AS and 62 AS currently put out.

3. The time to take a newly qualified pilot and develop him into an aircraft commander will likely take two years for the active duty and longer than two years for the ANG/AFRC. There is no quick fix to replace the high level of experience that the ANG/AFRC currently enjoy with their C-130 crews.

The following excerpts were cut & pasted from the ANG/DP website https://airguard.ang.af.mil/dp/portal/dpd/dpdf/Graduateindex.htm :

FY06 Programmed Flying Training (PFT) Conference Wrap-Up. There are a couple major weapon systems (MWS) where ANG came up a quota or 2 short of our requested requirements, but overall we did very well, despite pushback from other MAJCOMs on training they wanted. Converting units got all of the FY06 quotas they requested. C-130E/H pilot initial qualification (PIQ) and C-130E/H navigator mission qualification (NMQ) quotas are problematic at best as ANG is short 12 C-130 PIQ quotas and 7 C-130 NMQ quotas for FY06. All other mobility (MAF) and low density, high demand (LDHD) MWS are in good shape for FY06. Unknown at this point is the C-130J PFT which is still in resolution at AMC/A32. Of course, the overall C-130 picture may worsen if we do not get all of the C-130J PFT we requested. ANG/DPDF and ANG/XOTO are working together to mitigate the problems with the C-130E/H PIQ and C-130E/H NMQ situations by trying to come up with an alternate means of getting students their FTU training. We'll keep you posted.

C-130 Navigator Shortage. ANG/DPDF (Graduate Flying Training) staffed a recommendation to shift priority of SUNT production to ANG and, thus, increase formal training unit (FTU) C-130E/H navigator production to meet a growing need for actively flying ANG C-130E/H navigators.

Programmed Flying Training document constructed July, 2005

https://www.aetc.af.mil/do/dor/DOWNLOAD/pft.htm

UNDERGRADUATE TRAINING

Pilots	**FY06**			**FY07**			**FY08**		
Advanced Trainer Slots	ANG	AFRC	Active Duty	ANG	AFRC	Active Duty	ANG	AFRC	Active Duty
Columbus	32	22	118	33	21	117	?	?	?
Laughlin	37	24	167	36	22	173	34	20	177
Vance	13	13	135	15	15	134	21	14	130
Corpus Christi	10	6	36	12	8	39	15	7	39
Total	**92**	**65**	**456**	**96**	**66**	**463**	**70**	**41**	**346**

Navigators (CSOs)	**FY06**			**FY07**		
SUNT	ANG	AFRC	Active Duty	ANG	AFRC	Active Duty
Randolph	19	14	309	19	14	317

REPLACEMENT TRAINING UNIT (RTU)

Pilots	**FY06**		
	ANG	AFRC	Active Duty
Little Rock, pipeline (PIQ3)	18	25	109
Little Rock, conversion (PXA3)	4	7	14
Dobbins, pipeline (PIQ3)	17	3	0
Total	**39**	**35**	**123**

Navigators	**FY06**		
	ANG	AFRC	Active Duty
Little Rock (NIQ3)	4	7	0
Dobbins (NIQ3)	8	5	0
Total	**12**	**12**	**0**