

DRAFT

NAVY TRAINING SYSTEM PLAN

FOR THE

C-40A AIRCRAFT

N88-NTSP-A-50-9901/D

MARCH 2000

C-40A AIRCRAFT

EXECUTIVE SUMMARY

The C-40A Aircraft will be a Boeing 737-700C Aircraft. The C-40A will fulfill airlift requirements of the Naval Reserve by providing medium lift, extended over-water, and long-range passenger and cargo transportation operations. The C-40A is being procured as a replacement for the C-9B and DC-9 Logistics Aircraft. Currently, four aircraft have been procured for delivery in FY01, and are tentatively scheduled for VR-59, located at Joint Reserve Base Fort Worth, Texas. Funding has been provided in FY00, FY02, and FY05 for three additional aircraft. The program is currently in Acquisition Phase II (Engineering and Manufacturing Development) of the Weapon System Acquisition Process. Initial Operational Capability (IOC) is anticipated upon delivery of the first aircraft in April 2001.

The C-40A maintenance concept will be the same as the current maintenance concept for C-9B and DC-9 Aircraft. Fleet Logistics Support Squadrons (VRs) and Marine Transport Squadron One (VMR-1) will perform organizational level maintenance in support of their own aircraft. Depot level maintenance will be performed by contracted maintenance support. No intermediate level maintenance will be established.

Manpower requirements for the C-40A are expected to be approximately the same as its predecessors, the C-9B and DC-9, with minimal changes. The C-40A will be supported by Navy Training and Administration of Reserves (TAR) personnel and augmented by Selected Reserve (SELRES) personnel.

Active duty personnel currently support VMR-1. The Table of Organization for VMR-1 will be updated to support the C-40A prior to delivery to the Marine Corps. Minimal changes are expected to manpower requirements. Since a delivery schedule has not been determined beyond the first four aircraft to the Navy, VMR-1 billets have not been depicted in Part II, but will be included in future revisions to this Navy Training System Plan.

Commercial contractors will conduct Pilot and enlisted Aircrew training. Commercial contractors will also provide initial organizational maintenance training for TAR personnel. All follow-on training for NEC attainment (TAR and SELRES) will be contractor conducted formal training per the Maintenance Training Requirements Review (MTRR) of March 1999. Computer Based Training (CBT) will be used for proficiency training. This information will be further detailed in future revisions to this NTSP as it becomes available.

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LIST OF ACRONYMS

A&P	Airframes and Powerplants
ABH	Aviation Boatswain's Mate (Aircraft Handling)
AD	Aviation Machinist's Mate
AE	Aviation Electrician's Mate
AK	Aviation Storekeeper
ALSP	Acquisition Logistics Support Plan
AMD	Activity Manpower Document
AME	Aviation Structural Mechanic (Safety Equipment)
AMH	Aviation Structural Mechanic (Hydraulics)
AMS	Aviation Structural Mechanic (Structures)
AMTCS	Aviation Maintenance Training Continuum System
AO	Aviation Ordnanceman
AT	Aviation Electronics Technician
ATP	Aircraft Type Rating
AZ	Aviation Maintenance Administrationman
BBJ	Boeing Business Jet
CBT	Computer-Based Training
CNO	Chief of Naval Operations
COMNAVAIRESFOR	Commander, Naval Air Reserve Force
FAA	Federal Aviation Administration
FSI	Flight Safety International
FY	Fiscal Year
JRB	Joint Reserve Base
MS	Mess Management Specialist
NA	Not Applicable
NAVAIRSYSCOM	Naval Air Systems Command
NAVPERSCOM	Naval Personnel Command
NEC	Navy Enlisted Classification
NTSP	Navy Training System Plan
OJT	On-the-Job Training
OPNAV	Office of the Chief of Naval Operations

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LIST OF ACRONYMS

OPNAVINST	Office of the Chief of Naval Operations Instruction
OSS	On-Site Storeroom
PMA	Program Manager, Air
POE	Projected Operational Environment
PR	Aircrew Survival Equipmentman
RFT	Ready For Training
RJQR	Reserve Job Qualification Requirements
ROC	Required Operational Capability
SELRES	Selected Reserve
TAR	Training and Administration of Reserves
TD	Training Device
TTE	Technical Training Equipment
VR	Fleet Logistics Support Squadron
WRA	Weapon Replaceable Assembly

C-40A AIRCRAFT

PREFACE

This is the first iteration of the Navy Training System Plan (NTSP) for the C-40A. This C-40A Aircraft Draft NTSP has been developed to comply with guidelines set forth in the Navy Training Requirements Documentation Manual, Office of the Chief of Naval Operations (OPNAV) Publication P-751-1-9-97.

This NTSP reflects significant program changes from preliminary documents. It includes the final course descriptions, schedules, and attendance requirements for the C-40A initial training curriculum, latest aircraft delivery schedule, program milestones, decision and action items, and a current point of contact listing.

PART I - TECHNICAL PROGRAM DATA

A. NOMENCLATURE-TITLE-PROGRAM

- 1. **Nomenclature-Title-Acronym.** C-40A Aircraft
- 2. **Program Element.** Not Applicable (NA) for the Naval Reserve.

B. SECURITY CLASSIFICATION

- 1. **System Characteristics** Unclassified
- 2. **Capabilities** Unclassified
- 3. **Functions**..... Unclassified

C. MANPOWER, PERSONNEL, AND TRAINING PRINCIPALS

- OPNAV Principal Official (OPO) Program Sponsor..... CNO (N880G1)
- OPO Resource Sponsor CNO (N880G1)
- Developing Agency..... NAVAIRSYSCOM (PMA207)
- Training Agency COMNAVRESFOR
- Training Support Agency NAVAIRSYSCOM (PMA205)
COMNAVAIRESFOR
- Manpower and Personnel Mission Sponsor CNO (N12)
NAVPERSCOM (PERS-4, PERS-404)
- Director of Naval Training CNO (N7)
- Commander, Reserve Program Manager COMNAVAIRESFOR

D. SYSTEM DESCRIPTION

1. **Operational Uses.** The C-40A Aircraft, from here on referred to as the C-40A, will be a Boeing 737-700C Aircraft, which is being procured as a replacement for the C-9B and DC-9 Logistics Aircraft. The C-40A (World Wide Web: http://www.boeing.com/news/releases/2000/photorelease/photo_release_000117n.htm) will fulfill the airlift requirements of the Naval Reserve by providing medium lift, extended over-water, and long-range passenger and cargo

transportation operations. Currently, four aircraft have been procured for delivery in Fiscal Year (FY) 01. Funding has been provided in FY00, FY02, and FY05 for three additional C-40A aircraft.

2. Foreign Military Sales. Currently, Southwest Airlines has procured the Boeing 737-700 Aircraft for use as a commercial air carrier. Boeing has orders for the 737-700 Aircraft from other commercial airline companies in the United States and foreign countries; however, no plans for Foreign Military Sales have been made to date.

E. DEVELOPMENTAL TEST AND OPERATIONAL TEST. The Boeing 737-700C Aircraft will be Federal Aviation Administration (FAA) Supplemental Type-Certified, prior to acceptance by the Navy as the C-40A. The first C-40A is scheduled for delivery in April 2001. Developmental and Operational Tests will not be required.

F. AIRCRAFT AND/OR EQUIPMENT/SYSTEM/SUBSYSTEM REPLACED. The C-40A will replace the C-9B and DC-9 Aircraft.

G. DESCRIPTION OF NEW DEVELOPMENT

1. Functional Description. The C-40A will be capable of all-weather operations for long-range, high-speed, non-stop flights. The C-40A will carry a crew of six or seven, and may be configured to transport 121 passengers, cargo with a maximum payload of 35,000 pounds, or a combination of passengers and cargo. Two CFM56-7 engines will power the C-40A. The C-40A will have the following performance capabilities:

- 3,400 nautical mile range with 5,000 pounds of cargo
- Mach 0.78 to 0.82 cruise speed
- 41,000 feet altitude capability
- 180 minute Extended Range Twin-Engine Operations

2. Physical Description

DIMENSIONS		MAX GROSS WEIGHTS	
Wing Span	112 feet 7 inches	Taxi	171,500 pounds
Length	110 feet 4 inches	Takeoff	171,000 pounds
Height	41 feet 2 inches	Landing	134,000 pounds
Tail Span	47 feet 1 inches	Zero Fuel	~95,000 pounds

3. New Development Introduction. The C-40A will be introduced into the Naval Reserve as new production aircraft.

4. Significant Interfaces. NA

5. New Features, Configurations, or Material. NA

H. CONCEPTS

1. Operational Concept. The C-40A will be operated by the Naval Air Reserve Force's Fleet Logistics Support (VR) Squadrons at various Naval Air Stations and Joint Reserve Bases (JRBs).

The C-40A crew will consist of a Pilot, Co-pilot, Crew Chief, Loadmaster, and two to three Flight Attendants. The enlisted aircrew's Navy Enlisted Classifications (NECs) will remain the same during the transition from C-9B and DC-9 Aircraft to the C-40A. C-40A specific NECs for Organizational Level Maintenance Technician and Crew Chief have been requested and are currently awaiting approval. They are listed as 83XX and 82XX respectively throughout this NTSP, and will be updated in future revisions. The table below depicts the enlisted Aircrew's position title, NEC, and source ratings.

POSITION TITLE	NEC	RATINGS
C-40 Crew Chief	82XX	Aviation Machinist's Mate (AD), Aviation Electrician's Mate (AE), Aviation Structural Mechanic (Safety Equipment) (AME), Aviation Structural Mechanic (Hydraulics) (AMH), Aviation Structural Mechanic (Structures) (AMS), Aviation Electronics Technician (AT)
Loadmaster	8278	AD, AE, AME, AMH, AMS, AT, Aviation Boatswain's Mate (Aircraft Handling) (ABH), Aviation Ordnanceman (AO)
Flight Attendant	8289	AD, AE, AME, AMH, AMS, AT, AO, Aviation Storekeeper (AK), Aviation Maintenance Administrationman (AZ), Mess Management Specialist (MS)

2. Maintenance Concept. The C-40A maintenance concept will be the same as the current maintenance concept for the C-9B and DC-9 Aircraft. VR squadrons will perform organizational level maintenance in support of their own aircraft. Depot level maintenance will be performed by contracted maintenance support. No intermediate level maintenance will be established.

a. Organizational. The operating unit on a day-to-day basis in support of its own operation will perform C-40A organizational level maintenance requirements. These actions encompass inspections, servicing, handling, removal and replacement of Weapon Replaceable Assemblies (WRAs) and major aircraft components, equipment corrective maintenance, and incorporation of selected technical directives. Aviation maintenance ratings with the NEC 83XX will perform organizational level maintenance. Contractor personnel will provide dedicated material support to the squadrons through the On-Site Storeroom (OSS) located at each operating site.

(1) Preventive Maintenance. Periodic inspections and servicing of equipment will be accomplished per Maintenance Planning Document (MPD) Task Cards.

(2) Corrective Maintenance. Corrective maintenance will consist of removing and replacing WRAs aboard the C-40A. Faulty WRAs and components will be returned to the material support contractor for repair. Organizational level maintenance personnel may be authorized, in approved publications, to initiate repairs such as stop drilling of airframe skin cracks and blending of minor nicks in engine fan blades per the Naval Aviation Maintenance Program, Office of the Chief of Naval Operations Instruction (OPNAVINST) 4790.2G.

b. Intermediate. NA

c. Depot. Depot level maintenance actions are those requiring major overhaul or a complete rebuilding, manufacturing, or modification of parts, assemblies, subassemblies, and end items including engines, support equipment, and technical directives. Depot level maintenance will be accomplished at a contractor's facility, or by a contractor field team.

d. Interim Maintenance. Boeing will provide interim maintenance support for three years from delivery of the first Boeing 737-700C. The Navy Support Date is expected to be March 2001.

e. Life-Cycle Maintenance Plan. The life-cycle maintenance plan for the C-40A will be delivered with the aircraft in second quarter FY01.

3. Manning Concept. Qualitative and quantitative manpower requirements for the C-40A will be driven by the organizational level preventive and corrective maintenance workload, Required Operational Capabilities (ROC), and Projected Operational Environment (POE) requirements. Manpower requirements for the C-40A are expected to be approximately the same as its predecessors, the C-9B and DC-9, with a minimum of changes.

The C-40A will be supported by Training and Administration of Reserves (TAR) personnel and augmented by Selected Reserve (SELRES) personnel. The Activity Manpower Document (AMD) for VR-59 has been used in Part II of this NTSP as representative squadron manning for C-40A planning purposes. AMDs for each Navy C-40A squadron will be developed later, using C-40A ROC and POE requirements, when that data is available.

4. Training Concept. The Reserve C-9B/DC-9 squadron, VR-59, located at JRB Fort Worth, Texas, is scheduled to transition to the C-40A in FY01. Commercial contractors will conduct Pilot and enlisted Aircrew training. Commercial contractors will also provide initial and follow-on organizational maintenance training for TAR and SELRES personnel. The Reserve Job Qualification Requirements (RJQR) syllabus will be developed by the Commander, Naval Air Reserve Force (COMNAVAIRESFOR) and will be based on daily, weekly, and monthly aircraft discrepancies to ensure that Naval Reserve developed in-house training meets training requirements. Specific guidelines are contained in NAVPERS 18068F Volume II, Chapter IV, Navy Enlisted Classifications.

a. Initial Training. The training courses outlined below are commercial air carrier courses for the Boeing 737-700, taught by Flight Safety International (FSI). TAR personnel are scheduled to attend these courses in FY01. Some courses have been modified from the commercial Boeing 737-700 curriculum to reduce training time. As a result, the course lengths depicted below have been reduced from the standard FSI commercial Boeing 737-700 curriculum, and were agreed upon by COMNAVAIRESFOR (N386); Commander, Fleet Logistics Support Wing; and Boeing in June 1999. All maintenance courses include an introduction to the aircraft, technical manuals, common displays, and the Computer-Based Training (CBT) system. Training for the commercial Boeing 737-700 is currently available, and the C-40A is expected to be Ready For Training (RFT) in first quarter FY01.

This commercial maintenance training is based on the FAA system of aircraft maintenance technicians being Airframes and Powerplants (A&P) certified. This system requires A&P technicians to be knowledgeable in all areas of an aircraft. FSI's Boeing 737-700 maintenance training is not based on a rating and NEC system such as the Navy's that specializes in specific areas of maintenance and type of aircraft (e.g., AD 83XX). A C-40A training meeting was held in fourth quarter FY98. From this meeting it was determined that Boeing will provide Initial Training to a cadre of military personnel. Training will be sufficient for students to complete FAA A&P testing and licensing; however, A&P licenses will not be awarded. Each rating will be represented during this Initial Training.

In addition, courses will be developed for Crew Chief and Loadmaster training since the commercial-use Boeing 737-700 does not require these positions. The Crew Chief course will be developed by combining pertinent parts of the Pilot training with aircraft systems training from the other courses, and will be eight weeks in length. A course for Loadmaster training will also be developed for the Navy. The aircraft systems rigging course was established for after aircraft delivery and can be taught at any time up to two years after aircraft delivery. The current plan is to schedule this class later in the delivery schedule upon notification from the squadron. This will allow the structures and power plant maintenance personnel time to gain a degree of proficiency in C-40A maintenance and familiarization with the aircraft prior to receiving this specialized training.

FSI Pilot training includes an interactive CBT system, simulators, and flight training. Prior to arrival at FSI for training, student Pilots will complete the Boeing Business Jet (BBJ) Reduced Footprint training curriculum. BBJ is a home-based, interactive CBT didactic

curriculum designed to reduce in-classroom time from thirty-five to approximately twenty days. Upon arrival at FSI, student Pilots will be tested, complete remedial training if necessary, then move directly into simulator training. Simulator training will be conducted in two phases, fixed and full simulation. Since Navy Pilot qualifications are based on NATOPS requirements, an Aircraft Type Rating (ATP) will not be awarded upon completion of this course. NATOPS qualification will take place at the parent command upon completion of the FSI curriculum.

Initial training has been structured as Initial Cadre training for the first squadron only prior to the first aircraft delivery in April 2001. Initial training has not yet been defined for subsequent squadrons and is currently under development by COMNAVAIRESFOR (N36). This information will be updated in revisions to this NTSP as it becomes available.

Title	C-40A Cargo Loading/Configuration (Loadmaster) and Flight Attendant
Description	This course provides training on loading, rigging, emergency systems, and flight functions of internal cargo handling of the C-40A Aircraft. This course includes procedures for computing aircraft weight and balance and specific instruction in using weight and balance software. Upon completion, the student will be able to execute emergency procedures, including crew and passenger egress during in-flight and ground aircraft emergency situations, configure the aircraft with various cargo and passenger load combinations, and accurately compute the aircraft weight and balance without supervision in a squadron environment.
Location	FSI, Seattle, Washington
Length	5 days
RFT date	January 8, 2001
TTE/TD	NA
Prerequisites	AD, AE, AME, AMH, AMS, AT, ABH, or AO; all 8278

Title **C-40A Corrosion Control and Prevention**

Description This course provides corrosion control and prevention and structural repair manual training on the C-40A Aircraft, and is conducted coincident with the Mechanical and Power Plant Systems course. This course includes identification methods of corrosion prone areas of the aircraft structure, and familiarization of structural repair manuals. Upon completion, the student will be able to perform corrosion control and structural repair maintenance on the C-40A Aircraft with no supervision in a squadron environment.

Location FSI, Seattle

Length 5 days

RFT date November 6, 2000

TTE/TD NA

Prerequisites AD, AME, AMH, AMS, Aircrew Survival Equipmentman (PR) 83XX

Title **C-40A Crew Chief**

Description This course provides training on all of the C-40A Aircraft systems, emergency procedures, and flight equipment. It is designed to be a combined version of the *Mechanical and Power Plant* and *Electrical and Avionics Systems* courses. This course includes five days of flight simulation training with the C-40A Pilot Transition course in addition to the systems training from the other two courses. Upon completion, the student will be able to perform all C-40A maintenance with no supervision in a squadron environment. An A&P license will not be awarded.

Location FSI, Seattle

Length 40 days

RFT date January 8, 2001

TTE/TD NA

Prerequisites AD, AE, AME, AMH, AMS, or AT; all 82XX

Title **C-40A Electrical/Avionics Systems**

Description This course provides in-depth theory and application training on the C-40A Aircraft electrical and avionics systems. This course includes familiarization of maintenance and technical manuals, followed by application labs and CBT on electrical, communications, navigation, and radar systems. Upon completion, the student will be able to perform as a C-40A Electrical and Avionics Maintenance Technician with no supervision in a squadron environment.

Location FSI, Seattle

Length 35 days

RFT date October 2, 2000

TTE/TD NA

Prerequisites AE or AT; both 83XX

Title **C-40A Flight Attendant**

Description This course provides training on the C-40A emergency systems to personnel acting as Flight Attendants. It is designed to provide condensed training to Reservists over a drill weekend. Upon completion, the student will be able to assist with emergency procedure execution, including crew and passenger egress during in-flight and ground aircraft emergency situations.

Location Fort Worth JRB

Length 2 days

RFT date April 2001

TTE/TD NA

Prerequisites AD, AE, AME, AMH, AMS, AT, AO, AK, AZ, or MS; all 8289

Title **General Familiarization Managers Class**

Description This course provides familiarization training of the Boeing 737-700 commercial aircraft, and C-40A difference training, to officer and enlisted personnel in senior management positions (i.e., squadron maintenance program staff personnel). This course includes a general introduction of the aircraft, electrical, flight control, avionics, navigation, cabin, fuel, power plant, auxiliary power, hydraulic, ice, rain and fire protection, and environmental control systems, landing gear, and furnishing equipment. Upon completion, the student will have attained a familiarization of the entire C-40A aircraft, its capabilities, and its systems, and be acquainted with unique C-40A maintenance topics.

Location FSI, Seattle

Length 3 days

RFT date January 8, 2001

TTE/TD NA

Prerequisites Officer and/or senior enlisted personnel at squadron discretion
Maintenance Officer 1311
Maintenance Material Control Officer 1520
Maintenance Control Officer 6380
Material Control Officer 7380
Aviation Maintenance Material Control Master Chief 8300

Title **C-40A Mechanical and Power Plant Systems**

Description This course provides in-depth mechanical and power plant systems theory and application training on the C-40A Aircraft to enlisted maintenance personnel. This course includes familiarization of maintenance and technical manuals, followed by application labs and CBT on power plants, fuel, basic electrical, auxiliary power, hydraulic, and flight control systems, wheels, brakes, environmental condition systems, furnishing equipment, doors, and windows. Upon completion, the student will be able to perform as a C-40A maintenance technician with no supervision in a squadron environment. An A&P license will not be awarded.

Location FSI, Seattle

Length 25 days
RFT date October 2, 2000
TTE/TD NA
Prerequisites AD, AME, AMH, AMS, or PR; all 83XX

Title C-40A Pilot Transition

Description This course provides transition training to C-40A student Pilots. This course includes BBJ interactive CBT home based didactic introductory and familiarization training, followed by testing, fixed and full flight simulation, and flight instruction at FSI. Upon completion, the student Pilot will attain an adequate standard of proficiency in and be able to fly all flight regimes for the C-40A Aircraft required for NATOPS qualification. A Boeing 737-700 ATP will not be awarded.

Location FSI, Seattle
Length 20 days
RFT date October 23, 2000
TTE/TD NA
Prerequisites Prior C-9B/DC-9 Pilot experience, Designator 1315/1317

Title C-40A Systems Rigging

Description This course provides in-depth training on rigging, and checking for trim and fair on the C-40A Aircraft. This course includes rigging, trim and fair check of the flight control system, landing gear, power plants, doors, windows, and access panels. Upon completion, the student will be able to perform C-40A rigging with no supervision in a squadron environment.

Location FSI, Seattle
Length 8 days
RFT date Available first quarter FY01
TTE/TD NA
Prerequisites TBD

b. Follow-on Training. COMNAVAIRESFOR (N36) is currently evaluating formal organizational level maintenance, Pilot, and enlisted aircrew follow-on training. Current planning calls for both TAR and SELRES maintenance personnel to attend formal training for attainment of the C-40A NEC per the Maintenance Training Requirements Review of March 1999. CBT will be used for proficiency training. The CBT will be RFT in first quarter FY01. This information will be updated in future revisions to this NTSP as it becomes available.

c. Student Profiles. The following student profiles are based on the billet requirements displayed in the VR-59 AMD. Those source ratings listed above in Part I.H.1 Operational Concepts and Part I.H.4.a Initial Training that are not depicted in the AMD, such as AO 8278, are not included in the table below.

SKILL IDENTIFIER	PREREQUISITE SKILL AND KNOWLEDGE REQUIREMENTS
1311	° Designated Service Group I Naval Aviator
1520	° Aerospace Engineering Duty Officer, Aircraft Maintenance
6380	° Limited Duty Officer, Avionics
7380	° Chief Warrant Officer, Aviation Electronics Technician
AD 82XX, 8278, 8289	° C-601-2011, Aviation Machinist's Mate Common Core Class A1 ° C-601-2014, Aviation Machinist's Mate Turbojet Fundamentals Strand Class A1 ° Q-050-1500, Naval Aircrewman Candidate School
AD 83XX	° C-601-2011, Aviation Machinist's Mate Common Core Class A1 ° C-601-2014, Aviation Machinist's Mate Turbojet Fundamentals Strand Class A1
AE 82XX, 8278, 8289	° C-100-2020, Avionics Common Core Class A1 ° C-602-2039, Aviation Electricians Mate O Level Strand Class A1 ° Q-050-1500, Naval Aircrewman Candidate School
AE 83XX	° C-100-2020, Avionics Common Core Class A1 ° C-602-2039, Aviation Electricians Mate O Level Strand Class A1
AK 8289	° C-551-2010, Aviation Storekeeper Class A1 ° Q-050-1500, Naval Aircrewman Candidate School

SKILL IDENTIFIER	PREREQUISITE SKILL AND KNOWLEDGE REQUIREMENTS
AME 82XX, 8278, 8289	<ul style="list-style-type: none"> ◦ C-602-2033, Aviation Structural Mechanic E (Safety Equipment) Common Core Class A1 ◦ C-602-2034, Aviation Structural Mechanic E (Safety Equipment) Egress Strand Class A1 ◦ Q-050-1500, Naval Aircrewman Candidate School
AME 83XX	<ul style="list-style-type: none"> ◦ C-602-2033, Aviation Structural Mechanic E (Safety Equipment) Common Core Class A1 ◦ C-602-2034, Aviation Structural Mechanic E (Safety Equipment) Egress Strand Class A1
AMH 82XX, 8278, 8289	<ul style="list-style-type: none"> ◦ C-603-0175, Aviation Structural Mechanic (Structures and Hydraulics) Common Core Class A1 ◦ C-603-0176, Aviation Structural Mechanic (Structures and Hydraulics) Organizational Level Strand Class A1 ◦ Q-050-1500, Naval Aircrewman Candidate School
AMH 83XX	<ul style="list-style-type: none"> ◦ C-603-0175, Aviation Structural Mechanic (Structures and Hydraulics) Common Core Class A1 ◦ C-603-0176, Aviation Structural Mechanic (Structures and Hydraulics) Organizational Level Strand Class A1
AMS 82XX, 8278, 8289	<ul style="list-style-type: none"> ◦ C-603-0175, Aviation Structural Mechanic (Structures and Hydraulics) Common Core Class A1 ◦ C-603-0176, Aviation Structural Mechanic (Structures and Hydraulics) Organizational Level Strand Class A1 ◦ Q-050-1500, Naval Aircrewman Candidate School
AMS 83XX	<ul style="list-style-type: none"> ◦ C-603-0175, Aviation Structural Mechanic (Structures and Hydraulics) Common Core Class A1 ◦ C-603-0176, Aviation Structural Mechanic (Structures and Hydraulics) Organizational Level Strand Class A1
AT 82XX, 8278, 8289	<ul style="list-style-type: none"> ◦ C-100-2020, Avionics Common Core Class A1 ◦ C-100-2018, Avionics Technician O Level Class A1 ◦ Q-050-1500, Naval Aircrewman Candidate School
AT 83XX	<ul style="list-style-type: none"> ◦ C-100-2020, Avionics Common Core Class A1 ◦ C-100-2018, Avionics Technician O Level Class A1

SKILL IDENTIFIER	PREREQUISITE SKILL AND KNOWLEDGE REQUIREMENTS
AZ 8289	<ul style="list-style-type: none"> ° C-555-2010, Aviation Maintenance Administrationman Class A1 ° Q-050-1500, Naval Aircrewman Candidate School
MS 8289	<ul style="list-style-type: none"> ° A-800-0013, Mess Management Specialist Class A1 ° Q-050-1500, Naval Aircrewman Candidate School
PR 83XX	<ul style="list-style-type: none"> ° C-602-2035, Aircrew Survival Equipmentman Common Core Class A1

d. Training Pipelines. There will not be any formal training pipelines, such as training tracks, since all aircrew and organizational level maintenance training will be conducted via commercial contractors or a combination of self-paced CBT and On-the-Job Training (OJT) conducted at the squadrons.

I. ONBOARD (IN-SERVICE) TRAINING

1. Proficiency or Other Training Organic to the New Development

a. Squadron Proficiency Training. For proficiency training TAR personnel will use the same CBT system that will be procured for follow-on training for SELRES personnel at the squadrons.

b. Maintenance Training Improvement Program. NA

c. Aviation Maintenance Training Continuum System. The Aviation Maintenance Training Continuum System (AMTCS) will provide career path training to the Sailor or Marine from their initial service entry to the end of their military career. AMTCS is planned to be an integrated system that will satisfy the training and administrative requirements of both the individual and the organization. The benefits will be manifested in the increased effectiveness of the technicians and the increased efficiencies of the management of the training business process. By capitalizing on technological advances and integrating systems and processes where appropriate, the right amount of training can be provided at the right time, thus meeting the Chief of Naval Operations' mandated "just-in-time" training approach.

Technology investments enable the development of several state-of-the-art training and administrative tools: CBT for the technicians in the Fleet in the form of Interactive Courseware (ICW) with Computer Managed Instruction (CMI) and Computer Aided Instruction (CAI) for the schoolhouse.

Included in the AMTCS development effort is the Aviation Maintenance Training Continuum System - Software Module (ASM) which provides testing [Test and Evaluation (TEV)], recording [Electronic Training Jacket (ETJ)], and a Feedback system. The core functionality of these

AMTCS tools are based and designed around the actual maintenance-related tasks the technicians perform, and the tasks are stored and maintained in a Master Task List (MTL) data bank. These tools are procured and fielded with appropriate COTS hardware and software, i.e., Fleet Training Devices (FTD) - Laptops, PCs, Electronic Classrooms (ECR), Learning Resource Centers (LRC), operating software, and network software and hardware.

Upon receipt of direction from OPNAV (N889H), AMTCS is to be implemented and the new tools integrated into the daily training environment of all participating aviation activities and supporting elements. AMTCS will serve as the standard training system for aviation maintenance training within the Navy and Marine Corps, and is planned to supersede the existing MTIP and Maintenance Training Management and Evaluation Program (MATMEP) programs.

2. Personnel Qualification Standards. NA

3. Other Onboard or In-Service Training Packages. Marine Corps onboard training is not currently being developed, and will be addressed in future revisions to this NTSP.

J. LOGISTICS SUPPORT

1. Manufacturer and Contract Number

CONTRACT NUMBER	MANUFACTURER	ADDRESS
N00019-97-C-2034	Boeing Aircraft Company	P.O. Box 39999, MS 84-06 Seattle, WA 98124-2499 http://www.boeing.com/

2. Program Documentation. The Acquisition Logistics Support Plan (ALSP) for the C-40A is currently planned for completion in fourth quarter FY00.

3. Technical Data Plan. Applicable technical documents will be furnished in commercial format with an assigned Naval Air Systems Command number to facilitate updating and maintenance of manuals. The range of manuals furnished will provide the information required supporting the C-40A organizational level maintenance program.

4. Test Sets, Tools, and Test Equipment. A list of recommended common support equipment is included in the C-40A contract. Any special test sets, special tools, special test equipment, or software support identified to support the operational squadrons will be included in updates to this NTSP. No special equipment will be required for training purposes.

5. Repair Parts. OSS contractor personnel will be responsible for managing and operating the government's on-site storeroom and property system for the C-40A. The inventory maintained at each site is of the range and depth sufficient to support the aircraft in sustaining the squadron's mission.

6. Human Systems Integration. NA

K. SCHEDULES

1. Installation and Delivery Schedules. Currently, four C-40As are on contract with delivery scheduled for April, May, June, and August 2001. These aircraft are tentatively scheduled for delivery to VR-59 at JRB Fort Worth. Funding has been identified to procure a fifth aircraft in FY00, with a delivery in FY02. Plans for two more aircraft are in the Navy budget for FY02 and FY05 with deliveries expected in FY04 and FY07. These aircraft are tentatively scheduled for delivery to VR-58 at NAS Jacksonville, Florida. Procurement and delivery dates for additional aircraft are currently not available, but will be included in updates to this NTSP. Initial Operational Capability is anticipated upon delivery of the first aircraft in April 2001. Full operational capability is anticipated in April 2002.

INSTALLATION SCHEDULE (NUMBER OF AIRCRAFT)

ACTIVITY	FY01	FY02	FY03	FY04	FY05	FY06	FY07
VR-59	4						
VR-58		1		1			1

2. Ready For Operational Use Schedule. Each C-40A squadron will be Ready For Operational Use one month after initial delivery of the first aircraft according to the following table. VR-58 will continue operating C-9B aircraft until completion of C-40A transition in FY07.

READY FOR OPERATIONAL USE SCHEDULE

ACTIVITY	FY01				FY02			
	1	2	3	4	1	2	3	4
VR-59			1					
VR-58							1	

3. Time Required to Install at Operational Sites. NA

4. Foreign Military Sales and Other Source Delivery Schedule. NA

5. Training Device and Technical Training Equipment Delivery Schedule. NA

L. GOVERNMENT FURNISHED EQUIPMENT AND CONTRACTOR FURNISHED EQUIPMENT TRAINING REQUIREMENTS. NA

M. RELATED NTSPs AND OTHER APPLICABLE DOCUMENTS

DOCUMENT OR NTSP TITLE	DOCUMENT OR NTSP NUMBER	PDA CODE	STATUS
C-9B/DC-9 Logistics Aircraft	R-50-9402	PMA207	Approved Jun 94

PART II - BILLET AND PERSONNEL REQUIREMENTS

The following elements are not affected by the C-40A and, therefore, are not included in Part II of this NTSP:

II.A. Billet Requirements

- II.A.2.a. Operational and Fleet Support Activity Deactivation Schedule
- II.A.2.b. Billets to be Deleted in Operational and Fleet Support Activities
- II.A.2.c. Total Billets to be Deleted in Operational and Fleet Support Activities
- II.A.3. Training Activities Instructor and Support Billet Requirements
- II.A.4. Chargeable Student Billet Requirements

II.B. Personnel Requirements

- II.B.1. Annual Training Input Requirements

Note 1: The billets depicted in this section are for a C-9B squadron. Billet requirements for the C-40A are expected to be approximately the same with a minimum of changes. (The billets related to the VR squadrons are currently in place for the C-9B/DC-9 Aircraft.). Marine Corps billets will be added when VMR-1 is included in the C-40A Aircraft delivery schedule.

Note 2: Operational activities listed in this section follow the Ready For Operational Use Schedule listed in Part I, paragraph K.2.

Note 3: C-40A specific NECs for Organizational Level Maintenance Technician and Crew Chief have been requested and are currently awaiting approval. They are listed as 83XX and 82XX respectively throughout, and will be updated in future revisions to this NTSP.

PART II - BILLET AND PERSONNEL REQUIREMENTS

II.A. BILLET REQUIREMENTS

II.A.1.a. OPERATIONAL AND FLEET SUPPORT ACTIVITY ACTIVATION SCHEDULE

SOURCE: Total Force Manpower Management System

DATE: 12/1/99

ACTIVITY, UIC		PFYs	CFY00	FY01	FY02	FY03	FY04
OPERATIONAL ACTIVITIES - NAVY							
VR-59	53921	0	0	1	0	0	0
VR-58	53911	0	0	0	1	0	0
TOTAL:		0	0	1	1	0	0

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

ACTIVITY, UIC, PHASING INCREMENT	BILLETS		DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS
	OFF	ENL			
OPERATIONAL ACTIVITIES - NAVY					
VR-58, 53911, FY02 Increment					
TAR	11	0	1311		
	1	0	1520		
	0	1	ADC	83XX	
	0	1	AD1	82XX	
	0	2	AD1	83XX	
	0	2	AD2	82XX	
	0	2	AD2	8278	
	0	2	AD2	83XX	
	0	3	AD3	8289	
	0	2	AD3	83XX	
	0	2	ADAN	83XX	
	0	1	AEC	82XX	
	0	1	AE1	8278	
	0	2	AE1	8289	
	0	2	AE1	83XX	
	0	2	AE2	82XX	
	0	3	AE2	8289	
	0	2	AE2	83XX	
	0	2	AE3	8289	
	0	2	AE3	83XX	
	0	1	AK1		
	0	1	AK2	8289	
	0	1	AK2	9590	
	0	1	AK3	8289	
	0	2	AMCS		
	0	1	AMEC		
	0	1	AME1	8289	
	0	1	AME2	8278	
	0	1	AME2	83XX	
	0	1	AMEAN	83XX	
	0	1	AMHC	8278	
	0	1	AMH1	8278	
	0	2	AMH1	83XX	
	0	1	AMH2	82XX	
	0	1	AMH2	8278	
	0	1	AMH2	8289	
	0	1	AMH2	83XX	
	0	1	AMH3	83XX	
	0	2	AMHAN	83XX	
	0	2	AMS1	83XX	
	0	1	AMS1	83XX	9595
	0	2	AMS2	82XX	
	0	3	AMS2	8289	
	0	1	AMS2	83XX	
	0	2	AMS3	83XX	

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

ACTIVITY, UIC, PHASING INCREMENT	BILLETS		DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS
	OFF	ENL			
TAR	0	2	AMSAN	83XX	
	0	1	AS1	9502	
	0	1	ATCS		
	0	2	ATC		
	0	1	ATC	82XX	
	0	1	AT1		
	0	1	AT1	8278	
	0	2	AT1	83XX	
	0	2	AT2		
	0	2	AT2	82XX	
	0	1	AT2	8278	
	0	1	AT2	8289	
	0	2	AT2	83XX	
	0	2	AT3	8289	
	0	2	AT3	83XX	
	0	1	AVCM	9580	
	0	1	AZ1		
	0	2	AZ2		
	0	1	AZ2	6315	
	0	2	PN2		
	0	1	PNSN		
	0	1	PR1	83XX	
	0	1	RM3	2735	
	0	1	YNC		
	0	1	YN1		
	0	1	YN3		
	SELRES	38	0	1311	
1		0	2102		
1		0	6380		
1		0	7380		
0		1	ADCS		
0		2	AD1	82XX	
0		1	AD1	8278	
0		2	AD2		
0		2	AD3	83XX	
0		2	ADAN	83XX	
0		1	AEC		
0		1	AEC	82XX	
0		1	AEC	8278	
0		2	AEC	8289	
0		1	AEC	83XX	
0		1	AE1	8289	
0		1	AE2		
0		2	AE2	8289	
0		2	AE3	83XX	
0		4	AEAN	83XX	
0	1	AK2			

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

ACTIVITY, UIC, PHASING INCREMENT	BILLETS		DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS
	OFF	ENL			
SELRES	0	2	AK3		
	0	2	AKAN		
	0	2	AMCS		
	0	2	AMCS	82XX	
	0	1	AME1	82XX	
	0	2	AME1	8278	
	0	2	AME1	83XX	
	0	1	AME2	8289	
	0	2	AME3		
	0	2	AME3	8289	
	0	1	AME3	83XX	
	0	1	AMEAN	83XX	
	0	1	AMH1	82XX	
	0	1	AMH1	8289	
	0	1	AMH1	9595	
	0	2	AMH2		
	0	2	AMH2	8278	
	0	5	AMH2	8289	
	0	2	AMH3	8289	
	0	1	AMSC	83XX	
	0	1	AMS1		
	0	2	AMS1	82XX	
	0	2	AMS1	8278	
	0	1	AMS1	83XX	
	0	2	AMS2		
	0	2	AMS2	8278	
	0	2	AMS2	8289	
	0	2	AMS2	83XX	
	0	2	AMS3	8289	
	0	2	AMS3	83XX	
	0	2	AMSAN	83XX	
	0	1	ATCS	82XX	
	0	1	ATC	8278	
	0	1	ATC	8289	
	0	2	AT1	82XX	
	0	3	AT1	8289	
	0	1	AT2		
	0	3	AT2	8278	
	0	4	AT2	8289	
	0	1	AT3		
	0	1	AT3	83XX	
	0	3	ATAN	83XX	
	0	1	AVCM	8300	
	0	2	AZ1	8289	
	0	1	AZ2	8289	
	0	1	AZ3		
	0	1	AZAN		
	0	1	DK2		

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

ACTIVITY, UIC, PHASING INCREMENT	BILLETS		DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS
	OFF	ENL			
SELRES	0	1	HM2	8406	
	0	1	HM3	8406	
	0	1	IS2		
	0	2	MS2		
	0	1	MS3		
	0	3	MSSN		
	0	1	PN1		
	0	1	PN3		
	0	1	PNSN		
	0	1	PR3	83XX	
	0	1	PRAN	83XX	
	0	1	YN2		
	0	2	YN3		
	0	3	YNSN		
	0	32	AN		
	ACTIVITY TOTAL:	53	265		
VR-59, 53921, FY01 Increment					
TAR	11	0	1311		
	1	0	1520		
	0	1	ADC	83XX	
	0	1	AD1	82XX	
	0	2	AD1	83XX	
	0	2	AD2	82XX	
	0	2	AD2	8278	
	0	2	AD2	83XX	
	0	3	AD3	8289	
	0	2	AD3	83XX	
	0	2	ADAN	83XX	
	0	1	AEC	82XX	
	0	1	AE1	8278	
	0	2	AE1	8289	
	0	2	AE1	83XX	
	0	2	AE2	82XX	
	0	3	AE2	8289	
	0	2	AE2	83XX	
	0	2	AE3	8289	
	0	2	AE3	83XX	
	0	1	AK1		
	0	1	AK2	8289	
	0	1	AK2	9590	
	0	1	AK3	8289	
	0	2	AMCS		
	0	1	AMEC		
	0	1	AME1	8289	
	0	1	AME2	8278	
	0	1	AME2	83XX	

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

ACTIVITY, UIC, PHASING INCREMENT	BILLETS		DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS
	OFF	ENL			
TAR	0	1	AMEAN	83XX	
	0	1	AMHC	8278	
	0	1	AMH1	8278	
	0	2	AMH1	83XX	
	0	1	AMH2	82XX	
	0	1	AMH2	8278	
	0	1	AMH2	8289	
	0	1	AMH2	83XX	
	0	1	AMH3	83XX	
	0	2	AMHAN	83XX	
	0	2	AMS1	83XX	
	0	1	AMS1	83XX	9595
	0	2	AMS2	82XX	
	0	3	AMS2	8289	
	0	1	AMS2	83XX	
	0	2	AMS3	83XX	
	0	2	AMSAN	83XX	
	0	1	AS1	9502	
	0	1	ATCS		
	0	2	ATC		
	0	1	ATC	82XX	
	0	1	AT1		
	0	1	AT1	8278	
	0	2	AT1	83XX	
	0	2	AT2		
	0	2	AT2	82XX	
	0	1	AT2	8278	
	0	1	AT2	8289	
	0	2	AT2	83XX	
	0	2	AT3	8289	
	0	2	AT3	83XX	
	0	1	AVCM	9580	
	0	1	AZ1		
	0	2	AZ2		
0	1	AZ2	6315		
0	2	PN2			
0	1	PNSN			
0	1	PR1	83XX		
0	1	RM3	2735		
0	1	YNC			
0	1	YN1			
0	1	YN3			
SELRES	38	0	1311		
	1	0	2102		
	1	0	6380		
	1	0	7380		
	0	1	ADCS		

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

ACTIVITY, UIC, PHASING INCREMENT	BILLETS		DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS
	OFF	ENL			
SELRES	0	2	AD1	82XX	
	0	1	AD1	8278	
	0	2	AD2		
	0	2	AD3	83XX	
	0	2	ADAN	83XX	
	0	1	AEC		
	0	1	AEC	82XX	
	0	1	AEC	8278	
	0	2	AEC	8289	
	0	1	AEC	83XX	
	0	1	AE1	8289	
	0	1	AE2		
	0	2	AE2	8289	
	0	2	AE3	83XX	
	0	4	AEAN	83XX	
	0	1	AK2		
	0	2	AK3		
	0	2	AKAN		
	0	2	AMCS		
	0	2	AMCS	82XX	
	0	1	AME1	82XX	
	0	2	AME1	8278	
	0	2	AME1	83XX	
	0	1	AME2	8289	
	0	2	AME3		
	0	2	AME3	8289	
	0	1	AME3	83XX	
	0	1	AMEAN	83XX	
	0	1	AMH1	82XX	
	0	1	AMH1	8289	
	0	1	AMH1	9595	
	0	2	AMH2		
	0	2	AMH2	8278	
	0	5	AMH2	8289	
	0	2	AMH3	8289	
	0	1	AMSC	83XX	
	0	1	AMS1		
	0	2	AMS1	82XX	
	0	2	AMS1	8278	
	0	1	AMS1	83XX	
	0	2	AMS2		
	0	2	AMS2	8278	
	0	2	AMS2	8289	
	0	2	AMS2	83XX	
0	2	AMS3	8289		
0	2	AMS3	83XX		
0	2	AMSAN	83XX		
0	1	ATCS	82XX		

II.A.1.b. BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

ACTIVITY, UIC, PHASING INCREMENT	BILLETS		DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS
	OFF	ENL			
SELRES	0	1	ATC	8278	
	0	1	ATC	8289	
	0	2	AT1	82XX	
	0	3	AT1	8289	
	0	1	AT2		
	0	3	AT2	8278	
	0	4	AT2	8289	
	0	1	AT3		
	0	1	AT3	83XX	
	0	3	ATAN	83XX	
	0	1	AVCM	8300	
	0	2	AZ1	8289	
	0	1	AZ2	8289	
	0	1	AZ3		
	0	1	AZAN		
	0	1	DK2		
	0	1	HM2	8406	
	0	1	HM3	8406	
	0	1	IS2		
	0	2	MS2		
	0	1	MS3		
	0	3	MSSN		
	0	1	PN1		
	0	1	PN3		
	0	1	PNSN		
	0	1	PR3	83XX	
	0	1	PRAN	83XX	
	0	1	YN2		
	0	2	YN3		
	0	3	YNSN		
	0	32	AN		
	ACTIVITY TOTAL:	53	265		

II.A.1.c. TOTAL BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

DESIG/ RATING	PNEC/SNEC PMOS/SMOS	PFYs		CFY00		FY01		FY02		FY03		FY04	
		OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL
NAVY OPERATIONAL ACTIVITIES - TAR													
1311		0		0		11		11		0		0	
1520		0		0		1		1		0		0	
ADC	83XX		0		0		1		1		0		0
AD1	82XX		0		0		1		1		0		0
AD1	83XX		0		0		2		2		0		0
AD2	82XX		0		0		2		2		0		0
AD2	8278		0		0		2		2		0		0
AD2	83XX		0		0		2		2		0		0
AD3	8289		0		0		3		3		0		0
AD3	83XX		0		0		2		2		0		0
ADAN	83XX		0		0		2		2		0		0
AEC	82XX		0		0		1		1		0		0
AE1	8278		0		0		1		1		0		0
AE1	8289		0		0		2		2		0		0
AE1	83XX		0		0		2		2		0		0
AE2	82XX		0		0		2		2		0		0
AE2	8289		0		0		3		3		0		0
AE2	83XX		0		0		2		2		0		0
AE3	8289		0		0		2		2		0		0
AE3	83XX		0		0		2		2		0		0
AK1			0		0		1		1		0		0
AK2	8289		0		0		1		1		0		0
AK2	9590		0		0		1		1		0		0
AK3	8289		0		0		1		1		0		0
AMCS			0		0		2		2		0		0
AMEC			0		0		1		1		0		0
AME1	8289		0		0		1		1		0		0
AME2	8278		0		0		1		1		0		0
AME2	83XX		0		0		1		1		0		0
AMEAN	83XX		0		0		1		1		0		0
AMHC	8278		0		0		1		1		0		0
AMH1	8278		0		0		1		1		0		0
AMH1	83XX		0		0		2		2		0		0
AMH2	82XX		0		0		1		1		0		0
AMH2	8278		0		0		1		1		0		0
AMH2	8289		0		0		1		1		0		0
AMH2	83XX		0		0		1		1		0		0
AMH3	83XX		0		0		1		1		0		0
AMHAN	83XX		0		0		2		2		0		0
AMS1	83XX		0		0		2		2		0		0
AMS1	83XX 9595		0		0		1		1		0		0
AMS2	82XX		0		0		2		2		0		0
AMS2	8289		0		0		3		3		0		0
AMS2	83XX		0		0		1		1		0		0
AMS3	83XX		0		0		2		2		0		0

II.A.1.c. TOTAL BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

DESIG/ RATING	PNEC/SNEC PMOS/SMOS	PFYs		CFY00		FY01		FY02		FY03		FY04	
		OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL
AMSAN	83XX		0		0		2		2		0		0
AS1	9502		0		0		1		1		0		0
ATCS			0		0		1		1		0		0
ATC			0		0		2		2		0		0
ATC	82XX		0		0		1		1		0		0
AT1			0		0		1		1		0		0
AT1	8278		0		0		1		1		0		0
AT1	83XX		0		0		2		2		0		0
AT2			0		0		2		2		0		0
AT2	82XX		0		0		2		2		0		0
AT2	8278		0		0		1		1		0		0
AT2	8289		0		0		1		1		0		0
AT2	83XX		0		0		2		2		0		0
AT3	8289		0		0		2		2		0		0
AT3	83XX		0		0		2		2		0		0
AVCM	9580		0		0		1		1		0		0
AZ1			0		0		1		1		0		0
AZ2			0		0		2		2		0		0
AZ2	6315		0		0		1		1		0		0
PN2			0		0		2		2		0		0
PNSN			0		0		1		1		0		0
PR1	83XX		0		0		1		1		0		0
RM3	2735		0		0		1		1		0		0
YNC			0		0		1		1		0		0
YN1			0		0		1		1		0		0
YN3			0		0		1		1		0		0
NAVY OPERATIONAL ACTIVITIES - SELRES													
1311			0		0		38		38		0		0
2102			0		0		1		1		0		0
6380			0		0		1		1		0		0
7380			0		0		1		1		0		0
ADCS			0		0		1		1		0		0
AD1	82XX		0		0		2		2		0		0
AD1	8278		0		0		1		1		0		0
AD2			0		0		2		2		0		0
AD3	83XX		0		0		2		2		0		0
ADAN	83XX		0		0		2		2		0		0
AEC			0		0		1		1		0		0
AEC	82XX		0		0		1		1		0		0
AEC	8278		0		0		1		1		0		0
AEC	8289		0		0		2		2		0		0
AEC	83XX		0		0		1		1		0		0
AE1	8289		0		0		1		1		0		0
AE2			0		0		1		1		0		0
AE2	8289		0		0		2		2		0		0
AE3	83XX		0		0		2		2		0		0
AEAN	83XX		0		0		4		4		0		0

II.A.1.c. TOTAL BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

DESIG/ RATING	PNEC/SNEC PMOS/SMOS	PFYs		CFY00		FY01		FY02		FY03		FY04	
		OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL
AK2			0		0		1		1		0		0
AK3			0		0		2		2		0		0
AKAN			0		0		2		2		0		0
AMCS			0		0		2		2		0		0
AMCS	82XX		0		0		2		2		0		0
AME1	82XX		0		0		1		1		0		0
AME1	8278		0		0		2		2		0		0
AME1	83XX		0		0		2		2		0		0
AME2	8289		0		0		1		1		0		0
AME3			0		0		2		2		0		0
AME3	8289		0		0		2		2		0		0
AME3	83XX		0		0		1		1		0		0
AMEAN	83XX		0		0		1		1		0		0
AMH1	82XX		0		0		1		1		0		0
AMH1	8289		0		0		1		1		0		0
AMH1	9595		0		0		1		1		0		0
AMH2			0		0		2		2		0		0
AMH2	8278		0		0		2		2		0		0
AMH2	8289		0		0		5		5		0		0
AMH3	8289		0		0		2		2		0		0
AMSC	83XX		0		0		1		1		0		0
AMS1			0		0		1		1		0		0
AMS1	82XX		0		0		2		2		0		0
AMS1	8278		0		0		2		2		0		0
AMS1	83XX		0		0		1		1		0		0
AMS2			0		0		2		2		0		0
AMS2	8278		0		0		2		2		0		0
AMS2	8289		0		0		2		2		0		0
AMS2	83XX		0		0		2		2		0		0
AMS3	8289		0		0		2		2		0		0
AMS3	83XX		0		0		2		2		0		0
AMSAN	83XX		0		0		2		2		0		0
ATCS	82XX		0		0		1		1		0		0
ATC	8278		0		0		1		1		0		0
ATC	8289		0		0		1		1		0		0
AT1	82XX		0		0		2		2		0		0
AT1	8289		0		0		3		3		0		0
AT2			0		0		1		1		0		0
AT2	8278		0		0		3		3		0		0
AT2	8289		0		0		4		4		0		0
AT3			0		0		1		1		0		0
AT3	83XX		0		0		1		1		0		0
ATAN	83XX		0		0		3		3		0		0
AVCM	8300		0		0		1		1		0		0
AZ1	8289		0		0		2		2		0		0
AZ2	8289		0		0		1		1		0		0
AZ3			0		0		1		1		0		0
AZAN			0		0		1		1		0		0

II.A.1.c. TOTAL BILLETS REQUIRED FOR OPERATIONAL AND FLEET SUPPORT ACTIVITIES

DESIG/ RATING	PNEC/SNEC PMOS/SMOS	PFYs		CFY00		FY01		FY02		FY03		FY04	
		OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL	OFF	ENL
DK2			0		0		1		1		0		0
HM2	8406		0		0		1		1		0		0
HM3	8406		0		0		1		1		0		0
IS2			0		0		1		1		0		0
MS2			0		0		2		2		0		0
MS3			0		0		1		1		0		0
MSSN			0		0		3		3		0		0
PN1			0		0		1		1		0		0
PN3			0		0		1		1		0		0
PNSN			0		0		1		1		0		0
PR3	83XX		0		0		1		1		0		0
PRAN	83XX		0		0		1		1		0		0
YN2			0		0		1		1		0		0
YN3			0		0		2		2		0		0
YNSN			0		0		3		3		0		0
AN			0		0		32		32		0		0

SUMMARY TOTALS:

NAVY OPERATIONAL ACTIVITIES - TAR			0		0		12		103		12		103		0		0		0
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NAVY OPERATIONAL ACTIVITIES - SELRES			0		0		41		162		41		162		0		0		0
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GRAND TOTALS:

NAVY - TAR			0		0		12		103		12		103		0		0		0
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NAVY - SELRES			0		0		41		162		41		162		0		0		0
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II.A.5. ANNUAL INCREMENTAL AND CUMULATIVE BILLETS

DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS	BILLET BASE	CFY00		FY01		FY02		FY03		FY04	
				+/-	CUM	+/-	CUM	+/-	CUM	+/-	CUM	+/-	CUM

a. OFFICER - USN

Operational Billets ACDU and TAR

1311			0	0	0	11	11	11	22	0	22	0	22
1520			0	0	0	1	1	1	2	0	2	0	2

SELRES Billets

1311			0	0	0	38	38	38	76	0	76	0	76
2102			0	0	0	1	1	1	2	0	2	0	2
6380			0	0	0	1	1	1	2	0	2	0	2
7380			0	0	0	1	1	1	2	0	2	0	2

TOTAL USN OFFICER BILLETS:

Operational			0	0	0	12	12	12	24	0	24	0	24
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SELRES			0	0	0	41	41	41	82	0	82	0	82
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b. ENLISTED - USN

Operational Billets ACDU and TAR

ADC	83XX		0	0	0	1	1	1	2	0	2	0	2
AD1	82XX		0	0	0	1	1	1	2	0	2	0	2
AD1	83XX		0	0	0	2	2	2	4	0	4	0	4
AD2	82XX		0	0	0	2	2	2	4	0	4	0	4
AD2	8278		0	0	0	2	2	2	4	0	4	0	4
AD2	83XX		0	0	0	2	2	2	4	0	4	0	4
AD3	8289		0	0	0	3	3	3	6	0	6	0	6
AD3	83XX		0	0	0	2	2	2	4	0	4	0	4
ADAN	83XX		0	0	0	2	2	2	4	0	4	0	4
AEC	82XX		0	0	0	1	1	1	2	0	2	0	2
AE1	8278		0	0	0	1	1	1	2	0	2	0	2
AE1	8289		0	0	0	2	2	2	4	0	4	0	4
AE1	83XX		0	0	0	2	2	2	4	0	4	0	4
AE2	82XX		0	0	0	2	2	2	4	0	4	0	4
AE2	8289		0	0	0	3	3	3	6	0	6	0	6
AE2	83XX		0	0	0	2	2	2	4	0	4	0	4
AE3	8289		0	0	0	2	2	2	4	0	4	0	4
AE3	83XX		0	0	0	2	2	2	4	0	4	0	4
AK1			0	0	0	1	1	1	2	0	2	0	2
AK2	8289		0	0	0	1	1	1	2	0	2	0	2
AK2	9590		0	0	0	1	1	1	2	0	2	0	2
AK3	8289		0	0	0	1	1	1	2	0	2	0	2
AMCS			0	0	0	2	2	2	4	0	4	0	4
AMEC			0	0	0	1	1	1	2	0	2	0	2
AME1	8289		0	0	0	1	1	1	2	0	2	0	2

II.A.5. ANNUAL INCREMENTAL AND CUMULATIVE BILLETS

DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS	BILLET BASE	CFY00		FY01		FY02		FY03		FY04	
				+/-	CUM	+/-	CUM	+/-	CUM	+/-	CUM	+/-	CUM
AME2	8278		0	0	0	1	1	1	2	0	2	0	2
AME2	83XX		0	0	0	1	1	1	2	0	2	0	2
AMEAN	83XX		0	0	0	1	1	1	2	0	2	0	2
AMHC	8278		0	0	0	1	1	1	2	0	2	0	2
AMH1	8278		0	0	0	1	1	1	2	0	2	0	2
AMH1	83XX		0	0	0	2	2	2	4	0	4	0	4
AMH2	82XX		0	0	0	1	1	1	2	0	2	0	2
AMH2	8278		0	0	0	1	1	1	2	0	2	0	2
AMH2	8289		0	0	0	1	1	1	2	0	2	0	2
AMH2	83XX		0	0	0	1	1	1	2	0	2	0	2
AMH3	83XX		0	0	0	1	1	1	2	0	2	0	2
AMHAN	83XX		0	0	0	2	2	2	4	0	4	0	4
AMS1	83XX		0	0	0	2	2	2	4	0	4	0	4
AMS1	83XX	9595	0	0	0	1	1	1	2	0	2	0	2
AMS2	82XX		0	0	0	2	2	2	4	0	4	0	4
AMS2	8289		0	0	0	3	3	3	6	0	6	0	6
AMS2	83XX		0	0	0	1	1	1	2	0	2	0	2
AMS3	83XX		0	0	0	2	2	2	4	0	4	0	4
AMSAN	83XX		0	0	0	2	2	2	4	0	4	0	4
AS1	9502		0	0	0	1	1	1	2	0	2	0	2
ATCS			0	0	0	1	1	1	2	0	2	0	2
ATC			0	0	0	2	2	2	4	0	4	0	4
ATC	82XX		0	0	0	1	1	1	2	0	2	0	2
AT1			0	0	0	1	1	1	2	0	2	0	2
AT1	8278		0	0	0	1	1	1	2	0	2	0	2
AT1	83XX		0	0	0	2	2	2	4	0	4	0	4
AT2			0	0	0	2	2	2	4	0	4	0	4
AT2	82XX		0	0	0	2	2	2	4	0	4	0	4
AT2	8278		0	0	0	1	1	1	2	0	2	0	2
AT2	8289		0	0	0	1	1	1	2	0	2	0	2
AT2	83XX		0	0	0	2	2	2	4	0	4	0	4
AT3	8289		0	0	0	2	2	2	4	0	4	0	4
AT3	83XX		0	0	0	2	2	2	4	0	4	0	4
AVCM	9580		0	0	0	1	1	1	2	0	2	0	2
AZ1			0	0	0	1	1	1	2	0	2	0	2
AZ2			0	0	0	2	2	2	4	0	4	0	4
AZ2	6315		0	0	0	1	1	1	2	0	2	0	2
PN2			0	0	0	2	2	2	4	0	4	0	4
PNSN			0	0	0	1	1	1	2	0	2	0	2
PR1	83XX		0	0	0	1	1	1	2	0	2	0	2
RM3	2735		0	0	0	1	1	1	2	0	2	0	2
YNC			0	0	0	1	1	1	2	0	2	0	2
YN1			0	0	0	1	1	1	2	0	2	0	2
YN3			0	0	0	1	1	1	2	0	2	0	2
SELRES Billets													
ADCS			0	0	0	1	1	1	2	0	2	0	2
AD1	82XX		0	0	0	2	2	2	4	0	4	0	4

II.A.5. ANNUAL INCREMENTAL AND CUMULATIVE BILLETS

DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS	BILLET BASE	CFY00		FY01		FY02		FY03		FY04	
				+/-	CUM	+/-	CUM	+/-	CUM	+/-	CUM	+/-	CUM
AD1	8278		0	0	0	1	1	1	2	0	2	0	2
AD2			0	0	0	2	2	2	4	0	4	0	4
AD3	83XX		0	0	0	2	2	2	4	0	4	0	4
ADAN	83XX		0	0	0	2	2	2	4	0	4	0	4
AEC			0	0	0	1	1	1	2	0	2	0	2
AEC	82XX		0	0	0	1	1	1	2	0	2	0	2
AEC	8278		0	0	0	1	1	1	2	0	2	0	2
AEC	8289		0	0	0	2	2	2	4	0	4	0	4
AEC	83XX		0	0	0	1	1	1	2	0	2	0	2
AE1	8289		0	0	0	1	1	1	2	0	2	0	2
AE2			0	0	0	1	1	1	2	0	2	0	2
AE2	8289		0	0	0	2	2	2	4	0	4	0	4
AE3	83XX		0	0	0	2	2	2	4	0	4	0	4
AEAN	83XX		0	0	0	4	4	4	8	0	8	0	8
AK2			0	0	0	1	1	1	2	0	2	0	2
AK3			0	0	0	2	2	2	4	0	4	0	4
AKAN			0	0	0	2	2	2	4	0	4	0	4
AMCS			0	0	0	2	2	2	4	0	4	0	4
AMCS	82XX		0	0	0	2	2	2	4	0	4	0	4
AME1	82XX		0	0	0	1	1	1	2	0	2	0	2
AME1	8278		0	0	0	2	2	2	4	0	4	0	4
AME1	83XX		0	0	0	2	2	2	4	0	4	0	4
AME2	8289		0	0	0	1	1	1	2	0	2	0	2
AME3			0	0	0	2	2	2	4	0	4	0	4
AME3	8289		0	0	0	2	2	2	4	0	4	0	4
AME3	83XX		0	0	0	1	1	1	2	0	2	0	2
AMEAN	83XX		0	0	0	1	1	1	2	0	2	0	2
AMH1	82XX		0	0	0	1	1	1	2	0	2	0	2
AMH1	8289		0	0	0	1	1	1	2	0	2	0	2
AMH1	9595		0	0	0	1	1	1	2	0	2	0	2
AMH2			0	0	0	2	2	2	4	0	4	0	4
AMH2	8278		0	0	0	2	2	2	4	0	4	0	4
AMH2	8289		0	0	0	5	5	5	10	0	10	0	10
AMH3	8289		0	0	0	2	2	2	4	0	4	0	4
AMSC	83XX		0	0	0	1	1	1	2	0	2	0	2
AMS1			0	0	0	1	1	1	2	0	2	0	2
AMS1	82XX		0	0	0	2	2	2	4	0	4	0	4
AMS1	8278		0	0	0	2	2	2	4	0	4	0	4
AMS1	83XX		0	0	0	1	1	1	2	0	2	0	2
AMS2			0	0	0	2	2	2	4	0	4	0	4
AMS2	8278		0	0	0	2	2	2	4	0	4	0	4
AMS2	8289		0	0	0	2	2	2	4	0	4	0	4
AMS2	83XX		0	0	0	2	2	2	4	0	4	0	4
AMS3	8289		0	0	0	2	2	2	4	0	4	0	4
AMS3	83XX		0	0	0	2	2	2	4	0	4	0	4
AMSAN	83XX		0	0	0	2	2	2	4	0	4	0	4
ATCS	82XX		0	0	0	1	1	1	2	0	2	0	2
ATC	8278		0	0	0	1	1	1	2	0	2	0	2

II.A.5. ANNUAL INCREMENTAL AND CUMULATIVE BILLETS

DESIG/ RATING	PNEC/ PMOS	SNEC/ SMOS	BILLET BASE	CFY00		FY01		FY02		FY03		FY04	
				+/-	CUM	+/-	CUM	+/-	CUM	+/-	CUM	+/-	CUM
ATC	8289		0	0	0	1	1	1	2	0	2	0	2
AT1	82XX		0	0	0	2	2	2	4	0	4	0	4
AT1	8289		0	0	0	3	3	3	6	0	6	0	6
AT2			0	0	0	1	1	1	2	0	2	0	2
AT2	8278		0	0	0	3	3	3	6	0	6	0	6
AT2	8289		0	0	0	4	4	4	8	0	8	0	8
AT3			0	0	0	1	1	1	2	0	2	0	2
AT3	83XX		0	0	0	1	1	1	2	0	2	0	2
ATAN	83XX		0	0	0	3	3	3	6	0	6	0	6
AVCM	8300		0	0	0	1	1	1	2	0	2	0	2
AZ1	8289		0	0	0	2	2	2	4	0	4	0	4
AZ2	8289		0	0	0	1	1	1	2	0	2	0	2
AZ3			0	0	0	1	1	1	2	0	2	0	2
AZAN			0	0	0	1	1	1	2	0	2	0	2
DK2			0	0	0	1	1	1	2	0	2	0	2
HM2	8406		0	0	0	1	1	1	2	0	2	0	2
HM3	8406		0	0	0	1	1	1	2	0	2	0	2
IS2			0	0	0	1	1	1	2	0	2	0	2
MS2			0	0	0	2	2	2	4	0	4	0	4
MS3			0	0	0	1	1	1	2	0	2	0	2
MSSN			0	0	0	3	3	3	6	0	6	0	6
PN1			0	0	0	1	1	1	2	0	2	0	2
PN3			0	0	0	1	1	1	2	0	2	0	2
PNSN			0	0	0	1	1	1	2	0	2	0	2
PR3	83XX		0	0	0	1	1	1	2	0	2	0	2
PRAN	83XX		0	0	0	1	1	1	2	0	2	0	2
YN2			0	0	0	1	1	1	2	0	2	0	2
YN3			0	0	0	2	2	2	4	0	4	0	4
YNSN			0	0	0	3	3	3	6	0	6	0	6
AN			0	0	0	32	32	32	64	0	64	0	64

TOTAL USN ENLISTED BILLETS:

Operational	0	0	0	103	103	103	206	0	206	0	206
SELRES	0	0	0	162	162	162	324	0	324	0	324

c. OFFICER - USMC Not Applicable

d. ENLISTED - USMC Not Applicable

PART III - TRAINING REQUIREMENTS

The following elements are not affected by the C-40A and, therefore, are not included in Part III of this NTSP:

III.A.2. Follow-on Training

III.A.2.a. Existing Courses

III.A.2.b. Planned Courses

III.A.2.c. Unique Courses

III.A.3. Existing Training Phased Out

Note 1: Initial training has been structured as Initial Cadre training for the first squadron only prior to the first aircraft delivery in April 2001. Initial training has not yet been defined for subsequent squadrons and is currently under development by COMNAVAIRESFOR (N36). This information will be updated in future revisions to this NTSP as it becomes available.

Note 2: COMNAVAIRESFOR (N36) is currently evaluating formal organizational level maintenance, pilot and enlisted aircrew follow-on training. Current planning calls for both TAR and SELRES maintenance personnel to attend formal training for attainment of the C-40A NEC per the Maintenance Training Requirements Review of March 1999. CBT will be used for proficiency training. The CBT will be RFT in first quarter FY01. This information will be updated in future revisions to this NTSP as it becomes available.

Note 3: C-40A specific NECs for Organizational Level Maintenance Technician and Crew Chief have been requested and are currently awaiting approval. They are listed as 83XX and 82XX respectively throughout, and will be updated in future revisions to this NTSP.

PART III - TRAINING REQUIREMENTS

III.A.1. INITIAL TRAINING REQUIREMENTS

COURSE TITLE: C-40A Cargo Loading/Configuration (Loadmaster) and Flight Attendant
COURSE DEVELOPER: FSI
COURSE INSTRUCTOR: FSI
COURSE LENGTH: 5 Days
ACTIVITY DESTINATIONS: VR-59 APO1 8278 (7)
 VR-59 APOC 8278 (3)

LOCATION, UIC	BEGIN DATE	STUDENTS		
		OFF	ENL	CIV
Seattle, Washington, 48839	Jan 01		10	Input
			0.1	AOB
			0	Chargeable

COURSE TITLE: C-40A Corrosion Control and Prevention
COURSE DEVELOPER: FSI
COURSE INSTRUCTOR: FSI
COURSE LENGTH: 5 Days
ACTIVITY DESTINATIONS: VR-59 AD 83XX (2)
 VR-59 AME 83XX (2)
 VR-59 AMH 83XX (2)
 VR-59 AMS (3)
 VR-59 PR (1)

LOCATION, UIC	BEGIN DATE	STUDENTS		
		OFF	ENL	CIV
Seattle, Washington, 48839	Nov 00		10	Input
			0.1	AOB
			0	Chargeable

COURSE TITLE: C-40A Crew Chief
COURSE DEVELOPER: FSI
COURSE INSTRUCTOR: FSI
COURSE LENGTH: 40 Days
ACTIVITY DESTINATIONS: VR-59 APO1 82XX (4)
 VR-59 APOC 82XX (2)
 VR-59 APOCS 82XX (2)

LOCATION, UIC	BEGIN DATE	STUDENTS		
		OFF	ENL	CIV
Seattle, Washington, 48839	Jan 01		8	Input
			0.9	AOB
			0	Chargeable

COURSE TITLE: C-40A Electrical/Avionics Systems
COURSE DEVELOPER: FSI
COURSE INSTRUCTOR: FSI
COURSE LENGTH: 35 Days
ACTIVITY DESTINATIONS: VR-59 AE 83XX (7)
 VR-59 AT 83XX (8)

III.A.1. INITIAL TRAINING REQUIREMENTS

LOCATION, UIC	BEGIN DATE	OFF	STUDENTS ENL	CIV
Seattle, Washington, 48839	Oct 00		15	Input
			1.4	AOB
			0	Chargeable

COURSE TITLE: C-40A Flight Attendant
COURSE DEVELOPER: FSI
COURSE INSTRUCTOR: FSI
COURSE LENGTH: 2 Days
ACTIVITY DESTINATIONS: VR-59 APO1 8289 (4)
 VR-59 APO2 8289 (2)
 VR-59 APOC 8289 (2)

LOCATION, UIC	BEGIN DATE	OFF	STUDENTS ENL	CIV
Fort Worth, JRB, 48839	Apr 01		8	Input
			0.9	AOB
			0	Chargeable

COURSE TITLE: C-40A Flight Attendant
COURSE DEVELOPER: FSI
COURSE INSTRUCTOR: FSI
COURSE LENGTH: 2 Days
ACTIVITY DESTINATIONS: VR-59 APO1 8289 (5)
 VR-59 APO2 8289 (2)
 VR-59 APOC 8289 (1)

LOCATION, UIC	BEGIN DATE	OFF	STUDENTS ENL	CIV
Fort Worth, JRB, 48839	Apr 01		8	Input
			0.9	AOB
			0	Chargeable

COURSE TITLE: C-40A General Familiarization Managers Class
COURSE DEVELOPER: FSI
COURSE INSTRUCTOR: FSI
COURSE LENGTH: 3 Days
ACTIVITY DESTINATIONS: VR-59 E7-05 TBA (19)
 VR-59 APOCM 8300 (1)
 VR-59 Designator 1311 (1)
 VR-59 Designator 1520 (1)
 VR-59 Designator 6380 (1)
 VR-59 Designator 7380 (1)

LOCATION, UIC	BEGIN DATE	OFF	STUDENTS ENL	CIV
Seattle, Washington, 48839	Jan 01	11	13	Input
		0.1	0.1	AOB
			0	Chargeable

III.A.1. INITIAL TRAINING REQUIREMENTS

COURSE TITLE: C-40A Mechanical and Power Plant Systems
COURSE DEVELOPER: FSI
COURSE INSTRUCTOR: FSI
COURSE LENGTH: 25 Days
ACTIVITY DESTINATIONS: VR-59 AD 83XX (3)
 VR-59 AME 83XX (3)
 VR-59 AMH 83XX (2)
 VR-59 AMS 83XX (6)
 VR-59 PR 83XX (1)

LOCATION, UIC	BEGIN DATE	STUDENTS		
		OFF	ENL	CIV
Seattle, Washington, 48839	Oct 00		15	Input
			1.0	AOB
			0	Chargeable

COURSE TITLE: C-40A Mechanical and Power Plant Systems
COURSE DEVELOPER: FSI
COURSE INSTRUCTOR: FSI
COURSE LENGTH: 25 Days
ACTIVITY DESTINATIONS: VR-59 AD 83XX (4)
 VR-59 AME 83XX (2)
 VR-59 AMH 83XX (3)
 VR-59 AMS 83XX (5)
 VR-59 PR 83XX (1)

LOCATION, UIC	BEGIN DATE	STUDENTS		
		OFF	ENL	CIV
Seattle, Washington, 48839	May 01		15	Input
			1.0	AOB
			0	Chargeable

COURSE TITLE: C-40A Pilot Transition
COURSE DEVELOPER: FSI
COURSE INSTRUCTOR: FSI
COURSE LENGTH: 20 Days
ACTIVITY DESTINATIONS: VR-59 Designator 1315/1317 (2)

LOCATION, UIC	BEGIN DATE	STUDENTS		
		OFF	ENL	CIV
Seattle, Washington, 48839	Oct 00	2		Input
		0.1		AOB
		0		Chargeable

COURSE TITLE: C-40A Pilot Transition
COURSE DEVELOPER: FSI
COURSE INSTRUCTOR: FSI
COURSE LENGTH: 20 Days
ACTIVITY DESTINATIONS: VR-59 Designator 1315/1317 (4)

LOCATION, UIC	BEGIN DATE	STUDENTS		
		OFF	ENL	CIV
Seattle, Washington, 48839	Feb 01	4		Input
		0.1		AOB
		0		Chargeable

III.A.1. INITIAL TRAINING REQUIREMENTS

COURSE TITLE: C-40A Pilot Transition
COURSE DEVELOPER: FSI
COURSE INSTRUCTOR: FSI
COURSE LENGTH: 20 Days
ACTIVITY DESTINATIONS: VR-59 Designator 1315/1317 (4)

LOCATION, UIC
 Seattle, Washington, 48839

BEGIN DATE	STUDENTS			CIV
	OFF	ENL		
Mar 01	4			Input
	0.1			AOB
	0			Chargeable

COURSE TITLE: C-40A Pilot Transition
COURSE DEVELOPER: FSI
COURSE INSTRUCTOR: FSI
COURSE LENGTH: 20 Days
ACTIVITY DESTINATIONS: VR-59 Designator 1315/1317 (4)

LOCATION, UIC
 Seattle, Washington, 48839

BEGIN DATE	STUDENTS			CIV
	OFF	ENL		
Apr 01	4			Input
	0.1			AOB
	0			Chargeable

COURSE TITLE: C-40A Systems Rigging
COURSE DEVELOPER: FSI
COURSE INSTRUCTOR: FSI
COURSE LENGTH: 8 Days
ACTIVITY DESTINATIONS: VR-59 TBD 83XX (6)

LOCATION, UIC
 Seattle, Washington, 48839

BEGIN DATE	STUDENTS			CIV
	OFF	ENL		
TBD		6		Input
		0.1		AOB
		0		Chargeable

PART IV - TRAINING LOGISTICS SUPPORT REQUIREMENTS

The following elements are not affected by the C-40A and, therefore, are not included in Part IV of this NTSP:

IV.A. Training Hardware

IV.A.1. TTE / GPTE / SPTE / ST / GPETE / SPETE

IV.A.2. Training Devices

IV.B. Courseware Requirements

IV.B.2. Curricula Materials and Training Aids

IV.B.3. Technical Manuals

IV.C. Facility Requirements

IV.C.1. Facility Requirements Summary (Space/Support) by Activity

IV.C.2. Facility Requirements Detailed by Activity and Course

IV.C.3. Facility Project Summary by Program

Note (1): COMNAVAIRESFOR (N36) is currently evaluating formal organizational level maintenance, pilot and enlisted aircrew follow-on training. Current planning calls for both TAR and SELRES maintenance personnel to attend formal training for attainment of the C-40A NEC per the Maintenance Training Requirements Review of March 1999. CBT will be used for proficiency training. The CBT will be RFT in first quarter FY01. This information will be updated in future revisions to this NTSP as it becomes available.

Note (2): Applicable technical manuals will be furnished in commercial format with an assigned NAVAIR number to facilitate updating and maintenance of manuals. The range of manuals furnished will provide the information required supporting the C-40A organizational level maintenance program.

PART IV - TRAINING LOGISTICS SUPPORT REQUIREMENTS

IV.B. COURSEWARE REQUIREMENTS

IV.B.1. TRAINING SERVICES

COURSE / TYPE OF TRAINING	SCHOOL LOCATION, UIC	NO. OF PERSONNEL	MAN WEEKS REQUIRED	DATE BEGIN
C-40A Cargo Loading/Configuration (Loadmaster) and Flight Attendant	Seattle, Washington, 48839	TBD	TBD	Jan 01
C-40A Corrosion Control and Prevention	Seattle, Washington, 48839	TBD	TBD	Nov 00
C-40A Crew Chief	Seattle, Washington, 48839	TBD	TBD	Jan 01
C-40A Electrical/Avionics Systems	Seattle, Washington, 48839	TBD	TBD	Oct 00
C-40A Flight Attendant	Fort Worth, JRB, 48839	TBD	TBD	Apr 01
C-40A Flight Attendant	Fort Worth, JRB, 48839	TBD	TBD	Apr 01
C-40A General Familiarization Managers Class	Seattle, Washington, 48839	TBD	TBD	Jan 01
C-40A Mechanical and Power Plant Systems	Seattle, Washington, 48839	TBD	TBD	Oct 00
C-40A Mechanical and Power Plant Systems	Seattle, Washington, 48839	TBD	TBD	Jan 01
C-40A Pilot Transition	Seattle, Washington, 48839	TBD	TBD	Oct 00
C-40A Pilot Transition	Seattle, Washington, 48839	TBD	TBD	Feb 01
C-40A Pilot Transition	Seattle, Washington, 48839	TBD	TBD	Mar 01
C-40A Pilot Transition	Seattle, Washington, 48839	TBD	TBD	Apr 01
C-40A Systems Rigging	Seattle, Washington, 48839	TBD	TBD	TBD

PART V - MPT MILESTONES

COG CODE	MPT MILESTONES	DATE	STATUS
DA	Conducted analysis of MPT requirements	FY97	Completed
DA	Developed Initial NTSP	May 98	Completed
TSA	Developed Preliminary Draft NTSP	Feb 99	Completed
OPO	Programmed manpower and training resource requirements	FY99	Completed
NAVMAC 12	Establish C-40A NEC	Jan 00	Pending
TSA	Developed Draft NTSP	Mar 00	Completed
TSA	Distribute Draft NTSP for review	Apr 00	Pending
TSA	Submit Proposed NTSP to OPNAV	May 00	Pending
DCNO (MPT)	Approve and promulgate NTSP	Jul 00	Pending
DA	Develop and Promulgate C-40A ALSF	Sep 00	Pending
TSA	Begin Training Services	Oct 00	Pending
TSA	Begin Initial Training	Oct 00	Pending
TSA	Deliver CBT materials	Mar 01	Pending
DA	Achieve NSD*	Apr 01	Pending
DA	Begin Fleet Introduction	Apr 01	Pending
DA	Develop and promulgate C-40A Maintenance Plan	Apr 01	Pending
TSA	Begin Follow-on Training	FY01	Pending

*Supply will be handled via contractor support (this does not involve NAVICP).

PART VI - DECISION ITEMS / ACTION REQUIRED

DECISION ITEM OR ACTION REQUIRED	COMMAND ACTION	DUE DATE	STATUS
Establish Activity Manpower Document for C-40A	PMA207	FY 00	Pending
Establish C-40A O Level Maintenance Technician NEC	NAVMAC 12	Jan 00	Pending
Approve C-40A O Level Maintenance Technician NEC	CNO N132	Jan 00	Pending
Establish C-40A Crew Chief NEC	NAVMAC 12	Jan 00	Pending
Endorse C-40A Crew Chief NEC	CNO N889	Jan 00	Pending

PART VII - POINTS OF CONTACT

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