

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

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Flying Operations

B-52 AIRCREW TRAINING



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This volume implements AFPD 11-2, *Aircraft Rules and Procedures*; AFPD 11-4, *Aviation Service*; and AFI 11-202V1, *Aircrew Training*. It establishes the minimum Air Force standards for training and qualifying personnel performing duties in the B-52. This volume applies to regular Air Force and Air Force Reserve Command (AFRC) units and members, unless otherwise noted; indicated in a parenthetical within the paragraph, or by using subparagraphs directed at specific units. This volume does not apply to the Air National Guard (ANG) units and members. Major Commands (MAJCOMs)/Direct Reporting Units (DRUs)/Field Operating Agencies (FOAs) are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to HQ USAF/A3O-AT, through HQ AFGSC/A3TO, for approval prior to publication IAW AFPD 11-2. Copies of MAJCOM/DRU/FOA-level supplements, after approved and published, will be provided by the issuing MAJCOM/DRU/FOA to HQ USAF/A3O-AT, HQ AFGSC/A3TO, and the user MAJCOM/DRU/FOA office of primary responsibility. Field units below MAJCOM/DRU/FOA level will forward copies of their supplements to this volume to their parent MAJCOM/DRU/FOA office of primary responsibility for pre publication review. This publication may be supplemented at any level, but all direct Supplements must be routed to AFGSC/A3TO for coordination prior to certification and approval **Note:** The terms DRU and FOA as used in this paragraph refer only to those DRUs/FOAs that report directly to HQ USAF. Keep supplements current by complying with AFI 33-360, *Publications and Forms Management*.

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amended by Executive Order 13478, Amendments to Executive Order 9397 Relating to Federal Agency Use of Social Security Numbers, November 18, 2008. Forms affected by the PA have an appropriate PA statement. System of records notice **F011 AF XO A**, *Aviation Resource Management System (ARMS)* (December 26, 2002, 67 FR 78777) applies. Paperwork Reduction Act of 1974 as amended in 1996 affects this instruction. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 33-363, *Management of Records*, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at <https://www.my.af.mil/afrims/afrims/afrims/rims.cfm>. Recommendations for improvements to this volume will be submitted on AF Form 847, *Recommendation for Change of Publication*, through channels, to the parent MAJCOM. Parent MAJCOM will forward approved recommendations to lead command OPR (HQ AFGSC/A3TO, 245 Davis Ave. E., Suite 188B, Barksdale AFB LA 71110). HQ USAF/A3/5 is the approval authority for interim changes to this instruction.

SUMMARY OF CHANGES

This publication has transferred from ACC to AFGSC. This document is substantially revised and must be completely reviewed. Aircrew training priority has shifted to the nuclear mission. The Ready Aircrew Program (RAP) has significant changes. Non-RAP sorties are renamed to Basic Aircraft Qualification (BAQ) sorties. Combat Mission Ready (CMR) sorties and missions are redefined. A sortie is defined as a takeoff and a landing. Missions are now tracked separately from sorties. Each mission now requires a separate certification brief. Sorties and missions now have 1/3/6 month lookbacks. Not all aircrew members require qualification in all missions. All training events are defined. Where necessary, paragraphs are renumbered to accommodate updates. Other changes include updating the currency and supervision requirements for Dual Seat Navigator, updating the currency and supervision requirements for Combat Mission Pilots, incorporating Weapons Qualification Training as a phase of training, and incorporating specific requirements for Nuclear Mission Qualification Training. All changes from the previous RAP Tasking Memorandum (RTM) are incorporated. Future RTMs may be used to provide guidance addendums.

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Chapter 1

GENERAL GUIDANCE

1.1. References, Abbreviations, Acronyms, and Terms. See [Attachment 1](#).

1.1.1. This instruction addresses B-52 aircrew member training. A B-52 aircrew consists of the following members as defined below. For clarification, there is a discrepancy in the definitions of members as defined in T.O. 1B-52-1, *Flight Manual USAF Series B-52H Aircraft*, and this instruction. Differences are noted below:

1.1.1.1. Pilots.

1.1.1.1.1. Aircraft Commander (AC). An aircrew member who has graduated from either the B52 ACIQ or the B52 AC/ACA course. This position is identified in the T.O. 1B-52-1 as the “P” position. For the purposes of this instruction, this position is identified as “AC”. IAW AFI 11-401 the aircrew position indicator is “P” for flight record purposes.

1.1.1.1.2. Pilot (P). An aircrew member who graduated from the B52 PIQ or CMPIQ course. This position is identified in the T.O. 1B-52-1 as the “CP” position. For the purposes of this instruction, this position is identified as “P”. IAW AFI 11-401 the aircrew position indicator is “C” for flight record purposes.

1.1.1.2. Navigators.

1.1.1.2.1. Radar Navigator (RN). An aircrew member who graduated from either the B52 RNIQ or the B52 RNUP/RNUPA course. This position is identified in the T.O. 1B-52-1 as the “RN” position. For the purposes of this instruction, this position is identified as “RN”. IAW AFI 11-401 the aircrew position indicator is “R” for flight record purposes.

1.1.1.2.2. Navigator (N). An aircrew member who graduated from the B52 NIQ course. This position is identified in the T.O. 1B-52-1 as the “N” position. For the purposes of this instruction, this position is identified as “N”. IAW AFI 11-401 the aircrew position indicator is “N” for flight record purposes.

1.1.1.2.2.1. Dual Seat Navigator (DSN). An aircrew member who graduated from the B52 DSNIQ course. This position is identified in the T.O. 1B-52-1 as the “N and RN” positions. For the purpose of this instruction, this position is identified as “DSN”. DSNs will accomplish *ALL* DSN, RN, and N events and requirements. IAW AFI 11-401 the aircrew position indicator is “R” for flight record purposes.

1.1.1.3. Electronic Warfare Officers.

1.1.1.3.1. Electronic Warfare Officers (EW). An aircrew member who graduated from the B52 EIQ course. This position is identified in the T.O. 1B-52-1 as the “EW” position. For the purposes of this instruction, this position is identified as “EW”. IAW AFI 11-401 the aircrew position indicator is “E” for flight record purposes.

1.2. Responsibilities.

1.2.1. HQ AFGSC/A3 is the responsible agency for this instruction IAW AFPD 11-2. The AFGSC/A3 will:

1.2.1.1. Attend semi-annual CAF Realistic Training Review Boards (RTRBs) to review ground and flying training requirements/programs for CAF units. RTRB participants will include applicable AFGSC active and reserve component representatives and applicable MAJCOM/A3 representatives from those MAJCOMs with weapons systems for which AFGSC is lead command.

1.2.1.2. Process all change requests.

1.2.2. MAJCOMs will, as applicable:

1.2.2.1. Determine training requirements to meet expected unit tasking.

1.2.2.2. Forward all MAJCOM/FOA/DRU supplements to HQ AFGSC/A3T, who in turn will forward to HQ USAF/A3O-AT for approval.

1.2.2.3. Review subordinate unit supplemental instructions and supplemental training programs annually.

1.2.2.4. Continually optimize RAP tasking in support Combatant Commander (COCOM) evolving objectives.

1.2.3. DRUs will:

1.2.3.1. Provide standard instructional texts to support operational weapons/tactics training. Distribute the document electronically to the following organizations: CAF wing/group, NAF/A3/A3V/OV and MAJCOM.

1.2.3.2. Review, update, and distribute changes to instructional texts annually.

1.2.3.3. Review subordinate unit training programs annually.

1.2.4. Wings/groups will:

1.2.4.1. Develop programs to ensure training objectives meet wing Designed Operational Capability (DOC) statements and COCOM Operations Plan (OPLAN) requirements. Assist subordinate units in management of training programs, ensure programs meet unit needs, and provide necessary staff support. AFGSC wings/groups will also assist AFRC unit training programs as required/requested.

1.2.4.2. Attach Aircrew Position Indicator (API)-6/8 flyers to a flying squadron. Reference AFI 38-201, *Determining Manpower Requirements*, and Unit Manning Document for API codes and descriptions.

1.2.4.3. Designate the training level to which each API-6 (AFRC: all flyers) will train. Upon request provide respective MAJCOM A3T with a list of Basic Mission Capable (BMC) and Combat Mission Ready (CMR) manning positions. Review programs and manning position designations annually. OG/CCs will report changes in position designations as they occur to respective MAJCOM A3T.

1.2.4.4. If applicable (initial or significant changes), forward supplements of this instruction and other supporting documents to HQ AFGSCA3T for review each training

cycle. Review supplements each training cycle. (AFRC: units will forward for review to AFRC/A3T through 10AF/A3T)

1.2.5. Squadron (SQ) supervision (AFRC: Appropriate operations supervisor) will:

1.2.5.1. Ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned/attached aircrew members. Develop programs to ensure training objectives meet unit DOC statements. Squadron commanders have the authority and are expected to tailor their unit's training program to focus on those missions, events, and Techniques, Tactics and Procedures (TTPs) most relevant to their next deployment vulnerability while considering prioritizing resources available. Deployment Prep Messages, COCOM guidance, and previous operations "Lessons Learned" are the basis for developing the squadron's training program.

1.2.5.2. Review training and evaluation records of newly assigned aircrew and those completing formal training to determine training required to achieve BMC or CMR and to ensure training met the provisions of this instruction. This review is accomplished prior to newly assigned aircrew members flying in unit aircraft.

1.2.5.2.1. Squadron training flights will monitor the Mission Qualification Training (MQT) process of squadron aircrew.

1.2.5.3. Ensure RAP missions are oriented to developing fully combat ready skills and practice tactical employment simulating conditions anticipated in the unit mission. See [Attachment 2](#) for RAP mission definitions.

1.2.5.4. Review qualifications and training requirements of Flight Surgeons (FS) and determine appropriate flight restrictions.

1.2.5.5. Determine mission certifications and training event qualifications individual BMC aircrew members will maintain.

1.2.5.6. Determine utilization of BMC aircrew members.

1.2.5.7. Determine how many and specify which BMC and CMR aircrew members will carry special capabilities/qualifications/certifications.

1.2.5.8. Identify the level of supervision necessary to accomplish the required training, unless specifically directed.

1.2.5.9. Determine the breadth and depth of the supervisory review required for weapons delivery recordings.

1.2.5.10. Provide support to the wing/group by developing the unit training programs.

1.2.5.11. Monitor individual assigned/attached aircrew member currencies and requirements.

1.2.5.12. Ensure aircrew members only participate in sorties, events, and tasks for which they are adequately prepared, trained, and current. If the aircrew member is non-current, ensure they are under instructor supervision.

1.2.5.13. Submit squadron RAP training health status reports periodically throughout the training cycle (N/A 49 TES/340WPS). AFGSC combat coded squadrons will submit their training health reports to HQ AFGSC/A3TO every 4th month during the training

cycle (due 2nd Monday in Feb, Jun, Oct; thru NAF/A3). 93 BS (FTU) will submit an annual training report to HQ AFGSC/A3TO through 10AF/A3T and AFRC/A3T. Quarterly FTU reports may be requested through 10AF/A3T. Squadrons may submit an out of cycle report anytime HHQ assistance is required to prepare for DOC or AEF tasking. Prior to submitting the annual report, units are reminded to prorate incomplete training per **Para. 4.3.6** Report squadron CMR status per each mission set. Refer to Table 1.4, 4.1, and 4.3 to determine CMR status.

1.2.5.13.1. Shortfalls occur when required mission training tasks are not accomplished due to shortages of equipment, munitions, ARMS software, etc. Example: unable to accomplish actual weapons release due to a shortage of training weapons.

1.2.5.13.2. LIMFACS are factors, constraints, restrictions, etc. that degrade training effectiveness. Example: squadron's ability to accomplish actual weapons release is limited due to the lack of ranges that allow aircraft to drop munitions. This may include support hardware and software.

1.2.5.13.3. Report all deviations from these training requirements, after proration, to HQ AFGSC/A3TO (thru NAF/A3) with the Post-AEF (end of the 1st month after AEF vulnerability period) RAP Training Health Report IAW AFKN AFGSC A3TO COP. This report will include requirements waived by OG/CC. Email training reports to: HQ AFGSC/A3TO RAP program manager, afgsc.a3tworkflow@barksdale.af.mil, DSN 781-4567. Commanders should use the "Remarks" section in Status of Resources and Training System (SORTS) to highlight specific decisions on training or equipment priorities as they relate to DOC tasking to communicate shortfalls.

1.2.5.14. Ensure newly assigned aircrew members (both Initial Qualification Training (IQT) and squadron transfers) are familiar with local area procedures by completing a unit directed local area procedures course to emphasize applicable squadron OIs, local base instructions, OGOIs, and local base supplements to AFIs. Training should also include WST MQT-1 simulator training. See **Para. 3.2.5** and **Para. 3.2.5.1** WST MQT-1 profile can be waived by SQ/CC for aircrew members already familiar with the local flight area.

1.2.6. Individual aircrew members will:

1.2.6.1. Hand carry all available training records or confirm electronic transmission to assist the gaining unit in assessing qualifications and training requirements.

1.2.6.2. Be responsible for completion of training requirements and currencies within the guidelines of this volume.

1.3. Processing Changes.

1.3.1. Forward recommendations for change to this volume to MAJCOM A3T on AF IMT 847, *Recommendation for Change of Publication IAW AFI 11-215, Flight Manuals Program*.

1.3.2. MAJCOMs will approve and forward recommendations to HQ AFGSC/A3.

1.3.3. HQ AFGSC/A3 will:

- 1.3.3.1. Coordinate all changes to the basic volume with all MAJCOM A3s.
- 1.3.3.2. Process recommendations for change.
- 1.3.3.3. Forward recommended changes to HQ USAF/A3O-AT for HQ USAF/A3/5 approval.
- 1.3.3.4. Address time sensitive changes by an immediate action message.
- 1.3.3.5. MAJCOM/A3s will determine training requirements for their subordinate units. These training requirements will be coordinated through HQ AFGSC/A3. This includes making changes, additions, or deletions to this instruction at anytime. These changes may be via MAJCOM supplement, RAP Tasking Memorandum, or immediate change messages. All changes will use HQ AFGSC/A3 as an info addressee.

1.4. Training. The breadth and depth of B-52 mission capabilities preclude inexperienced and many experienced aircrew members from sufficient training to achieve qualification and maintaining currency in every CMR mission. Training programs are designed to progress aircrew from IQT or Transition/Re-Qualification Training (TX), to Weapons Qualification Training (WQT) and MQT, and then finally to Continuation Training (CT). These training phases use a building block process incorporating mission essential competencies throughout each phase. Beginning with IQT/TX, each phase establishes the basic aircraft operational competencies and general weapons competencies required for aircrew in every phase of training. The MQT phase of training focuses on specialized weapons (delivered via WQT) and employment tactics specific to the unit's DOC and tasked missions. The CT phase of training maintains and enhances all mission essential competencies, including basic aircraft operation, specialized weapons, employment tactics, and unit tasked missions. The ultimate goal of these training programs is to train aircrew members with essential mission skill sets supporting required unit mission taskings.

1.4.1. IQT and TX. These courses provide the training necessary to initially qualify or re-qualify aircrew members in a basic duty flying position without regard to the unit's mission. Upon completion of IQT or TX, the aircrew member attains BAQ status. BAQ is a prerequisite for MQT. Except for General Officers above the wing level, BAQ is not a long-term qualification status. MAJCOM A3 is the waiver authority for any aircrew member, other than general officers above the wing level, to remain in BAQ for longer than six months. Aircrew who remain in BAQ status for more than six months will be grounded (except general officers above the wing level and waived aircrew members).

1.4.2. WQT. This phase of training provides specialized weapons qualification training throughout IQT, TX, MQT and CT phases. WQT for specific weapons is a pre-requisite for Nuclear CMR and Conventional CMR. WQT requirements for Nuclear CMR and Conventional CMR are IAW **Chapter 5** and as amended by current RAP Tasking Memorandum (RTM).

1.4.3. MQT. This phase of training provides the training necessary to initially qualify or re-qualify aircrew in a specific flying duty position and to perform the missions assigned to a specific unit. Aircrew members maintain BAQ status until they complete MQT. Completion of MQT is a pre-requisite for BMC and CMR.

1.4.4. CT. There are two aspects of CT. The first consists of aircrew training in the basic flying skills contained in **Table 4.2**. These skills ensure safe operation of the aircraft. The second aspect of CT consists of specific mission-related training sortie and event types required to accomplish the unit's assigned missions. Both aspects of CT are directed in this volume and the current RAP Tasking Memorandum.

1.4.5. Ready Aircrew Program (RAP). The RAP is designed to focus training on capabilities needed to accomplish a unit's core tasked missions. Following completion of IQT/TX the aircrew member is assigned to either a CMR position or a BMC position. MQT will reflect the unit's requirements for the CMR or BMC position. Aircrews are then trained in all the core missions of a specific unit through MQT, unless exempted in **Chapter 4**. The RAP provides the minimum required mix of annual events, missions, and sorties an aircrew member must accomplish to sustain combat mission readiness. Accurate reporting of RAP missions and events permit the MAJCOM to apply resources, policy, or guidance to address or prevent shortfalls.

1.4.5.1. CMR. When assigned to a CMR position, aircrew members will train to the CMR level commensurate with their experience level as defined in **Para. 6.14**. SQ/CC will assign aircrew members to core CMR mission sets (MR42, MR10A, MR10B) ref. **Table 1.3**. The SQ/CC will add additional mission assignments as deemed necessary to meet the squadron DOC statement. Aircrew members need not be certified in all missions sets. SQ/CC may elect for certain aircrew members to maintain a familiar or BMC level in special mission sets. Each squadron will maintain an instructor cadre capable of instruction in the special mission sets.

1.4.5.1.1. CMR Positions. All designated combat coded unit Regular Air Force (Reg AF) API-1/2 positions, flying SQ/CC, and SQ/DO positions are designated CMR positions. OG/CCs may designate other API-6 positions not assigned to a flying squadron as CMR. (For AFRC: Any API-1/2/6 may be designated CMR at OG/CC discretion.) CMR aircrew members will maintain proficiency and certification in all missions assigned by the SQ/CC. CMR aircrew members will maintain currencies which affect CMR status, accomplish all core designated flight training (sorties, missions, and events), and all mission ground training ref. **Para. 1.5.5**. Failure to complete this training or maintain these currencies results in regression to Non-CMR (N-CMR) status, unless waived by MAJCOM/A3 or the delegated representative.

1.4.5.1.1.1. **EXCEPTION:** If a unit is over-manned, the SQ/CC may elect to train the front line of their Unit Manning Document (UMD) API-1/2s to CMR and designate the corresponding percentage of overage crews to BMC. Total Force Integration (TFI) personnel from another MAJCOM will not be designated BMC without coordination with MAJCOM, Wing, and A3T coordination and approval. In this case, priority should be given to inexperienced aircrew members with at least 50%, if available, designated CMR.

1.4.5.2. BMC. When assigned to a BMC position, aircrew members will train to the BMC level commensurate with their experience level as defined in **Para. 6.14**. Commanders must prioritize crew allocation mission sets per unit DOC. SQ/CC will assign aircrew members to core BMC missions (MR42, MR10A, MR10B) ref. **Table 1.3**

The SQ/CC will add additional mission assignments as deemed necessary to meet the squadron DOC statement.

1.4.5.2.1. BMC Positions. All other wing aircrew member positions, not identified in **Para. 1.4.5.1.1**, are designated BMC positions. BMC designations are assigned to aircrew members who have a primary job performing wing supervision or staff functions that directly support the flying operation. These are FTU instructors, Weapon School instructors, or Operational Test aircrew members. However, these aircrew members are required to provide additional sortie generation capability, either in lieu of, or in addition to, the personnel assigned to the flying squadrons. BMC aircrews maintain familiarization with all unit DOC missions. They may also maintain proficiency and certification in some of the unit DOC missions. The intent is for BMC aircrew to attain proficiency and CMR in 30 days or less. BMC aircrew members accomplish all mission-related ground training designated by their SQ/CC. BMC aircrew may deploy and may participate in any mission for which they are proficient and qualified, without additional training, as determined by the SQ/CC. Failure to complete BMC required training results in regression to Non-BMC (N-BMC) status.

1.4.5.3. N-CMR/N-BMC. Aircrews that regress to N-CMR/N-BMC status will accomplish the requirements according to **Para. 4.3.4** N-CMR/N-BMC aircrew, due to regression, may perform missions (including exercises and contingencies) in which they are current, qualified, and proficient. N-CMR/N-BMC aircrew may not perform regressed RAP training missions without supervision until SQ/CC approved recertification program is complete ref. **Para. 1.5.4**

1.4.5.4. Specialized Training. Specialized training is any special skills training necessary to carry out the unit's assigned missions that are not required by every aircrew. Specialized training consists of upgrade training such as Flight Lead Upgrade Program (FLUG), Combat Flight Instructor Course (CFIC), special mission sets (MR10C, MR10D, MR10E), and etcetera. Specialized training is normally accomplished after an aircrew member has completed MQT in assigned CMR or BMC mission sets and is normally in addition to CMR/BMC requirements. Unless otherwise specified, aircrew in CMR or BMC positions may hold special capabilities, qualifications, and/or certifications as long as any additional training requirements are accomplished ref. **Chapter 6**.

1.5. Training Concepts and Policies.

1.5.1. Units will design training programs to achieve the highest degree of combat readiness consistent with flight safety and resource availability. Training must balance the need for realism against expected threats, aircrew capabilities, and safety. This volume provides training guidelines and policies for use with operational procedures specified in applicable flying or operations publications.

1.5.2. ACC Training Support Squadron (ACC TRSS) will develop, validate, and maintain currency of B-52 training programs when tasked by the HQ ACC/A3. IAW established Memorandum of Agreement, HQ AFGSC/A3T will submit requests for TRSS support through HQ ACC/A3. If validated, these requests will be prioritized and tasked to ACC TRSS. Designated test units may develop syllabi to upgrade Operation Test aircrew in

support of specific test plans. These syllabi will be approved by the OG/CC and submitted to ACC TRSS.

1.5.3. Units will design training missions to achieve combat capability in squadron tasked roles, maintain proficiency, enhance mission accomplishment, and enhance mission safety. RAP training missions should emphasize either basic combat skills, or scenarios that reflect procedures and operations based on employment plans, location, current intelligence, and opposition capabilities. Use of procedures and actions applicable to combat scenarios are desired (e.g., appropriate use of code words, authentication procedures, combat tactics, safe recovery procedures, tactical deception, threat reactions, Intel briefing/debriefing).

1.5.4. In-flight Supervision:

1.5.4.1. Unless specifically directed, the SQ/CC determines the level of supervision necessary to accomplish the required training. If the mission objectives include introduction to tasks or instruction to correct previous discrepancies, then an instructor of like specialty may be required.

1.5.4.2. Instructor pilots and Flight Lead (FL) qualified SQ supervisors may allow any pilot to lead limited portions of a mission if appropriately briefed. Only utilize this provision to allow the pilot to practice events in which they are already qualified or to help determine if the pilot is ready for Flight Lead Upgrade Program (FLUG). In either case the instructor or SQ supervisor is responsible for the flight (must be flying in same formation).

1.5.4.2.1. FL training should include how to pass tactical lead to their wingman for specific tasks. As the tactical lead, the wingman makes tactical decisions for the flight, but the flight lead retains overall authority and responsibility.

1.5.4.3. Mission leads are responsible for making employment decisions to ensure B-52 formation(s) accomplish the mission IAW the mission commander's plan.

1.5.5. Aircrew will accomplish ground and/or ancillary training as required by AFI 11-202V1, this volume, and AFI 36-2201V1, *Training Development, Delivery, and Evaluation*.

1.5.6. Tactical training will include use of inert and live ordnance, threat simulators, countermeasures, aircrew training devices and dissimilar aircraft.

1.6. RAP Policy and Management.

1.6.1. The 12-month training cycle is concurrent with the fiscal year. Each RAP qualification level is defined by a total number of RAP sorties, RAP mission types, specific weapons qualifications, and associated events as determined by the MAJCOM and unit commanders. Units will complete training requirements during the appropriate training cycle except where specifically exempted.

1.6.2. The total number of sorties for a CMR or BMC level is the first factor in managing an individual's RAP qualification.

1.6.2.1. For the purpose of this regulation, takeoff and landing are the only event requirements for sortie credit. The intent is to reflect the fact that every sortie regardless of event activity requires a level of BAQ proficiency regardless of crew position. See sortie definitions in [Attachment 2](#).

1.6.2.2. Sorties should include a mission emphasis but is not required for sortie credit. See [Table 1.1](#) for sortie minimums.

1.6.2.3. RAP sortie credit in the WST is not permitted. See also [Para. 1.7.5](#)

1.6.3. Track missions separately from sorties. See mission definitions in [Attachment 2](#). Each mission set has a separate certification brief required ref [Para 3.2.3](#)

1.6.3.1. SQ/CCs will focus training through mission emphasis. Mission emphasis is a crew concept. Crews will only log missions planned, executed, and debriefed as a crew. Credit no more than two different missions on a sortie. For RAP mission credit, mission type events must be completed as specified in [Attachment 2](#).

1.6.3.1.1. RAP mission credit is given up to 50% of the “12-Month Mission Minimum” requirement in [Table 1.3](#) for each mission accomplished in the WST. See also [Para 1.7.5](#)

1.6.3.2. SQ/CCs have the flexibility to choose the mission sets appropriate to training assets available. Mission set requirements are depicted in [Table 1.3](#), which also defines Inexperienced (I) and Experienced (E) guidelines to be followed with minor variances authorized. Variations may be used as a basis for regression by the SQ/CC ref. [Para. 4.3.3](#). SQ/CC determines certification in a mission based on consideration of MAJCOM guidance and the individual's capabilities.

1.6.4. Unless otherwise tasked, the SQ/CC's first priority is to ensure designated aircrew members meet all nuclear mission (MR42) training requirements and CMR-N status.

1.6.4.1. Unless otherwise directed in the RTM, 11BS FTU instructors will maintain BMC-N.

1.6.4.2. During Air Expeditionary Force (AEF) tasking cycles, CMR mission training priorities will be in direct support of that tasking a minimum of 30 days prior and throughout the duration of the assigned AEF tasking. Training should focus on specific mission elements anticipated by the COCOM. (AFRC: Allow traditional reservists 45 days prior to deployment.)

1.6.4.2.1. Units should reconstitute and return to pre-deployment CMR status in core missions within 45 days.

1.6.5. Progression from BMC to CMR requires:

1.6.5.1. A one-month lookback at the CMR sortie and mission rate.

1.6.5.2. Qualification in all events required at CMR .

1.6.5.3. Must be current in RAP mission related ground training to include a current mission certification.

1.6.6. SQ/CCs will determine and assign aircrew to train and maintain special capabilities, qualifications, or certifications. Specialized training is normally accomplished in addition to baseline CMR or BMC mission and event requirements, except for mission commander and flight lead training.

1.6.7. CMR and BMC aircrew will fly to meet sortie requirements defined in [Table 1.1](#) If unable, refer to regression, [Para. 4.3.3](#)

1.6.8. End of Cycle training requirements are based on the aircrew's experience level on the last day of the current training cycle.

1.6.9. Units converting to another MDS may fly aircrew in CMR positions at the BMC rate until one month prior to the operationally ready date if the Utilization (UTE) rate will not support CMR sortie rates. CMR aircrew should fly at a CMR rate for the month prior to IOC.

1.6.10. RAP Reporting. Squadron RAP training health status reports are intended to provide a snapshot assessment of squadron readiness as supported by RAP guidance. Additionally, this report provides an opportunity for the squadron commander to provide valuable feedback to the MAJCOM on the overall effectiveness of the ready aircrew training program. The formatted report templates and instructions are located in the "RAP Reporting Tools" section on the AFKN HQ AFGSC/A3TO CoP and consist of the following:

1.6.10.1. Commander's E-Memo. Memorandum originating from the squadron commander summarizing results or unresolved issues since the last report, current training plan summary, and significant shortfalls or limiting factors (LIMFACS) affecting training.

1.6.10.1.1. Shortfalls occur when required mission training tasks are not accomplished due to shortages of equipment, munitions, ARMS software, etc. Example: unable to accomplish actual weapons release due to a shortage of training weapons.

1.6.10.1.2. LIMFACS are factors, constraints, restrictions, etc. that degrade training effectiveness. Example: squadron's ability to accomplish actual weapons release is limited due to the lack of ranges that allow aircraft to drop munitions. This may include support hardware and software.

1.6.10.1.3. Report only significant shortfalls or LIMFACS of events/sorties that affect 15% or greater of the squadron's crew force. Include possible solutions or specific assistance required if able. AFGSC will address noted shortfalls/LIMFACS while the training cycle is under way.

1.6.10.2. Training Health Memo. A formatted squadron training health memorandum (attachment to the commander's memo) with specific fields summarizing crew, sortie and mission training issues.

1.6.10.2.1. Report a crew as CMR when an aircrew member meets CMR sortie lookback, nuclear mission (MR42) lookback, core conventional mission (MR10A and MR10B) lookback, maintains flight currencies, and has completed all nuclear and conventional ground training requirements.

1.6.10.2.2. Report the squadron RAP sortie plan (sorties required, scheduled and flown) for each month of the RAP training cycle.

1.6.10.2.3. Report the number of aircrew that meets CMR status for each mission set. Refer to **Table 1.4** to determine CMR status.

1.6.10.3. Future RAP Taking Messages may direct additional reporting criteria.

1.7. Training Sortie Program Development.

1.7.1. RAP sortie (SR00) and event requirements (see [Attachment 2](#)) apply to CMR and BMC aircrew. The standard sortie requirements in [Table 1.1](#) establish the minimum number of sorties per training cycle for BMC and CMR levels of training. See [Table 1.3](#) for further definition of minimum mission requirements by sortie.

1.7.2. BAQ requirements are in addition to RAP requirements. [Table 1.2](#) lists these BAQ sortie types. These sorties ensure basic aircrew skills are maintained to operate in the civil airspace environment safely. Some sorties are considered Special Capability Events. Special Capability Events are events that require special events or exercises to achieve credit (See [Attachment 2](#)). These sorties are not standalone events. A RAP sortie must be logged in order to log a BAQ or Special Capability Event.

1.7.3. Collateral or Cost of Business sortie requirements must be considered when developing unit flying hour programs (HQ AFGSC/A3B). These sorties are not directly related to combat employment training but are necessary in day-to-day unit operations. These include but are not limited to: instructor sorties, ferry flights, incentive/orientation flights, deployments, and air shows. For the training cycle, the MAJCOM allocates a block of sorties to the unit for these purposes.

1.7.4. Unit flying hour programs are allocated a number of attrition sorties that compensate for non-effective training sorties. OG/CCs will coordinate required operational attrition sorties with maintenance group commanders via the AFI 21-165, *Aircraft Flying and Maintenance Scheduling Procedures*, and scheduling process. When possible, operational attrition sorties will be executed concurrently with scheduled maintenance attrition sorties. Non-effective sorties are logged when a training sortie, RAP or BAQ, is planned but a major portion of valid training for that type of mission is not accomplished due to poor weather, air aborts, etc. In order to accurately allocate the number of attrition sorties, it is essential that non-effective sorties are logged and tracked appropriately.

1.7.4.1. -(AFRC: N/A.) Units will report net non-effective sorties to AFGSC in the *RAP Training Report* ref. **Para. 1.2.5.13**.

1.7.5. **Aircrew Training Devices (ATD)** are an integral part of a training sortie program development plan.

1.7.5.1. ATD training.

1.7.5.1.1. Instructors may take mission and applicable event credit when instructing a trainer.

1.7.5.1.2. Units will develop ATD training profiles to meet mission requirements.

1.7.5.1.3. Fill all crew positions for all integrated simulator missions.

1.7.5.1.4. Aircrew will use motion during training profiles when available.

1.7.5.1.5. When creditable, only 50% (rounded up) of the proficiency event totals in [Table 4.2](#) may be accomplished in the ATD.

1.7.5.1.6. WST can be used for RAP mission credit, but not RAP sortie credit, assuming the aircrew accomplishes events per MR10X or MR42 descriptions. Dual logging missions for RAP mission credit is not allowed in the WST.

1.7.5.2. Nuclear Training. In the nuclear training environment, the profiles in the ATD can provide unique training unavailable on normal airborne sorties. These ATD profiles will count toward mission credit when crews accomplish training objectives as described in MR42 ([Attachment 2](#)).

1.7.5.3. Conventional Training. When combined with a sortie's mission planning, the ATD provides enhanced flight profile training. The annual ATD requirements represent the minimum number of mission profiles that must include the ATD as a mission prerequisite. Plan conventional ATD missions as a prerequisite to the equivalent mission focused sortie (i.e., MP/WST/Sortie). When accomplishing this ATD as a standalone event, SQ/CC will ensure scheduled time is sufficient to accomplish MR10X mission requirements. ([Attachment 2](#))

Table 1.1. Minimum B-52 Sortie (SR00) Requirements.

A sortie consists of a takeoff and a landing. SQ/CC may increase these minimums. CYCLE DURATION	49TES/340WPS		AFGSC/AFRC		AFGSC/AFRC	
	BMC		BMC		CMR	
	INEXP	EXP	INEXP	EXP	INEXP	EXP
12 Months	24	16	24	17	42	31
6 Month Lookback	12	8	12	9	21	16
3 Month Lookback	6	4	6	5	11	8
1 Month Lookback	2	0	2	1	4	3

1.7.5.3.1. The sortie numbers below are minimums to maintain mission certification in conjunction with RAP lookback requirements. These events may be logged during all mission types. Multiple values in one field denote different MAJCOM requirements. i.e. 6/2 means AFGSC requires 6 and AFRC requires 2

Table 1.2. Special Capability Events and BAQ Sortie Requirements.

Special Capability Events and BAQ Sorties (Note 3)		AFGSC/AFRC		AFGSC/AFRC	
		BMC		CMR	
		INEXP	EXP	INEXP	EXP
SN00	Night Sortie (Note 1)	6	3	9	6
SR01	Large Force Exercise (LFE) (Note 2)	()	()	4	2
SR02	Nuclear Force Generation and Flyoff	1	1	1	1
SR03	Long Endurance Training Sortie	()	()	1	1
SR08	Flight Lead Sortie	()	()	()	()
SR09	Mission Commander Sortie	()	()	()	()
SR11L	DSN Sortie Left	6	4	10	7
SR11R	DSN Sortie Right	6	4	10	7
SR12	Instructor Sortie	()	()	()	()
ATD1	Pilot Emergency Procedures WST (AC/P)	6/2	4/2	12/2	8/2

ATD2	Nav Degraded Systems (RN,N)	6/2	4/2	12/2	8/2
ATD3	Defensive Procedures Trainer (EW)	16/6	6/4	20/10	12/4
ATD4	Spatial Disorientation Exercise (AC/P)	1	1	1	1
Notes:					
<p>1. N/A for RN/N/EW/. A night sortie may be dual logged with the appropriate RAP sortie. Once pilots are trained and equipped, all night sorties should include the use of Night Vision Goggles (NVG)s. All NVG aided missions should include covert/lights-out training. Aircrew must be acting in this capacity to log this type sortie.</p> <p>2. 50% of LFEs may be in the WST using DMO.</p> <p>3. SQ/CC designates event types with () requirements to best meet the SQ and Wing DOC statements.</p>					

1.7.5.3.2. -(I/E) refers to Inexperienced/Experienced. Mission Certification is required for mission credit.

Table 1.3. RAP Mission Requirements.

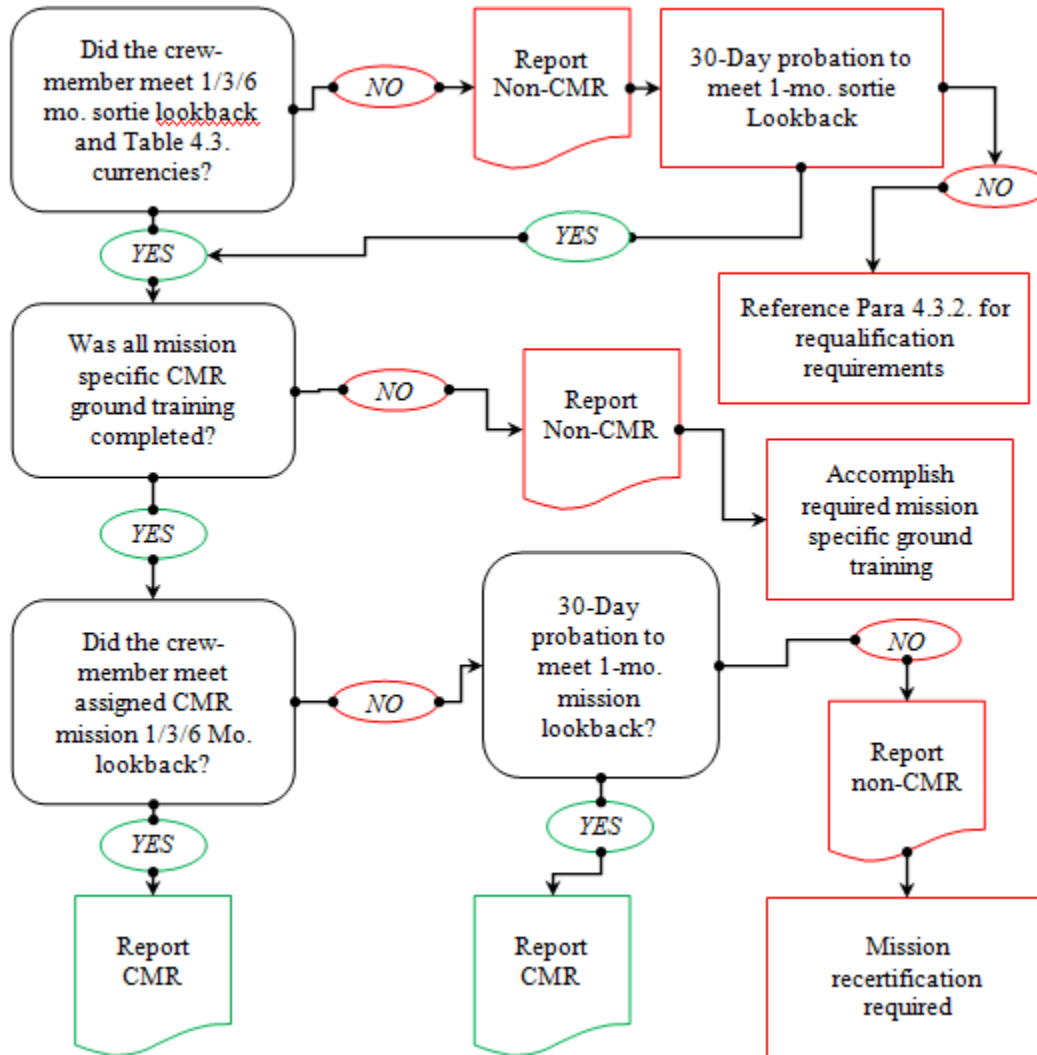
Mission Description	Required Annual Integrated WST Notes 1,2,6 CMR	1 Mo. Mission Lookback (I/E)		3 Mo. Mission Lookback (I/E)		6 Mo. Mission Lookback (I/E)		12 Month Mission Minimum (I/E)	
		CMR	BMC Note 7	CMR	BMC	CMR	BMC	CMR	BMC
Core Missions									
MR42 (NUC) Note 3	6	2/1	1/0	5/3	2/2	8/6	4/3	15/12	8/6
MR10A (SO) Note 4	3	2/1	1/0	4/3	2/2	7/5	4/3	13/10	7/5
MR10B (DA/CAS) Note 4	3	2/1	1/0	4/3	2/2	7/5	4/3	13/10	7/5
Core Total CMR/BMC	12	6/3	3/0	13/9	6/6	22/16	12/9	41/32	22/16
Special Missions									
MR10C (CAS/NTSR) Note 4,5	1	2/1	1/0	6/4	3/2	9/6	5/3	18/12	9/6
MR10D (IO) Note 4,5	1	1/1	1/0	3/2	2/1	5/3	3/1	9/6	5/3
MR10E (CS) Note 4,5	2	2/1	1/0	4/3	2/2	7/5	4/3	13/10	7/5
Core + Special CMR/BMC	16	11/6	6/0	26/18	13/11	43/30	24/16	81/60	43/30

Notes:

1. WST must meet required mission elements for mission credit. Ref. **Para. 1.6.3.**
2. BMC ATD requirements are 50% of CMR unless otherwise noted.
3. This mission type is a CMR-N event accomplished either in flight or in ATD.
4. Conventional WST requirements. WST mission profiles will be a min of 2 hours of mission highlights from the MR10X mission descriptions. This profile should be part of a mission plan, simulator, debrief, flight, debrief sequence. If the flight cancels or is unavailable, mission planning and debriefing will be part of the scheduled simulator activity. MR10X missions will not be dual logged in the simulator.
5. EW is highly encouraged but not mandatory for basic training missions in this mission category. EW can maintain CMR at the BMC rate for this mission. The intent is to reflect that an EW is not required during a mission that simulates a non-threat environment.
6. Requirement applies when assigned to a particular mission set. For units without a WST and AFRC, the minimum requirement is two MR42s and one for all other mission sets.
7. Experienced BMC aircrew members should meet three-month mission lookback. Although an aircrew member can meet one-month lookback without accomplishing a mission, experienced BMC aircrew members should attempt to meet three-month lookback requirement.

1.7.5.4. To determine CMR-N, complete this matrix for MR42. To determine CMR-C, complete this matrix for each conventional mission where the aircrew member is assigned and certified. See example in **Table 1.4** Reference **Table 4.3.** for currency events that affect CMR.

Figure 1.1. CMR Decision Matrix.



1.7.5.5. Example: (ref Tables 1.1 and 1.3) Capt Joe Pilot, (inexperienced pilot) has been assigned to the core CMR missions (MR42, MR10A, MR10B). He was reported CMR-N and CMR-C in Jan. Each month Feb-May, he flew two ERCCs, one MR42, one MR10A/B, and accomplished one MR42 in the WST. In June he did not perform any MR10A/B missions because of an IFE on the scheduled mission. In July, he only accomplished one MR10A/B sortie and one MR42 WST. He is current in all Nuclear and assigned conventional CMR ground training. In this scenario, Capt Pilot fails one-month sortie lookback for having flown only one of the required four sorties. He also fails three-month lookback with 9 sorties instead of the 11 required sorties. However, he meets the six-month lookback with exactly the 21 required sorties. He fails MR42 one and three-month mission lookback, but meets six-month mission lookback. His resulting CMR status is CMR-N, but not CMR-C. He failed to meet lookback in both MR10A and MR10B in June and was placed in probation. He met one-month lookback in MR10B but failed to achieve one-month lookback in MR10A and now has to re-certify MR10A.

Table 1.4. CMR Decision Matrix Example.

Month	Jan	Feb	Mar	Apr	May	Jun	July
Non Mission Sorties	1 ERCC	2 ERCC	2 ERCC	2 ERCC	2 ERCC	2 ERCC 1 IFE	
MR42	1Sortie(S), 1WST(W)	1S, 1W	1S, 1W	1S, 1W	1S, 1W	1S, 1W	
MR10A	2S*	1S*	1S*	1S*	1S*		1S*
MR10B	2S*	1S*	1S*	1S*	1S*		1S*, 1W
Total Sorties	4	4	4	4	4	4	1
CMR-N, Lookback achieved	Yes, 1 Month	Yes, 1 Month	Yes, 1 Month	Yes, 1 Month	Yes, 1 Month	Yes, 1 Month	Yes, 6 Month
CMR-C, Lookback achieved	Yes, 1 Month	Yes, 3 Month	Yes, 3 Month	Yes, 6 Month	Yes, 6 Month	No, Probation MR10A/B	No, Re-certify MR10A
*Both MR10A and MR10B were logged on this/these sortie(s)							

1.8. Training Records and Reports.

1.8.1. Units will maintain aircrew member records for individual training and evaluations IAW:

1.8.1.1. AFI 11-202V1, *Aircrew Training*.

1.8.1.2. AFI 11-202V2, *Aircrew Standardization/Evaluation Program*.

1.8.1.3. AFI 11-401, *Flight Management*.

1.8.1.4. *Air Force Records Disposition Schedule*. URL
<https://www.my.af.mil/afirms/afirms/afirms/rims.cfm>

1.8.1.5. AFGSCI 11-464, *Training Records and Performance Evaluation in Formal Flying Training Programs*.

1.8.2. Track the following information for all aircrew (as applicable).

1.8.2.1. Ground training.

1.8.2.2. Requirements and accomplishment of individual RAP sorties, mission types, and events cumulatively for the training cycle.

1.8.2.3. RAP sortie and mission accomplishment using one-month, three-month, and six-month running totals for lookback.

1.8.2.4. Currencies.

1.8.2.5. Maintain sufficient weapons employment records detailing all employment attempts. Documentation will include probability of damage (Pd) calculations, desired Pd achieved/ not achieved, and results of actual weapon delivery.

1.8.3. Units may fill in ARMS, "NO DATE" events with either the date it was accomplished in FTU, USAFWS, or the unit mission certification date.

1.9. Mission Scenario and Weapons Employment Recording.

1.9.1. Aircrew members will use all available recording devices to document mission scenarios and release training to the maximum extent possible. These recording devices include Weapons Impact Scoring Set (WISS), screen capture, Range Integrated Instrumentation and Integrated Tactics Assessment Systems (RIIS & ITAS), GPS trail, audio recording devices, FRMT-15, and other recording systems. Aircrew members must review their recordings/results after every mission.

1.9.1.1. The review should include the following items: weapons release parameters (both planned and actual), accuracy, adherence to training rules IAW AFI 11-214, *Air Operations Rules and Procedures* and range specific guidance, communications procedures and discipline, flight discipline, and tactical employment IAW AFTTP 3-1.B52, *B-52 Tactical Employment*, AFTTP 3-3.B-52, *B-52 Combat Aircraft Fundamentals*, maneuvers and tactics.

1.10. Aircrew member Utilization Policy.

1.10.1. Commanders will ensure that wing/group tactical aircrew members (API-1/2/6s Ref. **Para. 1.11**) fill authorized positions IAW unit manning documents and properly designate aircrew member status. The overall objective is that aircrew members perform combat-related duties. Supervisors may assign aircrew members to valid, short-term tasks (escort officer, Flying Evaluation Board (FEB)/mishap board member, etc.), but must continually weigh the factors involved, such as level of aircrew member tasking, flying proficiency, currency, and experience.

1.10.1.1. Inexperienced aircrew members will not be given non-flying primary or additional duties in the first six months of their initial operational assignment. These aircrew members will use this time to focus purely on MQT, unit weapons and tactics training, and honing flying skill sets. The intent is to provide aircrew members an opportunity to gain experience in their primary Air Force Specialty Code (AFSC) before being tasked by other SQ duties.

1.10.2. Duties that may be assigned to CAF API-1/2 aircrew members are weapons and tactics officer, programmer, scheduling officer, flying safety officer, Supervisor of Flying (SOF), mobility/contingency plans, training (except ARMS documentation), SQ Standardization/ Evaluation Liaison Officer (SELO), squadron flight equipment officer (FEO), electronic combat officer, and other duties directly related to flying operations. In some instances, such as additional duty flying safety officers or SELOs, API-1/2s may be attached to the wing/group. API-1/2s will not be attached to wing/group staffs or man wing/group staff positions unless total wing API-1/2 manning is 100 percent or better. CCs will ensure wing/group staff aircrew members (API-6s) perform duties justified in MAJCOM manpower standards documents and authorized in UMDs.

1.10.3. Aircrew members will not perform long term duties which detract from primary duties of training for, or performing the unit flying mission.

1.11. Sortie Allocation and Manning Guidance.

1.11.1. In general, inexperienced API-1/2 aircrew members should receive sortie allocation priority over experienced aircrew members. Priorities for sortie allocation are as follows:

1.11.1.1. Formal Training Units (FTU and USAFWS). Formal syllabus training, Instructor Upgrade, Instructor CT, authorized staff personnel not performing Instructor or SEFE duties (to include API-5 pilot physicians not on instructor orders).

1.11.1.2. Combined Formal Training (FTU and USAFWS) and Operational Units. Formal syllabus training, CMR API-1/2, MQT API-1/2, CMR API-6, MQT API-6, BMC, API-5 aircrew physicians, others.

1.11.1.3. Operational Units. CMR API-1/2, MQT API-1/2, CMR API-6, MQT API-6, BMC (to include API-5 aircrew physicians).

1.11.1.4. Test Units. Requirements directed by MAJCOM, training required to prepare for assigned projects/tasking, BMC training requirements that cannot be accomplished on primary missions, API-5 aircrew physicians.

1.11.2. Wing API-6 authorizations are IAW unit manning documents. Regular Air Force wings converting to new Primary Mission Aircraft Inventory (PMAI) are authorized one SQ equivalent of additional RPI/API-6s during the conversion period. However, total wing staff flying the new aircraft shall not exceed total authorized for final conversion equipment.

1.11.3. For wings consisting of both FTU and operational units, at least one of the following aircrew will maintain formal instructor status: WG/CC, WG/CV, OG/CC, or OG/CD.

1.11.4. API-8 (above wing level staff, also including HQ ACC/TRSS Det or HQ AFGSC/IG API-6) rated personnel flying authorizations and test aircrew will be IAW AFI 11-401 and MAJCOM guidance. They will fly the BMC rate; however, they are not required to complete BMC specific missions/events nor maintain lookback requirements. Accomplish BAQ requirements within their BMC number of sorties. Units should provide assigned API 6/8 flyers adequate resources to maintain minimum training requirements. However, API-6 flyer support will not come at the expense of the flying squadron's primary mission. API-6 flyers will accomplish BAQ requirements with allotted BMC sorties. API-8, AFGSC IG, HQ ACCTRSS staff flyers will strive to accomplish BAQ requirements with allotted BMC sorties. If attached units cannot meet attached flyer requirements, they must request relief IAW AFI 11-401, as supplemented. Units requiring flying hour adjustments for attached API-8 and applicable API-6 flyers must request program changes IAW MAJCOM directives. Wings are allocated flying hours for attached API-8s.

1.11.5. There is no maximum sortie requirement for CMR aircrew. **Table 1.5** defines the maximum sortie allowance for other aircrew. On occasion, unique operations may require aircrew to fly more than the maximum number of sorties authorized. However, this may affect training of other aircrew members.

Table 1.5. B-52 Sortie Requirements for other than API-1 and 2 aircrew members.

API LEVEL	CT STATUS	UNIT'S AIRCRAFT CODE	ORGANIZATION LEVEL	MAX SORTIE ALLOWANCE (INEXPERIENCED/ EXPERIENCED)
6/8	CMR	CC	Any	As required by

				mission certifications
6	BMC	CC	Wing	36/32
6 (FTU IP)	BMC	TF or CC	Wing	As required by PFT
6	BMC	Any	Test Unit/Wing	As determined by test program requirements
Any	BAQ	Any	Any	BMC Rate
6/8	BMC	CC, TF, CB	Above Wing (AFGSC/IG or TRSS included)	36/32
5	BMC	CC, TF, CB	All	IAW AFI 11-202V1 as supplemented

1.12. Waiver Authority:

1.12.1. With MAJCOM/A3 approval, waiver authority for all requirements of the RAP tasking memo is the OG/CC. Additional guidance may be provided in the memo. Unless specifically noted otherwise in the appropriate section, and also with MAJCOM/A3 approval, the OG/CC may adjust individual requirements in Chapter 4, Chapter 5, and Chapter 6, on a case-by-case basis, to accommodate variations in aircrew member experience and performance. For all other provisions of this volume, and IAW AFI 11-202 Vol 1, the waiver authority is MAJCOM/A3.

1.12.1.1. Waiver authority for supplemental guidance will be as specified in the supplement and approved through higher level coordination authority.

1.12.2. Units subordinate to a NAF will forward request directly to MAJCOM/A3T and provide their NAF/A3 with an informational copy.

1.12.3. MAJCOM/A3T is approval authority to conduct local IQT, waiver authority to change the formal requirements of locally conducted IQT, and waiver authority for B-52 syllabus requisites. MAJCOM/CC is the approval authority for non-formal course IQT (Senior Officer Training) for colonel selects and above conducted at the officer's assigned unit.

1.13. Other Major Commands. MAJCOMs possessing B-52 aircraft as a result of modification or test programs may supplement or change the requirements of this volume as dictated by their individual mission requirements. Coordinate changes with AFGSC/A3T.

Chapter 2

FORMAL TRAINING

2.1. General. This chapter outlines formal training of aircrew members into unit aircraft. Formal training includes IQT, and Transition (TX)/Requalification/Senior Officer training. This training will normally be conducted during formal syllabus courses at the formal training unit (FTU). In exceptional circumstances, when FTU training is not available within a reasonable time, local units may conduct IQT IAW provisions of this chapter. This local IQT will normally be conducted using appropriate USAF Transition or Requalification Training Course syllabus tracks, flow programs, and requirements. When local IQT is authorized, the gaining MAJCOM assumes responsibility for the burden of providing this training. The following guidance applies only to other than formal course IQT.

2.2. Training Management.

2.2.1. HQ AFGSC/A3TO in conjunction with HQ AFGSC/A3TA and HQ AFPC/DPAR, determines FTU output requirements and publishes an annual schedule of classes. HQ AFGSC/A3TA is responsible for initial quota assignments and managing direct quota allocations and day to day adjustments.

2.2.2. The FTU determines the annual schedule of classes, and provides qualification training IAW the appropriate course syllabus.

2.2.3. Units and individual aircrew members must ensure all entry prerequisites and requirements are met. Individuals arriving at the FTU for training without having all prerequisites met or waived may be returned to their home station at their unit's expense.

2.2.4. The FTU notifies HQ AFPC/DPAOC (info HQ AFGSC/A1KA/A3TO/A3TA, HQ AFRC/A3T, and the gaining unit) when student orders need to be extended beyond the established graduation date. Units will ensure student temporary duty (TDY) orders authorize variations in itinerary.

2.2.5. The FTU will provide the aircrew member with his/her completed training folder (to include official documentation of checkride completion, FTU Student Closeout Training Report, ARMS report documenting all completed training, and any other applicable waivers) to hand-carry to his gaining unit upon completion of training.

2.3. Initial Qualification Training (IQT). Qualifies aircrew members in the B-52. Prerequisites and time limitations are listed in Air Force Education and Training Course Announcements (ETCA) and the B-52 IQT syllabus.

2.4. Requalification/Transition Training Course (TX Course).

2.4.1. The TX Course requalifies non-current B-52 aircrew members. Prerequisites and time limitations are listed in Air Force Education and Training Course Announcements (ETCA) and the B-52 TX syllabus. For details concerning the senior officer training course refer to **Para. 2.8**

2.4.2. Individuals requiring requalification training may not be assigned to RAP CMR or BMC until completion of MQT.

2.4.3. (N/A AFRC) Units will assign re-qualified aircrew members to an active flying position for a minimum of 18 months.

2.5. Upgrade Training. Prerequisites and time limitations are listed in the Air Force ETCA <https://etca.randolph.af.mil/default1.asp> and the associated syllabus.

2.5.1. Category I (CAT-I) and Category II (CAT-II) training. CAT-I and CAT-II training definitions and requirements can be found in the FTU syllabus. Aircrew members in CAT-I training must retain currencies in primary crew position (pilot or navigator). Aircrew members in CAT-II training will retain previous academic training and weapons qualifications and mission certifications in their new position.

2.5.2. The Aircraft Commander Upgrade Course (B52AC) qualifies current B-52 pilots (P) as aircraft commanders.

2.5.2.1. The Aircraft Commander Upgrade Academic Course (B52ACA) is the in-unit training version of the B-52AC training.

2.5.3. The Radar Navigator Upgrade Course (B52RNUP) qualifies current B-52 navigators as radar navigators.

2.5.3.1. The Radar Navigator Upgrade Academic Course (B52RNUPA) is the in-unit training version of the B-52RNUP training.

2.6. Instructor Training. CFIC attendance is a requisite for B-52 flight instructor status. Flight instructor status is then recommended by the SQ/CC and granted by the OG/CC.

2.6.1. Aircrew members are identified for CFIC attendance through the squadron Training Review Board (TRB) process. Prerequisites and time limitations are listed on the ETCA website and the B-52 CFIC syllabus. Attending another aircraft's CFIC does not satisfy B-52 CFIC attendance requirements. Failure to complete the initial instructor check IAW AFI 11-2B-52V2, *B-52 Aircrew Evaluation Criteria*, for any reason, requires appropriate action IAW AFI 11-402, *Aviation and Parachutist Service Aeronautical Ratings and Badges*; and AFI 11-202V2.

2.6.2. Once identified as an instructor candidate, training accomplished in preparation for CFIC can be logged for currency provided the training is performed to a proficient level. Candidates should prepare by focusing on seat/crew duties of lesser proficiency. Other pre-CFIC syllabus requirements include a pre-CFIC workbook and unit directed missions/events.

2.7. Faculty Training Course (FTC). An informal flight training program designed to certify B-52 instructors for faculty duties in the FTU. This is an in house training course that includes academic and flight training to prepare an instructor to teach in an FTU environment. The FTU SQ/CC will ensure all new instructors to the FTU complete FTC prior to instructing FTU students. Upon course completion and FTU/CC approval, graduates are fully qualified as FTU flight instructors and granted the T-prefix.

2.8. Senior Officer Training.

2.8.1. This qualification or requalification training is for rated colonel selects and above (wing commanders, vice wing commanders, operations group commanders and deputy commanders, etc.). Requisites are listed on the ETCA webpage and the B-52 Aircraft Commander Senior Officer Transition Course (B-52ACSOTX), B-52 Radar Navigator

Senior Officer Transition Course (B-52RNSOTX), B-52 Electronic Warfare Officer Senior Officer Transition Course (B-52EWSOTX), and associated Senior Staff Orientation Course (B52SSOC) syllabus.

2.8.2. The crew specialty specific Senior Officer Transition Course provides senior officers with the baseline academic knowledge to qualify in their primary crew position. Graduates of the SOTX will be BAQ qualified, and must complete their MQT training IAW paragraph **3.1.3.1** to be certified BMC/CMR. Failure to complete full MQT will require approval from HQ AFGSC/A3T (AFRC/A3TT for AFRC) to be certified CMR/BMC.

2.8.3. The Senior Staff Orientation Course (SSOC) leads to no qualification in the aircraft. Instead, it allows officers to become familiar with B-52 operations and capabilities by attending the academic/simulator training portion of their crew specialty B-52 SOTX.

2.8.4. If senior officers are in training at the FTU and assigned to the same wing or completing training in-unit, they will be placed in formal training status. Unit duties will be delegated to the appropriate deputies or vice commanders until training is completed. Exceptions to this policy must be approved by the MAJCOM/CC.

2.9. Weapons Instructor Course (WIC). A formal flight training program designed to qualify B-52 instructors as USAF Weapons Officers. The course is conducted by 340WPS, 57 WG. Requisites are listed on the ETCA webpage and the B52 WIC syllabus. Upon course completion, graduates are fully qualified as USAF Weapons Officers and granted the W-prefix to the aircrew member's AFSC.

2.10. Instructor Weapons Officer Upgrade (IWUG). Training and instruction required to upgrade a returning graduate of the B-52 WIC to instructor status in the Weapons School (WS). 340 WPS/CC executes IWUG training and certifies newly assigned personnel as weapons school instructors.

2.11. Test Qualification. 49 TES/CC will ensure newly assigned aircrew members complete a unit derived program to certify aircrew members as test qualified.

Chapter 3

MISSION QUALIFICATION TRAINING

3.1. General. MQT completion is a prerequisite to establishing a Combat Mission Ready (CMR) status or a Basic Mission Capable (BMC) status. Missions require certification for credit. Elements within each mission require qualification which aircrew members achieve by demonstrating proficiency in events as a culmination of an aircrew training program. An aircrew member's assigned position determines to which status they will train. Guidance in this chapter is provided to assist the unit in developing their MQT program. Currency and frequency dates are established by the date the appropriate event was last accomplished, regardless of training status. See [Attachment 2](#) for mission definitions.

3.1.1. Initial CMR or BMC status requires MQT in MR42 for CMR-N and MR10A and MR10B for CMR-C.

3.1.1.1. SQ/CC will determine if training is required in additional missions (i.e., MR10C, MR10D, and MR10E) to meet unit DOC statement.

3.1.1.2. MQT items may be taught concurrently with IQT/RQT at the discretion of the unit. All training events accomplished to the required proficiency level during syllabus directed training are creditable (if applicable) for MQT. Accomplish waived FTU proficiency items prior to declaring the individual BMC or CMR.

3.1.1.3. No one mission is a prerequisite to achieve MQT in any other mission (i.e. MR42 does not require any MR10X mission).

3.1.2. Local MQT programs should consist of ground and flying training applicable to unit tasking. Units are allowed to further tailor their local MQT program for all aircrew based on current qualification, experience, currency, documented performance, and formal training.

3.1.2.1. Applicable portions of MQT may be used to create a requalification program for aircrew that regressed from CMR or BMC to specifically address deficiencies which caused regression.

3.1.3. BAQ and MQT aircrew members or new crew designations (e.g. DSN, Experienced DSN) will reference AFI11-401 AFGSC Supplement 1 *Aviation Management for Flight Authorization Duty Codes* for the crew position block on the AFTO 781, *ARMS Aircrew/Mission Flight Data Document*.

3.1.4. Transferring Between Units. BMC or CMR individuals transferring between units will complete MQT as determined by the gaining unit SQ/CC. Training should be based on experience, proficiency, currency, and previous formal training of the transferring individual. If the gaining unit's assigned weapons are different, accomplish Weapons/Tactics academics as required. BMC or CMR individuals transferring between units must complete the Unit Mission Briefing (UMB) covering all assigned DOCs. See [Para 1.2.5.14](#) and [Para 3.2.5.1](#)

3.2. MQT programs.

3.2.1. MQT Flying Training. Compete all required B-52 syllabus graduation items before declaring an individual BMC or CMR. Units will reference the B-52 syllabus for items to accomplish during MQT. Syllabi can be found at the HQ ACC/TRSS CoP or Air Force

ETCA <https://etca.randolph.af.mil/default1.asp> . and the associated syllabus Units may add to the requirements of the syllabus to meet individual mission requirements and to prevent regression of proficiency gained at the FTU. Design MQT sorties with profiles geared toward mission certification.

3.2.1.1. Copilot (P) air refueling proficiency IAW AFI 11-2B-52v2 is not a requisite to complete MQT unless otherwise noted by the SQ/CC.

3.2.2. MQT Communications Training.

3.2.2.1. Communications training (GS15) should include SATCOM, Miniature Receive Terminal (MRT), Have Quick/Anti-Jam (HQ/AJ), Secure Voice, ARC-210 functionality and application (AJ, SCAN, Maritime, FM), and Evolutionary Data Link (EDL), etc. Wing/Group OSS will design a course to introduce newly assigned aircrew members to the appropriate local documents and procedures using AFI 11-2B-52V3, *B-52 Operations Procedures* and local directives as references. Units should utilize base Comm Part Task Trainers (PTTs), WST, or actual aircraft to accomplish hands on training. Ensure this training is documented in the aircrew member's training folder and input into the Aviation Resource Management System (ARMS), as necessary.

3.2.2.2. COMSEC Training (GA10) and Transferring Between Units. Combat Crew Communications will design a course to introduce newly assigned aircrew members to the appropriate local documents and procedures. Aircrew members will be briefed on their responsibilities for issue, handling, use, turn-in, and destruction of COMSEC material. Included in these briefings are the command and control division's aircrew training brief and Spectrum Interference Resolution reporting. Command and control branches will brief aircrews on any pertinent COMSEC documents. Aircrew members will receive this training prior to being issued a communications kit. Ensure this training is documented in the aircrew member's training folder and input into the ARMS, as necessary.

3.2.3. Mission Certification Training Flow. Each mission requires a separate certification brief. Maintain mission certification by meeting mission lookback. Certification process for each mission will include as a minimum:

3.2.3.1. Mission specific ground training to include associated TTPs and weapons.

3.2.3.2. Weapon Qualification in mission specific weapons. See **Chapter 5**.

3.2.3.3. Certification Verification Cycle GS51 or GS52X as appropriate. Certifications will not be dual logged for one brief. Exception: FTU IQT CVC will count toward both GS52A and GS52B.

3.2.3.3.1. Aircrew members may receive credit for certification when participating as a briefer, board member, mission planning cell, or seminar participant. Each mission's initial certification requires participation as a briefer. Board composition will be established by the OG/CC for GS51 certification or the SQ/CC for GS52X certifications. Desired composition is CC or Ops officer (chairman), weapons, electronic combat, intelligence, and plans representatives.

3.2.3.3.2. GS51- Nuclear Certification brief will be accomplished during MQT, IAW AFGSCI 10-450V2 *Nuclear Committed Aircraft—Nuclear Planning*.

3.2.3.3.3. GS52X - Mission specific conventional verification brief will be accomplished during MQT IAW the training syllabus and local directives. Exception: FTU IQT CVC will count toward both GS52A and GS52B.

3.2.3.4. One integrated mission specific sortie or WST flown to meet the mission objectives as described in [Attachment 2](#).

3.2.3.5. Once certified, aircrew members must meet mission specific lookback requirements.

3.2.4. Additional MQT Ground Training. The SQ/CC will ensure blocks of instruction covering areas pertinent to the unit's mission are accomplished during MQT. Ground training will be IAW [Para 4.2](#) plus the following as applicable:

3.2.4.1. Unit Mission Briefing (UMB)

3.2.4.2. Advanced mission planning and operational techniques (MGRS grid/latitude-longitude coordinate conversion, weapons effects, lessons learned, Combat Track II/EDL, etc.).

3.2.4.3. Special Operation Forces and Land Component introduction and coordination.

3.2.4.4. Flash blindness protection and Night Vision Goggles (NVGs).

3.2.5. Additional MQT WST requirements. This training will include local area procedures brief and WST. SQ/CC can waive the WST MQT-1 requirement.

3.2.5.1. WST MQT-1 Local Area Procedures. This WST will include Local Area Orientation/Instruments, normal ground operations, standard departure(s), local fix points, visual navigation, divert procedures, EPs, missile/bomb malfunction/emergencies, hung ordnance and jettison procedures, hot brakes procedures, emergency airfield procedures and approaches, and published penetration and approach to primary alternates and home base.

3.2.6. Terrain Avoidance (TA) Qualification. (49 TES only) 49 TES personnel will use locally developed TA training syllabus to qualify personnel in TA. This qualification will be annotated on the member's form 8. Night Mountainous TA may be included in the TA training plan as dictated by current test requirements

3.2.7. Training Restrictions.

3.2.7.1. HHD/FLAG missions. Only CMR-C or BMC-C aircrew members may occupy a primary crew position during conventional HHD/FLAG missions. Only CMR-N or BMC-N aircrew members may occupy a primary crew position during nuclear HHD/FLAG missions. Exception: Aircrew members in a MQT status can fly on conventional HHD/FLAG missions but such training will not take place within the exercise area(s)/AOR/mission event start of a FLAG/HHD sortie nor interfere with mission accomplishment.

3.2.7.2. Flight Surgeon Training. IAW AFI 11-202V1 and AFI 11-202V2, give assigned and attached flight surgeons every opportunity to fly in the unit's primary mission aircraft. Flight surgeons who are assigned to tactical units and who have not previously flown the unit-assigned aircraft will accomplish the following before the initial flight briefing: Aircraft general review; hanging harness training (as applicable);

gress training, and protective equipment training, and crew resource management (CRM) training (one-time) in primary assigned aircraft. The flight surgeon's first flight in the unit-assigned aircraft will be with an IP and may be flown in conjunction with any other training sorties. The briefing and sortie will emphasize crew coordination, communications and equipment, instrument interpretation.

3.3. Completing MQT.

3.3.1. MQT will be completed within the time specified by each MAJCOM. Training starts no later than seven work days after the aircrew member has reported to the unit and has been cleared for flying duties. For local IQT and RQT, MQT training will start the first duty day after completion of qualification check. SQ/CC will ensure designated mission set MQT is accomplished within allowed time.

3.3.1.1. Qualifications and flight evaluations may be accepted from other MAJCOMs if they meet the MAJCOM and unit standards as determined by the SQ/CC.

3.3.1.2. Failure to complete training within specified time limit requires notification (waiver not required) by OG/CC or above via message/E-Mail, to HQ AFGSC/A3T and NAF/A3. Message will contain aircrew member's name, rank, crew position, reason for delay, planned actions to rectify, and estimated completion date.

3.3.1.2.1. Units without a dual mission tasking (nuclear and conventional) will complete all MQT within 90 days.

3.3.1.2.2. Units with a dual mission tasking (nuclear and conventional) will complete all MQT within 120 days. (AFRC) Notify the HQ AFRC/A3 and NAF/A3 if training exceeds 120 calendar days.

3.3.2. Training is complete upon SQ/CC certification to initial CMR or BMC status.

3.3.2.1. SQ/CC will certify aircrew members who have completed initial MQT and/or local MQT.

3.3.2.2. Initial MQT certified aircrew members should be assigned MR42, MR10A, and MR10B.

3.3.3. Once assigned a CMR or BMC status he/she will maintain currencies, proficiencies, and lookback for their qualification level IAW with [Chapter 4](#).

3.3.3.1. If a SQ/CC directs MQT training in a mission that the aircrew member is not certified, then the SQ/CC has the option to allow the aircrew member to regress to non-CMR or non-BMC until the MQT training is complete.

Chapter 4

CONTINUATION TRAINING

4.1. General. This chapter outlines ground and flying training requirements for CMR, BMC, and BAQ aircrew members. Refer to **Chapter 6**, Specialized Training, for additional training program specifics. Aircrew members must be qualified IAW AFI 11-202V1, AFI 11-202V2, AFI 11-2B-52V2, and AFI 11-301 AFGSCSUP, *Aircrew Flight Equipment (AFE) Program*. Additionally, they must complete IQT or a Senior Staff Course (SSC) to fly in BAQ status, and MQT to fly in BMC or CMR status.

4.1.1. Syllabus Training. Continuation training elements are trained as syllabus items during Formal Training. Some training elements relate to and are defined by course syllabi during formal training. Where there is a discrepancy in definition or requirement during syllabus training, the syllabus is the governing document. Do not use syllabus definitions during continuation training.

4.1.2. BAQ, BMC, CMR, and Specialized Training Guidance. The numbers set forth in the following tables for RAP requirements are the minimum numbers for BMC or CMR consideration. RAP Flight event requirements are listed in **Tables 4.2 and 4.3**. Failure to accomplish these requirements will not affect BAQ status but may require additional training as determined by the SQ/CC. BAQ, BMC and CMR are achieved by accomplishing the following:

4.1.2.1. BAQ Requirements.

4.1.2.1.1. Qualification evaluation IAW AFI 11-202V2 (As supplemented) and AFI 11-2B-52V2.

4.1.2.1.2. Currencies (as applicable) IAW **Para. 4.3**

4.1.2.1.3. BAQ Events as listed in **Tables 4.2 and 4.3**. Not all events are BAQ. BAQ event totals are 50% of inexperienced BMC, rounded up.

4.1.2.1.4. BAQ aircrew members will fly a supervised sortie (instructor of like specialty) at least once every 60 calendar days. In addition, if a BAQ aircrew member does not fly for 21 days (inexperienced) or 30 days (experienced), the next sortie must be flown with an instructor of like specialty.

4.1.2.1.5. BAQ aircrew that remain in BAQ status for more than six months will be grounded, except general officers above the wing level and waived aircrew members.

4.1.2.2. BMC Requirements.

4.1.2.2.1. Performance satisfactory to the SQ/CC.

4.1.2.2.2. Evaluations IAW AFI 11-202V2 and AFI 11-2B-52V2.

4.1.2.2.3. Sortie rate (lookback) IAW **Table 1.1** (N/A API-8).

4.1.2.2.4. RAP sorties, mission types, and events, including weapons qualifications IAW the procedures set forth in this volume.

4.1.2.2.5. Weapons qualifications IAW **Chapter 5**.

- 4.1.2.2.6. Currencies (as applicable) IAW **Tables 4.3**
- 4.1.2.2.7. Ground training IAW **Table 4.1**
- 4.1.2.2.8. Mission Lookback IAW **Table 1.3**
- 4.1.2.3. CMR Requirements.
 - 4.1.2.3.1. Performance satisfactory to the SQ/CC.
 - 4.1.2.3.2. Evaluations IAW AFI 11-202V2 and AFI 11-2B-52V2.
 - 4.1.2.3.3. Sortie rate (lookback) IAW **Table 1.1**
 - 4.1.2.3.4. RAP sorties, mission types, and events.
 - 4.1.2.3.5. Weapons qualifications IAW RAP Tasking Memorandum and **Chapter 5**.
 - 4.1.2.3.6. Currencies (as applicable) IAW **Tables 4.3**
 - 4.1.2.3.7. Ground training **Table 4.1**
 - 4.1.2.3.8. Mission Lookback IAW **Table 1.3**
- 4.1.2.4. Specialized training/certification requirements.
 - 4.1.2.4.1. IAW **Chapter 6** and applicable syllabi.
 - 4.1.2.4.2. Sortie requirements IAW the RAP Tasking Memorandum.
 - 4.1.2.4.3. Designated Test/Formal Training Unit Requirements:
 - 4.1.2.4.4. API-1/6 pilots assigned/attached to FTU or Test units will fly at the BMC rate and accomplish the BAQ BMC requirements IAW **Table 4.2** In addition to RAP missions, formal training syllabus-directed missions and approved test plan missions apply to the BMC rate requirement for TF or CB coded units respectively. For instructors, failure to accomplish these requirements will not affect instructor status, but will require additional training as determined by the SQ/CC prior to performing instructor duties in the delinquent events. The 36 ETS/49 TES aircrew members will maintain applicable BMC currencies from **Table 4.2** 49 TES will also accomplish BMC ATD requirements as stated in **Table 4.1**
 - 4.1.2.4.5. The squadron commander of the Test unit will certify the aircrew member's capability to perform the specific test function(s).
- 4.1.3. Instructors/Flight Surgeons/Staff Guidance.
 - 4.1.3.1. Instructor. All instructors may log up to 50% (rounded up) of their requirements from the instructor position except as noted in **Attachment 2**. The instructor must occupy a crew position and perform the duties of that position on a portion of each instructional sortie in order to log the accomplishment of a RAP event above the 50% baseline. Currencies must be updated in the seat. Instructor sorties and missions may be used for lookback purposes. An instructor must be current and qualified in an event to give instruction in that event.
 - 4.1.3.1.1. FTU Instructor. FTU instructor is not a RAP category; however, FTU instructors must maintain BMC. These instructors will accomplish BMC sortie totals IAW **Table 1.1**. To maintain BMC, FTU instructors must be certified to perform the

unit mission and maintain the BMC currency and event totals in [Table 4.2](#). A FTU instructor that is non-current or unqualified will be considered N-BMC and will be reported as such until the currency/qualification is regained.

4.1.3.1.2. 340 WPS Instructor and 49 TES. Weapon School instructors and 49 TES instructors must be certified to perform the unit mission and maintain the BMC currency and event totals in [Table 4.2](#). These instructors will accomplish BMC sortie totals IAW [Table 1.1](#).

4.1.3.2. Flight Surgeon (FS). May fly selected tactical missions to enhance understanding of unit tactical missions with which they are directly associated. Initial checkouts will be IAW [Para. 3.7](#). FS flying rates and requirements will be IAW AFI 11-202V1.

4.1.3.3. MAJCOM and NAF API-8 aircrew members. (N/A AFRC: AFRC responsibilities for API-8/ staff flyers are contained in AFI 11-401_AFRCSUP1, *Aviation Management*)

4.1.3.3.1. HHQ and NAF API-8 Aircrew member:

4.1.3.3.1.1. Maintaining BMC status are exempt from academic ground training, chemical warfare (CW) training, and special training programs within authorized mission areas. This includes aircrew members assigned/attached to test units, MAJCOM staff, HQ ACCTRSS Det 13, and 29TSS/Det 3.

4.1.3.3.1.2. Will review accomplishments and currencies for accuracy.

4.1.3.3.1.3. Will submit qualification/authorization documentation to the supporting SQ/CC or operations officer prior to flying with that squadron.

4.1.3.3.1.4. Will evaluate the demands of each mission scenario and ensure that their ability/ proficiency will not be exceeded.

4.1.3.3.1.5. May perform instructor duties with the concurrence of the OG/CC, if qualified and current for the applicable missions/events.

4.1.3.3.1.6. May participate in tactical training events. Each aircrew member will present documentation summarizing currencies, egress training, flight qualifications, etc., to the unit where flying is performed.

4.1.3.4. Regular Air Force aircrew members flying with AFRC Units.

4.1.3.4.1. Regular Air Force aircrew members, other than assigned advisors, are authorized to fly with reserve component units IAW AFI 11-401_ AFRCSUP1, unit MOU/MOAs and AFRC policy.

4.1.3.4.2. Aircrew members on exchange programs from Regular Air Force units are authorized mission oriented sorties IAW the specific O-Plan that establishes the exchange. Operations group commanders may authorize their participation IAW their specific experience and qualification.

4.1.3.5. Evaluators. Evaluators may fly as an aircrew member. Operations Group Stan/Eval (OG/OGV) Evaluators may log up to 50% (rounded up) of their requirements from the evaluation sortie (also see [Attachment 2](#)). Currencies must be updated in the

seat and remaining 50% (rounded up) of RAP requirements/sorties/missions must be accomplished as a primary aircrew member in the seat (preferred) and/or as an instructor.

4.1.4. Mission Directed Training (MDT) for Higher Headquarters (HHQ) personnel (other than that conducted in support of a formal inspection) requires coordination with the supporting unit. MAJCOM Directors (Division Chiefs for Flight Safety and IG) and NAF/A3/OV (HQ AFRC/DO) are reviewing authorities for assigned personnel. They will:

4.1.4.1. Coordinate with the supporting agency to ensure appropriate training information is documented in ARMS IAW AFI 11-401 and AFI 11-202V1.

4.1.4.2. Review assigned aircrew member accomplishments and currencies prior to authorizing aircrew members to participate in MDT.

4.1.4.3. Provide each aircrew member with written documentation specifying the mission types and events the aircrew member is authorized to fly.

4.2. Ground Training.

4.2.1. General. Ground training will be accomplished IAW **Table 4.1** Waiver authority for ground training specified is IAW the reference directive. This table is intended to be a reference for MDS-specific ground training only and does not include non-MDS specific ancillary training, which will also be tracked at unit level. Where discrepancies exist, the reference directive takes precedence. Ground training accomplished during IQT/MQT may be credited toward CT requirements for the training cycle in which it was accomplished. Ground training will expire the last day of the month accomplished.

4.2.1.1. The Operations Group Commander (OG/CC) is responsible for establishing and maintaining the academic ground training program. The OG/CC may delegate to the unit OPRs and the Operations Support Squadron (OSS) the responsibility for complying with applicable requirements. Unit commanders will ensure aircrew members accomplish academic training requirements. Commanders may direct additional training as necessary to ensure all aircrew members attain and maintain a state of proficiency which will permit immediate and successful completion of the assigned mission.

4.2.1.2. An individual who instructs a class receives credit for that academic training requirement. Ground training accomplished at the FTU, USAFWS, or other approved training courses may be credited toward CT requirements for the training cycle in which it was accomplished.

4.2.1.3. Course Description Format. **Attachment 2** contains a standardized definition to describe some courses. The purpose is to provide units the basic information concerning the course. It is not to be considered a lesson plan.

4.2.2. Mission Re-Certification:

4.2.2.1. Conventional re-certification uses the same course as the initial (GS52X). See **Para. 3.2.3**

4.2.2.1.1. Aircrew members who participate in any unit deployment to a tasked theater of operations may receive credit for continuation certification in the mission set(s) executed. Credit date will be date coincident with the last mission executed on

a deployment Air Tasking Order (ATO). Aircrew members will receive credit only for re-certification.

4.2.2.2. Nuclear Re-Certification will be accomplished IAW AFGSCI 10-450V2.

4.2.3. **Instrument Refresher Course (IRC).** Guidance for course development of a unit level program and accomplishment are contained in AFMAN 11-210, *Instrument Refresher Program (IRP)*, AFI 11-202V1 and applicable MAJCOM guidance. The purpose of the IRC is to provide aircrews with sufficient knowledge of all applicable directives, procedures, and techniques to safely manage any instrument procedure encountered.

4.2.4. **Situation Emergency Procedures Training (SEPT).**

4.2.4.1. This training is not an evaluation, but a review of abnormal/emergency procedures and aircraft systems operations/limitations during realistic scenarios. This training should present a situation and discuss crew actions necessary to manage a malfunction and carry it to a logical conclusion. Critical Action Procedures (if applicable) and Special Interest Items should be emphasized.

4.2.4.2. SEPT must be accomplished prior to the first flight of each month. SEPT will be included in aircrew GO/NO GO criteria.

4.2.4.3. SEPTs should be accomplished as an aircrew. Intent is for all aircrew to participate to the max extent and share equal time responding to emergency situations. SEPTs may be accomplished in an ATD, if available.

4.2.4.4. Incorporate the following elements into squadron SEPT training programs:

4.2.4.4.1. SQ/CC or DO involvement in the selection of a monthly SEPT topic. Unit established monthly scenarios will be updated on annual basis to keep topics current and relevant.

4.2.4.4.2. Develop SEPT scenarios using B-52 mishaps/incidents as baseline cases.

4.2.4.4.3. Discuss at least two EPs during the SEPT session.

4.2.4.4.4. Accomplish two SEPTs with an instructor/squadron supervisor (Flight/CC or higher) each training period.

4.2.4.4.5. At least one SEPT per training cycle will emphasize the intricacies and difficulties involved with heavy gross weight takeoff and particularly the dangers associated with aborting a takeoff at or near S1.

4.2.4.5. Other ways to satisfy SEPT requirements include:

4.2.4.5.1. Complete of a WST Emergency Procedure (EP) profile.

4.2.4.5.2. Instructors administering formal course student SEPTs.

4.2.4.5.3. -(AFRC) Aircrew accomplishing the AFRC quarterly CRM training program may use that training event to satisfy the monthly SEPT training requirement for the month it was accomplished in (i.e. accomplishing the third quarter AFRC CRM training 8 Jul 06 would count for Jul 06 SEPT and the next SEPT training would be due 30 Aug 06) with a maximum of four allowed.

4.2.5. Air Weapons Refresher (AWR) Training. Units will establish a weapons/tactics academic training program to satisfy MQT and CT requirements. Training is required in each training cycle.

4.2.5.1. USAF Weapons School Graduates are the preferred academic instructors. Audiovisual programs may be used in place of academic instruction.

4.2.5.2. AWR training topics. Training should include description, operation, parameters, fuzing, limitations, preflight, effective employment procedures, normal and alternate delivery procedures/techniques, airborne weaponeering, and current application. Preflight training should include "hands-on" training with actual weapons loads, if possible, or properly configured training weapons on/off the aircraft. All weapons types (as applicable to unit tasking) with all available weapons/fuze configurations should be covered. Audiovisual aids can be used for unavailable weapons. See [Attachment 5](#).

4.2.5.2.1. Emphasize effective employment procedures to include targetteering/weaponeering methods (Joint Munitions Effectiveness Manual (JMEM)/Combat Weapons Delivery Software (CWDS)), frag deconfliction, and hung stores procedures.

4.2.5.2.2. Nuclear Weapons. Training should include description and effects, safety and security, operation, options, hands on preflight, delivery considerations, arming/dearming, normal and emergency procedures, safe escape, and flash blindness protection for all tasked weapons.

4.2.5.2.3. Defensive Maneuvering. Training should include current and emerging threats (both surface-to-air and air-to-air threats) and appropriate B-52 defensive actions from AFTTP 3-1.B-52 and AFTTP 3-3.B-52. Defensive Maneuvering should be taught by unit weapons officer. Instructor will teach and apply defensive maneuvering to both a static and mobile threat system and apply examples for commit criteria. Instructors must emphasize CAF asset integration and how some MDS's specifically benefit from mutual EA as well as how flight leads can ensure supporting assets have B-52 positional SA i.e. 30 seconds early/late and/or 5 NM off course.

4.2.6. Intelligence Training. The unit intelligence training program will be coordinated through the wing/group and squadron Weapons and Tactics Flight or Officer. The focus and extent of academic training will be determined by the OG/CC and will be aligned with projected wartime tasking, threats, and unit equipment. The training program will meet standards prescribed in AFI 14-2B-52 V3, *Unit Intelligence Procedures*, chapter 3.

4.2.6.1. The training program will include threat knowledge, visual recognition (VR), collection and reporting (C&R) and personnel recovery (PR) for both conventional and nuclear-related missions under AFGSC authorities.

4.2.6.2. Current Intelligence will cover significant military/political developments (including threat updates) in the squadron's mission areas of interest."

4.2.7. Crew Resource Management (CRM). All aircrew are required to attend regular CRM training sessions IAW AFI 11-290, *Cockpit/Crew Resource Management Training Program* and applicable MAJCOM CRM Sup (one-time for flight surgeons). Failure to

accomplish by the end of the last month will result in grounding until subsequently completed. OG/CC may waive up to end of next month after expiration of training.

4.2.7.1. RegAF currency is every 24 months. Each aircrew member is required to participate in one training session.

4.2.7.2. AFRC currency is quarterly. Training will be accomplished each quarter and the currency will expire at the end of the next quarter. Failure to accomplish by the end of the last month will result in grounding until subsequently completed. AFRC OG/CC may waive CRM for a one-time sortie.

4.2.7.2.1. RegAF instructors assigned to the 11 BS will attend quarterly CRM training sessions which satisfies the 24 month currency requirement. When the aircrew member departs the 11 BS via PCS or PCA, they will update their currency, if necessary, with the 24-month course at the first available opportunity.

4.2.8. **Communications Training.**

4.2.8.1. Communications Training (GS15). Units will establish an aircrew communications proficiency training program. Training is required in each training cycle IAW the RAP Tasking Memorandum. Training should include SATCOM, MRT, HQ, DAMA/Secure Voice, EDL, etc.

4.2.8.2. COMSEC Training (GA10) See **Para 3.8.2**. Aircrew members must be current on this training prior to being issued a communications kit.

4.2.9. **Electronic Combat Training.** Ensure all Electronic Warfare Officers possess the knowledge and skills necessary to employ their aircraft's EA equipment against known threat systems. Aircrew training devices will be employed to the maximum extent possible. Specific topics include:

4.2.9.1. EW related threat system information to include signal analysis, capabilities, limitations, strengths, weaknesses and vulnerabilities.

4.2.9.2. Aircraft EA systems hardware and software capabilities and limitations.

4.2.9.3. Signal ambiguity resolution.

4.2.9.4. Electronic Attack (EA) techniques and application.

4.2.9.5. EW related issues to include training and operational guidance.

4.2.10. **NVG Academics.** All NVG qualified aircrew members must obtain NVG academics refresher. Refresher training as a minimum will consist of common NVG hazards, MDS specific hazards, limitations and performing preflight adjustment procedures and focusing on an eye chart or the use of a Hoffman 20/20 tester. The use of a mock-up terrain display is encouraged for this training. NVG academics can be obtained during Weapons/Tactics Academics training.

4.2.11. **Aircrew Flight Equipment.**

4.2.11.1. Aircrew Flight Equipment (AFE). Includes the training directed on **Table 4.1**, and the applicable guidance in AFI 11-301 and MAJCOM supplements.

4.2.11.2. SERE/CoCCT. Includes the training directed on [Table 4.1](#) Survival, Evasion, Resistance, and Escape (SERE) and Code of Conduct Continuation Training (CoCCT), will be conducted IAW AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*, and MAJCOM supplements. SERE CoCCT will be a coordinated effort by SERE Specialist, Intelligence, and Aircrew Flight Equipment.

4.2.12. **Physiological Training.** IAW AFI 11-403, *Aerospace Physiological Training Program*, and MAJCOM supplements.

4.2.13. **Nuclear Surety (If Required).** IAW AFI 91-101, *Air Force Nuclear Weapons Surety Program*, and MAJCOM supplements.

4.3. Ready Aircrew Program (RAP) Flight Training. The B-52 community uses RAP to manage sortie and mission event requirements. The Aircrew Training Device (ATD) is a tool used to aid in achieving event currency and proficiency. Total sorties, missions and events are minimums. Minimums are set to ensure training continually meets all DOC tasked requirements as well as specific deployment requirements. These minimums will not be reduced except in proration/waiver situations. Squadron commanders have the authority to set the quantities in parentheses () based on squadron tasking, individual aircrew utilization, certification, and qualification. Commanders must continue to provide robust, realistic training programs. AFGSC expects to see shortfalls that document the underlying problems of over tasking, limited airspace/ranges, weapon deficiencies, and other LIMFACS. RAP numbers should accurately reflect shortfalls; RAP reporting is not a unit report card. Credible and detailed RAP reporting arms leadership with an accurate assessment of readiness. Additionally, it provides the data needed to advocate for adequate resources throughout the CAF and allows the Commands to make the right decisions regarding tasking and training.

4.3.1. **Aircrew Training Device.** The ATD is not intended as a substitution but as an augmentation to airborne sorties in which realism and dynamics can be induced through instructor or crew console operator involvement. See [Table 1.2](#) and [Table 1.3](#) for ATD training cycle requirements.

4.3.1.1. Instructors are required for ATD training when the aircrew member is non-current or un-qualified. Units should determine additional CT training device supervision requirements based on expected employment tasking, and mission training objectives. Independent operations may be conducted in the CPT, OSMT or AN/ALQ T-4.

4.3.1.2. Units with WSTs will ensure scenarios are based on expected employment tasking and training device capabilities. Emphasis should be placed on training not readily attainable during daily flying activities.

4.3.1.3. Simulator Certification (SIMCERT). 29 TSS, 53 Wing, will conduct SIMCERT and recommend certification the ATD to command standards before crediting transfer of task learning from the ATD to the aircrew. Within the preceding 24 months the individual ATD must have been certified in each specific event through SIMCERT. Checkride completion may be accomplished per AFI 11-202V2 and AFI 11-2B-52V2 for WST certified events. WST certified events are indicated in [Table 4.2](#) and may be used to complete RAP and BAQ event requirements. OG/CCs may designate additional simulated events to count towards RAP completion through coordination with HQ AFGSC/A3T. Refer to the B-52 WST SIMCERT Report for an all-inclusive list of

recommended certified events. The overall training accreditation authority of an event is HQ AFGSC/A3T.

4.3.1.4. The events indicated in the ATD column in **Table 4.2** may be accomplished for currency and for RAP proficiency counters in the designated ATD. When creditable, only 50% (rounded up) of the event totals will be accomplished in the ATD. When creditable, 50% (rounded up) of annual mission requirements can be logged in the WST. RAP Sortie credit in the ATD is not permitted. When creditable, currency may still be updated no matter how many events have been logged for annual proficiency.

4.3.2. Currencies/Re-currencies/Re-qualifications.

4.3.2.1. Currency. **Table 4.3** defines currency requirements for all B-52 aircrew members.

4.3.2.1.1. Upon completion of Qualification Evaluation, events accomplished during formal training (IQT, RQT/TX, PUP, NUP, CFIC, FTC, and SSC) to the proficient level may be used to establish currency dates for continuation training.

4.3.2.2. Re-currency. Re-currency is required whenever an aircrew member exceeds a currency requirement in this volume. If a primary crew position is manned by a non-current aircrew member, the event the individual is non-current in cannot be accomplished without supervision by an instructor of like specialty. (example: If the pilot is non-current for touch-and-goes, the aircraft commander cannot perform touch-and-goes unless an IP is supervising)

4.3.2.2.1. Overdue training requirements must be satisfied before the aircrew member is considered qualified to perform tasks applicable to the type of training in which delinquent. Training annotated as affecting CMR or BMC status will require regression to N-CMR or N-BMC until appropriate training as specified by SQ/CC is accomplished. Training identified as not affecting CMR status does not require regression from CMR although it may result in grounding until training is completed (e.g., AFE training). The duration of grounding and status of sortie lookback will determine the effect on CMR status. Regaining currency is based on time elapsed from the date the individual became non-current:

4.3.2.2.1.1. Up to 6 months. Training as directed by the SQ/CC and a proficiency demonstration of the non-current event to a like specialty instructor.

4.3.2.2.1.2. 6 months through 1 year. Training as directed by the squadron commander. Individuals need to re-qualify only in events required by their training level. Flight evaluation by an evaluator is required only for non-current items.

4.3.2.2.1.3. 1 year through 39 months at the end of a non-flying assignment or 51 months at the end of any active flying assignment. Complete training in all delinquent items (as applicable), additional training as directed by the squadron commander, and a flight evaluation. Individuals must complete the formal TX-3 course at the FTU prior to training at the unit.

4.3.2.2.1.4. Over 39 months at the end of a non flying assignment or 51 months at the end of any active flying assignment to 8 years. Individuals will be requalified

in accordance with [Chapter 2](#) and the applicable syllabus.

4.3.2.3. Instructor Re-qualification. Instructor re-qualification is required whenever an instructor becomes decertified. Instructors will be decertified if:

4.3.2.3.1. The instructor fails an evaluation. To regain instructor status, the instructor must successfully complete assigned corrective training and/or a flight evaluation IAW AFI 11-202V2 and AFI 11-2B-52V2.

4.3.2.3.2. The instructor becomes non-current in an event/sortie which causes removal from CMR/BMC status and the SQ/CC deems that loss of currency is of sufficient importance to require de-certification. If the SQ/CC does not elect this option or if the instructor becomes non-current in events/ sorties which do not require removal from CMR/BMC status, instructor status may be retained, but the instructor will not instruct in that event/sortie until the required currency is regained.

4.3.3. Regression.

4.3.3.1. Lookback is based on the calendar month. If an aircrew member does not meet lookback requirements throughout the training cycle, SQ/CCs can either: Regress the aircrew member to N-CMR/N-BMC status, as applicable; or remove the aircrew member from a CMR manning position; or initiate action to remove the aircrew member from active flying status.

4.3.3.1.1. Lookback computations begin following the awarding of any CMR or BMC rating. The aircrew must maintain 1-month lookback until 3-month lookback is established. Report aircrew as N-CMR until 3-month or next one month lookback is met.

4.3.3.2. 3-Month Lookback. Failure to meet 1-month lookback requires a review of the aircrew member's 3-month sortie/mission history. If the 3-month lookback has been met, aircrew members may, at SQ/CC discretion, remain CMR/BMC.

4.3.3.3. 6-Month Lookback. Failure to meet 3-month lookback requires a review of the aircrew member's 6-month sortie/mission history. If the 6-month lookback has been met, aircrew members may, at SQ/CC discretion, remain CMR/BMC.

4.3.3.3.1. Failure to meet the 6-month lookback will result in probation or regression to N-CMR/N-BMC as appropriate. The aircrew member may be placed in probation status for 1 month at the squadron commander's discretion. If probation is chosen, the only way to remove an aircrew member from probation and preserve the current status is to reestablish a 1-month lookback at the end of the probation period. (See [Figure 4.1](#))

4.3.3.4. Regression for Weapons Qualification. Failure to maintain RAP tasked weapons qualification at the end of the training cycle or events tasked as Qual at CMR/BMC, will require regression to N-CMR/N-BMC in the associated mission sets unless waived by the SQ/CC.

4.3.3.5. Regression for Failure of Evaluations. Aircrew members who fail an aircraft qualification, mission, or instrument evaluation will be handled IAW AFI 11-202V2 and AFI 11-2B-52V2. Aircrew members will regress to N-CMR or N-BMC, as applicable. These aircrew members will remain N-CMR/N-BMC until successfully completing

required evaluation corrective actions. Mission re-certification per [Para 3.2.3](#) is also required, but may be waived by SQ/CC.

4.3.4. **Regaining CMR/BMC Status.**

4.3.4.1. CMR/BMC status lost due to regression for weapons qualification will require the aircrew member to re-accomplish initial qualification training in the deficient weapons event (see paragraph [5.2](#)). Events accomplished for this initial qualification may count toward the cumulative CT event qualification required at the end of the next training period.

4.3.4.2. If CMR/BMC status is lost due to failure to meet lookback IAW [Para. 4.3.3](#), the following applies (timing starts from the date the aircrew member came off CMR/BMC status):

4.3.4.2.1. Up to 90 Days. Accomplish mission(s) and sortie(s) to meet one month lookback. All mission specific RAP event currencies and overdue ground training must be regained.

4.3.4.2.2. 90 to 180 Days. Accomplish SQ/CC directed training to include the aircrew member mission certification as described in [Para 3.2.3](#). All mission specific RAP event currencies and overdue ground training must be regained.

4.3.4.2.3. 181 Days and Beyond. Re-accomplish MQT in all mission related events.

4.3.5. **RAP Proficiency Event Annual Requirements.** Aircrew members are required to accomplish only proficiency events ([Table 4.2](#)) that apply to the missions for which they are certified. Aircrew members should focus on training events that apply to the particular mission set(s) they are training on a given sortie/ATD. See mission descriptions in [Attachment 2](#) for training restrictions. Training events outside assigned mission sets may be accomplished, under instructor supervision, for the purpose of MQT or aircrew member familiarization. Instructor supervision is not required for aircrew members who are qualified and current in a particular training event outside their assigned mission set.

4.3.5.1. Aircrew members who fail to complete sortie, mission, and/or event requirements of this volume at the end of the training period may require additional training depending on the type and magnitude of the deficiency. The SQ/CC will determine if additional training is required. Refer to [Para. 4.3.6](#) to determine if some of these requirements can be prorated. Refer to [Para. 1.12](#) for waiver authority.

4.3.5.1.1. Aircrew who fail to meet the total RAP sortie or mission requirements may continue CT at CMR/ BMC as determined by lookback. The SQ/CC will determine if additional training is required.

4.3.5.1.2. Aircrew who fail to meet total BAQ sortie and/or event requirements may continue CT at CMR/ BMC as determined by lookback. The SQ/CC will determine if additional training is required.

4.3.5.1.3. Failure to accomplish missions required for special capabilities, qualifications, or certification will result in loss of that qualification or certification.

4.3.6. **Proration of End of Cycle (Annual) Requirements.** The SQ/CC may prorate total sortie ([Table 1.1](#)), total mission ([Table 1.3](#)), and proficiency event ([Table 4.2](#)) training

requirements. Prorate end of cycle requirements when Duties Not Involving Flying (DNIFs), emergency leaves, non-flying TDY/exercises, non-flying combat/contingency deployments, and/or (AFRC) mandatory training required by civilian employment preclude training for a portion of the training period. HHD sorties, Combat sorties, Contingency sorties and Ordinary annual leave will not be considered as non-availability. This allows for accurate reporting of mission and event accomplishments. Extended bad weather which precludes the unit from flying for more than 15 consecutive days may be considered non-availability.

4.3.6.1. Proration will only be used to adjust for genuine circumstances of training non-availability, not to mask readiness, training or planning deficiencies.

4.3.6.2. Proration is based on cumulative days of non-availability for flying during the training period. Use **Table 4.4** to determine the number of months to be prorated based on cumulative calendar days of non-availability.

4.3.6.3. If IQT or MQT is re-accomplished, an aircrew member's training period will start over at a prorated share following completion of IQT/MQT training.

4.3.6.3.1. Proration Example. An aircrew member was granted 17 days of emergency leave in January and attended SOS in residence from March through April for 56 consecutive calendar days. His SQ/CC authorized a total of 3 months proration from his training cycle (1 month for emergency leave and 2 months for SOS).

4.3.6.4. Prorated numbers resulting in fractions of less than 0.5 will be rounded to the next lower whole number, but no requirement may be prorated below one.

4.3.6.5. Newly assigned aircrew members and aircrew members achieving CMR/BMC after the 1st of the month are considered to be in CT on the first day of the following month for lookback and proration purposes. A prorated share of RAP sorties and assigned missions must be completed in CT.

4.3.6.6. Night and AR requirements accomplished during MQT may be credited toward prorated CT requirements if accomplished during the cycle in which the aircrew was declared CMR/BMC, unless specified otherwise by MAJCOM.

4.3.6.7. An aircrew member's last month on station prior to departing Permanent Change of Station (PCS) may be prorated provided 1 month's proration is not exceeded. Individuals departing PCS may be considered CMR for reporting purposes during a period of 60 days from date of last flight, or until loss of CMR currency, port call date, or sign in at new duty station.

4.3.6.8. CMR aircrew members who attend FTU/USAFWS in TDY-and-return status may be reported throughout the TDY as CMR if they departed CMR. Upon return, those aircrew members will accomplish a prorated share of sortie/mission/event requirements (see **Table 4.4**).

4.3.6.9. A SQ/CC may elect to change the missions an aircrew member has been assigned. Aircrew members are only required to maintain proficiency events and currency events that pertain to the missions for which they are assigned and have been certified. Proration may be applied to the annual events in both the mission certifications lost as well as gained.

Table 4.1. Aircrew Ground Training Requirements (Para 4)

AIRCREW GROUND TRAINING REQUIREMENTS						
	SUBJECT	EVENT CODE	FREQUENCY (Note 6)	REFERENCE DIRECTIVES	GROUNDING	AFFECT CMR/BMC Note 5
NUCLEAR ACADEMICS (Note 4)	Nuclear Surety	GS55	15 months	AFI 91-101/ AFGSC 10-450V2	No	Nuc
	Nuclear Weapons	AWR 7	Annually	AFI 11-2B-52V1	No	Nuc
	Nuclear Weapons Preflight (AC/P/RN/N) (USAFWS EW)	AWR7P	Annually	AFGSCI 10-450 V2/AFI 11- 2B-52 Vol 1	No	Nuc
	Nuclear Command and Control Procedures (Note 7)	GS56	Monthly	EAP-STRAT Vol 5 AFGSCI 10-450 Vol 6	No	Nuc
	Nuclear Preparation for EWO Certification	GS59	As Required	AFGSCI 10-450V2	No	Nuc
	Nuclear EWO Study	GS42	As Required	AFGSCI 10-450V2	No	Nuc
	Nuclear EWO Certification	GS51	As Required	AFGSCI 10-450V2	No	Nuc
	Nuclear Force Generation	GS61	Annually	AFGSCI 10-450V5	No	No
	Nuclear Unit Mission Briefing	UB01	Initial	AFI 11-2B-52V1 AFGSCI 10-450V2	No	Nuc
CONVENTIONAL VERIFICATION	Standoff Attack CVC	GS52A	Bi-annual	AFI 11-2B-52V1	No	A
	Direct Attack CVC	GS52B	Bi-annual	AFI 11-2B-52V1	No	B
	CAS/NTSR CVC	GS52C	Bi-annual	AFI 11-2B-52V1	No	C
	Information Operations CVC	GS52D	Bi-annual	AFI 11-2B-52V1	No	D
	Counter Sea CVC	GS52E	Bi-annual	AFI 11-2B-52V1	No	E
	NVG Academics	GA19	Annually	AFI 11-202V1, AFI 11-2B-52V1	No	No
	Aircraft Servicing	GS53	Annually	AFI 11-2B-52V1	No	No
	Electronic Combat	IE14	Annually	AFI 11-2B-52V1	No	All
	Intelligence Training	IE15	As Required	AFI 14-2B-52V3	No	All

AIRCREW GROUND TRAINING REQUIREMENTS						
	SUBJECT	EVENT CODE	FREQUENCY (Note 6)	REFERENCE DIRECTIVES	GROUNDING	AFFECT CMR/BMC Note 5
AIRCREW WEAPONS REFRESHER	General Purpose Munitions	AWR 1	Annually	AFI 11-2B-52V1	No	B,C,D,E
	Conventional Weapons Preflight	AWR 1P	Annually	AFI 11-2B-52V1	No	A,B,C,D,E
	CALCM	AWR 2	Annually	AFI 11-2B-52V1	No	A
	CAS	AWR 3	Annually	AFI 11-2B-52V1	No	B,C
	JASSM	AWR 4	Annually	AFI 11-2B-52V1	No	A
	JDAM	AWR 5	Annually	AFI 11-2B-52V1	No	B,C
	LGB	AWR 6	Annually	AFI 11-2B-52V1	No	B,C,E
	TGP	AWR 8	Annually	AFI 11-2B-52V1	No	C,E
	MINES	AWR 9	Annually	AFI 11-2B-52V1	No	E
	MALD	AWR 10	Annually	AFI 11-2B-52V1	No	A,B,D
	WCMD	AWR 11	Annually	AFI 11-2B-52V1	No	B,C,E
	EA Equipment and Commit Criteria	AWR 12	Annually	AFI 11-2B-52V1	No	All
CRM	GA06	Biennial (AFRC: 3 months)	AFI 11-290 AFGSCSUP	Yes (Note 4)	No	
Instrument Refresher Course (IRC)	GS05	Periodic, Prior to Checkride	AFI 11-202V1,V2 AFMAN 11-210	No	No	
Flying Safety Training	GS57	3 months	AFI 91-202, AFGSCSUP	No	No	
Situational Emergency Procedures Training	GS03	Monthly	AFI 11-2B-52V1	Yes	No	
Marshalling Exam	GA07	After PCS	AFI 11-218	No	No	
Physiological Training Refresher	Altitude Chamber	5 years	AFI 11-403	Yes	No	
Handgun Training / Small Arms	GA01	24 months AFRC: within 90 days of deploying with a 24 month qual period	AFI 31-207, AFI 36-2226 AFI 36-2226 AFRC SUP 1	No	All	
ISOPREP Review	IE05	6 months	AFI 14-105	No	All	
Laser Safety Training (Note 1)	GA25	Annually	AFOSH Standard 48-139	No	B,C,E	
AIRCREW FLIGHT EQUIPMENT	Aircrew Flight Equipment Familiarization	LL01	Once per assignment, prior to first flight	AFI 11-301V1 AFGSCSUP	Yes	No
	Emergency Egress/Ejection Seat (Note 2)	LL02	Annually	AFI 11-301V1 AFGSCSUP	Yes	All
	Aircrew Chemical Defense	LL04	Annually	AFI 11-301V1 AFGSCSUP	No	All
	Egress with ACDE	LL05	Once per assignment, not to exceed 36 months	AFI 11-301V1 AFGSCSUP	No	All

AIRCREW GROUND TRAINING REQUIREMENTS						
	SUBJECT	EVENT CODE	FREQUENCY (Note 6)	REFERENCE DIRECTIVES	GROUNDING	AFFECT CMR/BMC Note 5
	Aircrew Flight Equipment Training (AFET)	LL06	Annually	AFI 11-301V1 AFGSCSUP	No	No
	Airborne Aircrew Chemical Warfare Defense Ensemble Exercise (ACWD) (Note 3)	LL07	Annually	AFI11-2B-52V1	No	No
SERE	Local Area Survival	SS01	Prior to first flight at duty station	AFI 16-1301 AFGSCSUP	Yes	No
	Combat Survival	SS02	36 months	AFI 16-1301 AFGSCSUP	No	All
	Conduct After Capture	SS03	36 months	AFI 16-1301 AFGSCSUP	No	All
	Water Survival	SS05	36 months	AFI 16-1301 AFGSCSUP	No	All
	Emergency Parachute Training (Note 2)	SS06	Annually	AFI 16-1301 AFGSCSUP	Yes	All
NOTES:						
1. Laser Safety Training is available at: https://www.dmy.af.mil/afknprod/ASPs/docman/DOCMain.asp?Tab=0&FolderID=21363-10&Filter=21363						
2. If an aircrew member is delinquent in emergency egress/ejection seat or emergency parachute training, the aircrew member is restricted from flying until training is accomplished. However, if an aircrew member is TDY, training will be accomplished prior to the first flight after return to home station or where training resources are available.						
3. WST certified.						
4. See Para 4.2.7.2.						
5. If yes then this event affects CMR for a particular mission set defined with the following codes: Nuc –MR42, A – MR10A, B – MR10B, C – MR10C, D – MR10D, E – MR10E, All – all mission sets.						
6. Annually implies 365 days since last accomplished						
7. May be accredited if accomplished in WST IAW Attachment 2 MR42.						

Table 4.2. Proficiency Event Requirements (Ref.)

EVENT	EVENT ID (Note 1)	CREW POSITION	AFGSC/AFRC BMC		AFGSC/AFRC CMR		ATD	MISSION
			INEXP	EXP	INEXP	EXP		
C I F E A Emergency	EAM00	ALL	6	6	12	12	W	Nuc

EVENT	EVENT ID (Note 1)	CREW POSITION	AFGSC/AFRC BMC		AFGSC/AFRC CMR		ATD	MISSION	
			INEXP	EXP	INEXP	EXP			
Action Message (EAM) Processing.									
Alert Force Response Exercise	RE50	ALL	1	()	2	2	N	Nuc	
Cartridge Start Procedures	RA38	AC/P	2	()	4	4	W	Nuc	
MILSTAR Exercise	RB63	N	12	9	21	16	N	All	
MRT Exercise	RB41	N	3	()	6	6	N	Nuc	
Quick Taxi/EWO Departure Exercise	DP06	AC/P	1	()	2	2	W	Nuc	
High Speed Departure.	RB01	AC/P	1	()	2	2	W	Nuc	
PLZT training	RC07	AC/P	1	()	2	2	N	Nuc	
Nuclear Bomb Run	BR04	AC/P/RN/N	3	()	6	6	W	Nuc	
Ground Based Jamming Exercise (Note 2)	RA78	RN/N	1	()	2	1	W	All	
AGM-86B Retargeting Exercise	RC24	RN/N	()	()	6	6	W	Nuc	
AGM-86B Launch Procedures	RA14	RN/N	6	4	6	6	W	Nuc	
Manual SAIR Exercise (Note 2)	MS08	RN/N	3	()	6	6	W	Nuc	
Sim Pylon Jettison (Note 2)	RB70	RN/N	3	()	6	6	W	Nuc	
EMCON Procedures	EC01	ALL	12	9	21	16	W	All	
Airborne Radar Approach	AP41	AC/P/RN/N	2	()	3/2	3/2	W	All	
FORMATION	Formation (Note 9,10)	RA67	AC/P/RN/N	8	()	16	16/10	W	All
	Formation Position Change (Note 9,10)	RA69	ALL	3	()	6	4	W	All
	Formation Bombing	RA64	ALL	()	()	18/10	12/5	W	B,C,D,

EVENT	EVENT ID (Note 1)	CREW POSITION	AFGSC/AFRC BMC		AFGSC/AFRC CMR		ATD	MISSION	
			INEXP	EXP	INEXP	EXP			
	(Note 9,10)							E	
	Formation Dept & Join-Up (Note 9,10)	RA56	AC/P/RN/N	8	()	16	16/10	W	A,B,C, D,E
	Formation RZ and Refueling	RA66	AC/P/RN/N	()	()	4	2	N	A,B,C, D,E
	Formation EMCON 3	VT38	ALL	()	()	4	2	N	A,B,C, D,E
	Battle Damage Assessment (BDA)	BD01*	AC/P	()	()	6	4	N	A,B,C, D,E
BOMBING ACTIVITY	Defensive Action Weapon Release (Note 8)	RA91	ALL	()	()	22/20	16/10	W	All
	Actual Weapon Release	RA09	AC/P/RN/N	6/4	4/2	16	14	N	All
	Conventional Bomb Run	RA88	AC/P/RN/N	12	8	12	11	W	B,C
	Multi-DMPI Bomb Run	RB42	AC/P/RN/N	()	()	6	4	W	B
	Multi-SMO Attack	RB43	AC/P/RN/N	()	()	6	4	W	A,B,C, D,E
	M-129 Leaflet Bomb Run	RA44	AC/P/RN/N	()	()	5	3	N	B,D
STANDOFF ACTIVITY	AGM-86C Launch Procedures	RA16	AC/P/RN/N	3	2	6	5	W	A
	Conventional Missile Retargeting Exercise	RH407	ALL	()	()	10	6	W	A
	JASSM Launch Procedures	JM01	AC/P/RN/N	3	2	6	5	W	A
	JASSM Direct Targeting	JM02	RN/N	()	()	4	4	W	A
	JASSM Hung Ordnance Procedures with Jettison	JM03	RN/N	()	()	4	4	W	A
	Simulated Bomb Bay Missile Jettison.	RB68	RN/N	()	()	4	4	W	A
DIRECT ATTACK ACTIVITY	JDAM/WCMD Jettison	RJ18	RN/N	()	()	4	4	W	B,C,E
	Actual JDAM/WCMD Release	RJ19	RN/N	1	()	1	1	N	B,C,E
	Mixed Load	JS01	RN/N	()	()	6	4	W	B,C,E

EVENT	EVENT ID (Note 1)	CREW POSITION	AFGSC/AFRC BMC		AFGSC/AFRC CMR		ATD	MISSION	
			INEXP	EXP	INEXP	EXP			
Procedures									
DAT Retargeting Exercise	KC041	AC/P/RN/N	()	()	18/15	18/10	W	B,C,E	
JDAM/WCMD Release	RJ17	AC/P/RN/N	3	2	6	5	W	B,C,E	
Relative Targeting	RA54	RN/N	()	()	2	2	W	C,E	
LGB ACTIVITY	LGB Designation Dependant Release	PG15	AC/P/RN/N	2	2	4	4	W	B,C,E
	LGB Self Designation Release (Note 7)	TG01	RN	()	()	4	2	W	C,E
	LGB Buddy Designation	TG02	RN	()	()	4	2	N	B,C,E
	LGB Actual Weapon Release	TG07	RN	()	()	1	1	N	B,C,E
	TGP Activity (Note 7)	TP00*	RN	6	4	12	8	W	C,E
TARGETING POD ACTIVITY	IR Marker	TG03	RN	2	1	4	2	N	C,E
	Laser Spot Search/Track (LSS/T)	TG04	RN	2	1	4	2	N	C,E
	Video Data Link (VDL)	TP01	RN	2	1	4	2	N	C,E
	TGP Employment (Static target) (Note 7)	TP02	RN/N	()	()	3	3	W	C,E
	Moving Target Attack (Note 7)	TP03	RN/N	()	()	3	3	W	C,E
	TGP employment with Inertially Aided Munitions (IAM) (Note 7)	TP04	RN/N	()	()	3	3	W	C,E
	Convoy Escort w/TGP (Note 7)	TP05	ALL	2	1	4	2	N	C
	Sensor Operations	TP06	ALL	2	1	4	2	W	C

EVENT	EVENT ID (Note 1)	CREW POSITION	AFGSC/AFRC BMC		AFGSC/AFRC CMR		ATD	MISSION	
			INEXP	EXP	INEXP	EXP			
(LOC) (Note 7)									
Sensor Operations (Urban) (Note 7)	TP07	ALL	2	1	4	2	W	C	
Sensor Operations (Maritime) (Note 7)	TP08	ALL	2	1	4	2	N	E	
DYNAMIC	CAS with JTAC (Note 7)	VT52	ALL	3	2	9	6	W	B,C
	CAS	VT52A	ALL	9	6	18	12	W	B,C,E
	Time Sensitive Targeting	TS01	ALL	9	6	18	12	W	A,B,C,E
DEGRADED	Processors Recycle Exercise	RB57	RN/N	()	()	1	1	W	All
	Doppler Out Exercise	RA51	RN/N	()	()	2	2	W	All
	RNMP Inoperative Exercise	RB61	RN	()	()	2	2	W	All
	WCP Inoperative Exercise	RC08	N	()	()	2	2	W	All
	GPS Out Exercise	RA52	RN/N	10	10	20	20	W	All
	Degraded GPS Weapon release	RA53	RN/N	()	()	10	10	W	All
COMM	Have Quick	RA87	AC/P	()	()	26	20	CP	All
	Voice SATCOM	RC05	AC/P	()	()	26	20	CP	All
	Secure Voice	RB67	P/N	()	()	26	20	CP	All
	Combat Track II/EDL	CT02	ALL	()	()	26	20	CP	All
COUNTER SEA	Mine Run	CS25	AC/P/RN/N	()	()	4	4	W	E
	AIMT	CS26	AC/P/RN/N	()	()	4	4	N	E
	Sea Surveillance Radar	CS27	ALL	()	()	2	2	N	E
	Visual RIG	CS28	AC/P/RN/N	()	()	2	2	W	E
	ATP RIG	CS29	AC/P/RN/N	()	()	2	2	N	E
	JABS	CS30	AC/P/RN/N	()	()	2	2	W	E

EVENT		EVENT ID (Note 1)	CREW POSITION	AFGSC/AFRC BMC		AFGSC/AFRC CMR		ATD	MISSION	
				INEXP	EXP	INEXP	EXP			
ELECTRONCOMBAT EVENTS	EA Threat Activity, (Note 6)	EA52*	EW	28/25	18/16	54	46/40	W,T	All	
	MUTES Blue/Grey Defense Scenario	RB44	EW	()	()	6	4	W,T	All	
	Multiple Threats EA	RB45	EW	6	4	12	8	W,T	All	
	Formation ECM	RA68	EW	()	()	6	3	N	All	
	Defensive Maneuvers Profile	VT44	AC/P	()	()	2	2	W	All	
	Airborne Intercept Training	RA30	AC/EW	2	2	2	2	W	All	
	Chaff/Flare Exercise	RA42	EW	2	2	2	2	W,T	All	
	Simulated Equipment Malfunction	RB69	EW	()	()	2	2	W	All	
	Low Altitude EC	RB24	EW	()	()	4	4	W	All	
NON-BAQ Misc.	Anchor Refueling (Note 9,10)	AR57	AC/P/RN/N	2	2	4	2	W	All	
	NVG Exercise	VT36*	AC/P	2	2	4	4	N	All	
	Circling Approach	AP30	AC/P	2	2	2	2	W	All	
BAQ EVENTS (Note 7)	AR	Takeoff	TO00*	AC/P	14	12	18/12	14/10	All	All
		Air Refueling (AR) (Note 4)	AR00*	AC/P	12	12	24/17	20/14	N	All
		Night Air Refueling (Note 4)	AR02*	AC/P	2	2	4	4	N	All
		Manual Boom Latching	AR56	AC/P	()	()	2/2	2/2	N	All
	APPROACHES	Total Instrument Approach	AP00*	AC/P	14	12	36/14	28/20	W	All
		Precision Approach	AP01	AC/P	14	12	18/12	14/10	W	All
		Non-Precision	AP02	AC/P	12	12	18/12	14/10	W	All
		Missed Approach	AP26	AC/P	4	2	4/4	4/4	W	All
		Visual Pattern	AP68	AC/P	14	6	18/14	14/10	N	All
	LANDINGS	Landing (Note 3)	LD00*	AC/P	14	12	42/31	28/12	N	All

EVENT	EVENT ID (Note 1)	CREW POSITION	AFGSC/AFRC BMC		AFGSC/AFRC CMR		ATD	MISSION	
			INEXP	EXP	INEXP	EXP			
EMERGENCY PROCEDURES	Landing Night (Note 3)	LD02*	AC/P	6	3	9	6	N	All
	Simulated Engine Loss On Takeoff	TO25	AC/P	4	2	4/4	2/2	N	All
	Flaps Up Approach And Go Around	AP67	AC/P	4	2	4/4	2/2	W	All
	Sim 6 Engine Approach And Go Around (Assym)	AP62	AC/P	4	2	4/4	2/2	W	All
	Sim 6 Engine Approach And Go Around (Sym)	AP63	AC/P	2	2	2/2	2/2	W	All
	6 Engine Landing	AP64	AC/P	2	2	2/2	2/2	N	All
	Pilot Proficiency Ex	P070	AC/P	2	2	2/2	2/2	N	All
DUAL SEAT	DSN Mission Left	MR11L*	DSN	12	8	21	15	W	All
	DSN Mission Right	MR11R*	DSN	12	8	21	15	W	All
<p>NOTES: ATD column: “W” indicates WST (with the exception of TGP events, RN/N events credible in the WST are also credible in the OSMT), a “C” indicates CPT, a “CP” indicates Comm PTT, and a “T” indicates T4 that event is RAP creditable. A “N” indicates that event is not RAP creditable. Mission sets identified in the mission column indicate events required by that mission: Nuc –MR42, A – MR10A, B – MR10B, C – MR10C, D – MR10D, E – MR10E, all – all mission sets.</p> <ol style="list-style-type: none"> 1. Event Id’s marked with * have currency as well as proficiency counters. See Table 4.3. for currency event requirements. 2. May be logged during either nuclear or conventional missions. 3. Night Landing LD02 updates Landing LD00 and Landing Day (if tracked) currency 4. Night Air Refueling AR02 updates Air Refueling AR00 currency 5. BAQ Event totals are 50% of INEXP BMC, rounded up. 6. EWs may dual log no more than 50% in the WST. 7. WST must have TGP upgrade 8. EW cannot log this event in the simulator. 9. Not certified during linked or DMO ops. 10. WST credit for RN/N only. 									

EVENT	EVENT ID (Note 1)	CREW POSITION	AFGSC/AFRC BMC		AFGSC/AFRC CMR		ATD	MISSION
			INEXP	EXP	INEXP	EXP		
	11. WST not certified for M-129s							

Table 4.3. Currency Events (Ref.)

	Event	Event ID (Note 15)	POSITION	I/E	INSTRUCTOR	AFFECTS CMR/BMC	ATD	Mission
NUCLEAR	Nuclear Weapon Delivery (Note 7, 8, 11,13)	WE31	AC/P/RN/N	60/60	90	YES	W	Nuc
BOMBING	Conventional Weapon Delivery (Note 8,10,13)	WE30	AC/P/RN/N	45/45	90	YES	W	A,B,C, D,E
LOW ALTITUDE	TA/EVS Navigation Leg (Note 5,13)	TA01	AC/P/RN/N	60/60	60	NO	W	All
	Night TA/EVS Nav Leg (Note 2, 5, 6, 8,13)	TA02	AC/P	90/90	120	NO	N	All
	Low Altitude Training (Note 6,8,12, 13)	LE00	AC/P/RN/N	90/90	120	NO	W	All
	Speed Down	SD01	AC/P/RN/N	90/90	120	NO	W	All
EC	EAThreat Activity	EA52*	EW	45/60	60	YES	W,T	All
TGP	TGP Activity(Note 8, 9, 10)	TP00*	RN	60	90	NO	W	C,E
BAQ EVENTS	Takeoff (Note 13)	TO00*	AC/P	45/45	60	NO	N	All
	Total AR (Note 13,17)	AR00*	AC/P	45/45	90	YES	N	All
	Night AR (Note 4,13,17)	AR02*	AC/P	90/90	120	NO	N	All
	Instrument Approach (Note 1,13)	AP00*	AC/P	45/60	60	NO	W	All
	Landing (Note 13,16)	LD00*	AC/P	45/45	60	NO	N	All
	Night Landing (Note 13,16)	LD02*	AC/P	90/90	120	NO	N	All

	Event	Event ID (Note 15)	POSITION	I/E	INSTRUCTOR OR	AFFECTS CMR/BMC	ATD	Mission
	Touch And Go (Note 3,13)	LD03	AC/P	45/45	60	NO	N	All
	Battle Damage Check	BD01*	AC/P	90/90	120	NO	W	All
MISC	NVG Exercise (Note 13)	VT36*	AC/P	120/180	-	NO	N	All
DUAL SEAT	Left Seat Exercise (Note 14)	DS01	AC/RN	45/45	-	NO	W	All
	Right Seat Exercise (Note 14)	DS02	AC/RN	45/45	-	NO	W	All
	DSN Sortie Left	SR11L*	DSN	45/45	90	NO	N	All
	DSN Sortie Right	SR11R*	DSN	45/45	90	NO	N	All
<p>NOTES: Mission sets identified in the mission column indicate events required by that mission: Nuc –MR42, A – MR10A, B – MR10B, C – MR10C, D – MR10D, E – MR10E, all – all mission sets.</p> <ol style="list-style-type: none"> 1. See AFI 11-202V3, <i>General Flight Rules</i>, MAJCOM Supplement, for additional guidance. 2. Updates day TA/EVS navigation leg currency. 3. Must be current for Takeoff. Dual log with LD00 or LD02. 4. 180 days for AFGSC Staff, FTU, 340 WPS/USAFWS, and 49 TES Instructor Pilots. 5. Applies only to aircrew members that maintain TA qualification. 6. 180 days for AFGSC Staff, FTU, and 340WPS/USAFWS. 7. For flying aircrew members serving as instructors in the FTU, Weapons School or 49 TES, and those in organizations above the wing level, currency is 180 Days. NAF/OV RN/DSNs will qualify and maintain currency in the AGM-86B within 8 months of assuming NAF/OV duties. 8. Losing currency in these weapons/special capabilities does not preclude individuals from employing other weapons/or other qualifications in which they remain current. 9. See B-52 Targeting Pod Qualifications program for additional guidance. Experienced RN only. 60 days CMR/90 days BMC. 10. Affects CMR-C only (if YES and not annotated by a note, it affects both CMR-C/N). 11. Affects CMR-N only (if YES and not annotated by a note, it affects both CMR-C/N). 12. Applies only to aircrew members maintaining Low Level qualification. 13. May be accomplished in either seat. 14. Applies only to non-instructor dual seat qualified Aircraft Commanders and Radar Navigators (per Para. 6.8), and Navigators qualified under the FTU Dual Seat Navigator Initial Qualification syllabus. 15. Event Id's marked with * have proficiency as well as currency counters. See Table 1.2. for proficiency requirements. 16. Night Landing LD02 updates Landing LD00 currency. 17. AR currency only applies to Pilot's that have been qualified in air refueling IAW AFI 11-2B-52V2. AR affects CMR/BMC status for AC and IP's only. 								

Table 4.4. Proration Allowance.

CUMULATIVE DAYS OF NONFLYING	MONTHS OF PRORATION ALLOWED
0 - 15	0
16 - 45	1
46 - 75	2
76 - 105	3
106 - 135	4
136 - 165	5
166 - 195	6
196 - 225	7
226 - 255	8
256 - 285	9
286 - 315	10
316 - 345	11
Over 346	12

Chapter 5

WEAPONS QUALIFICATION TRAINING (WQT)

5.1. General. WQT guidance is provided to train aircrew members in weapons other than what is taught during IQT. This training can also be used for re-qualification training in IQT weapons. Refer to "Glossary of Events" at [Attachment 2](#) for further guidance on weapons events.

5.1.1. The OG/CC is responsible for establishing and maintaining the weapons qualification program. The OG/CC may delegate to individual tactical squadrons or the OSS responsibility for executing this program.

5.1.2. Weapons qualification will be achieved/maintained by completing a minimum number of effective releases ("Hits") as determined by the OG/CC and requirements in [Para. 5.3](#) and [Para. 5.4](#)

5.1.3. Actual WISS-scored releases are the preferred method of scoring deliveries, however, unit developed training guides may be used.

5.1.4. 340 WPS/CC qualifies and certifies B-52 USAFWS instructors.

5.2. Initial Weapon Qualification.

5.2.1. Every aircrew member must accomplish initial qualification in each applicable type of weapon requiring qualification for CMR/BMC. Initial qualification achieved in IQT or MQT satisfies requirements for initial qualification, but not for CT event requirements. Initial qualification will carry over for consecutive tours in the B-52.

5.2.1.1. For FTU IQT, releases accomplished after obtaining proficiency may be credited for initial qualification.

5.2.1.2. Failure to qualify in one weapon does not invalidate qualification in others.

5.2.2. Initial Weapons Qualification Training. Qualification in each B-52 weapon type requires unique training events. However, the general characteristics of the training and desired flow consists of academics, simulator training, and flight training.

5.2.2.1. Academics. All aircrew members will accomplish initial academics ground training prior to any flight/WST training. Emphasis will be: weapons characteristics, mission planning (JWS, IMEA, CWDS, PFPS, and MPS), preflight, programming, targeting, retargeting, release, crew coordination, and tactical employment. Academics will cover both normal procedures and abnormal procedures (e.g. malfunctions, jettison procedures, etc). WQT Academics will end with an open book and closed book weapon test.

5.2.2.2. Simulator training. The WST should be used to the maximum extent possible for all initial WQT. Emphasis of weapon qualification WSTs should be checklist procedures for normal and abnormal situations. Attaining proficiency in the WST is desired prior to flight training. WQT should focus on weapon employment during appropriate mission type.

5.2.2.3. Flight training. WQT flight training should focus on tactical employment and crew coordination skills. Sortie profiles should emphasize targeting/retargeting command and control unique to the different mission types, and both pre-planned and multi-weapon dynamic targeting. For applicable weapons, demonstrate proficiency in multi-DPI (single target with multiple DPIs), and multi-target area attacks (multiple targets with multiple DPIs).

5.3. Weapon Continuation Training. These requirements establish minimum standards for crews to maintain qualification in the appropriate RAP-tasked weapons delivery events and do not necessarily determine evaluation criteria established by other instructions or agencies (e.g., inspection/evaluation teams). These qualifications are valid throughout the following training period. Aircrew members must accomplish recurring qualification for each weapon applicable to the mission sets that the SQ/CC has assigned to each aircrew member. i.e. If an aircrew member was only assigned to be CMR-N that aircrew member would only need maintain qualification in ALCM, B-61 and B-83.

5.3.1. CT weapons deliveries will be tactical deliveries simulating realistic employment of Unit Committed Munitions List (UCML), considering such factors as fuzing, safe escape/separation, frag deconfliction, probability of destruction (PD), egress, etc. To maintain a combat perspective in a peacetime environment, weapons deliveries should simulate realistic employment of live munitions/SCLs and fuze settings.

5.3.2. Weapons qualifications will be maintained by achieving 6 record hits and an overall hit rate of 50%. Hit criteria are described in [paragraph 5.4](#) Fiscal/resource constraints may preclude actual weapons releases for record for every weapon. Units should establish programs to track reliability of unique weapons by measuring the effectiveness of aircrew procedures, e.g., all weapons parameters were met, systems were configured correctly. Weapon training accomplished in the WST is creditable if the WST is SIMCERT 1 for that weapon.

5.3.3. Failure to maintain qualification in one weapon does not invalidate qualification in others. SQ/CCs may declare an aircrew member unqualified in an event and invalidate all previous record deliveries for that event at any time during a training cycle without affecting other weapons event qualifications. The aircrew member will revert to N-CMR (Nuclear or Conventional or both)/N-BMC and will remain in that status until completing SQ/CC specified additional training/requalification.

5.4. Qualification/Hit Criteria. These criteria establish minimum standards for RN/DSNs during all initial and recurring weapons qualifications and do not necessarily determine evaluation criteria established by other instructions or agencies (e.g., inspection/evaluation teams). These qualification standards remain valid throughout the following training period.

5.4.1. General Criteria. A reliable hit is predicated upon achieving the desired PD per target type and number/type of weapons as defined by JMEM and NWP documents. Mission planning should carefully consider the target type and account for weapons effects in accordance with JMEM requirements for probability of damage. Reliability will be determined by resolving the impact scores of single releases to the actual PD achieved. All unguided General Purpose (GP) weapon single releases will simulate weapon trains. Unit OPRs will select realistic weapons and target combinations for annual CT and initial qualification standardization throughout the unit. Weapon/target combinations used should

reflect target sets applicable to unit taskings. AGM-86C/154A/158A and guided weapon scoring criteria will be in accordance with unit developed training guides if not addressed below. For unguided gravity weapons, the scoring criteria listed in **Table 5.1**, Unguided Gravity Weapons Scoring Criteria, may be used when PD computations from JMEM/NWP are not readily available. For TGP employment **Tables 5.2** and **5.3** define qualification criteria.

5.4.2. TGP Coordinate Generation (TCG) Hit Criteria. TGP coordinate generation solutions can be used to immediately update MIL-STD 1760 weapons solutions just prior to release. As such, the RN must demonstrate the required skill-sets to accurately measure a specific DPI using the criteria listed in **Table 5.2**. TCG record measurements should be taken against pre-planned, mensurated aimpoints/targets to facilitate accuracy assessments.

5.4.3. Self-Designation LGB Hit Criteria. Can be demonstrated empirically with actual weapon releases or can be assessed during dry attacks using the criteria listed in **Table 5.3**. For all actual LGB releases, hit criteria is 10 meters.

5.4.4. Inertially-aided Munitions Hit Criteria. Hit criteria for actual deliveries is 15m for JDAM (GBU-31/38) and 30m for WCMD. Hit criteria for simulated deliveries require good indications of weapons release within weapons/fuze parameters.

5.4.5. **Weapons Delivery.** A delivery is defined as a pass at a target on which ordnance is expended or a pass meeting the criteria defining a specific weapon delivery.

5.4.5.1. All deliveries will be recorded, but not necessarily as a "record" delivery. There are two types of deliveries:

5.4.5.1.1. Basic Delivery. A delivery without defensive maneuvering. It may be used as a record event only for initial qualification. There is no restriction on the number of dry passes made before or during basic deliveries in a record event for initial qualification; however, only the first two deliveries per event may be made for record.

5.4.5.1.2. Tactical Delivery. Any delivery using patterns and techniques that minimize final flight path predictability, yet allows sufficient time for accurate weapons delivery. When a tactical delivery is flown for record, dry passes in the event are not permitted before or during the event.

5.4.5.2. A delivery constitutes a weapons delivery event based on two categories: by record keeping (Record or Non-Record), and by RAP tasking (FAM and QUAL):

5.4.5.2.1. Record Keeping.

5.4.5.2.1.1. Non-Record. Basic or Tactical weapons delivery accomplishments not credited toward weapons qualification provided the aircrew member declares non-record prior to beginning event.

5.4.5.2.1.2. Record. A weapons delivery scored for individual weapons qualification. Scoring shall be accomplished by ground, or camera scoring, or as appropriate. Scores will be documented by CEP and clock position.

5.4.5.2.2. All delivery attempts should be record attempts unless declared "non-record" prior to release. Additional guidelines are:

5.4.5.2.2.1. Basic. Must be scored on a ground scored range or as appropriate.

5.4.5.2.2.2. Tactical. A minimum of 50% must be accomplished on a ground scored range or as appropriate.

5.4.5.3. RAP Tasking.

5.4.5.3.1. FAM. Weapon events tasked at FAM may be basic/tactical record deliveries. Each single weapon run counts as one delivery. Unless otherwise specified in the RAP Tasking Memorandum or formal course syllabi, FAM tasking normally requires a minimum of three weapons deliveries, PGMs, AGMs and bombing events.

5.4.5.3.2. QUAL. Weapons tasked at QUAL must be tactical, record deliveries, excluding initial qual. QUAL tasking demonstrates the aircrew member's capability to put appropriate ordnance on target. Unless otherwise specified in the RAP Tasking Memorandum or formal course syllabi, QUAL criteria are established in Chapter 5.

5.4.5.4. Miscellaneous weapons delivery definitions to be considered for event descriptions:

5.4.5.4.1. Dry Pass. Weapons delivery pass during which no ordnance is expended. Such dry passes prior to completion of record deliveries in an event are charged to the aircrew members as gross errors unless pass was dry because of safety interests, system malfunctions, basic delivery requirements, or directed for flight integrity purposes.

5.4.5.4.2. Hit. Predicated upon achieving the desired Probability of Damage per target type and number/type of weapons as defined by JMEM documents or established CEP requirements. See criteria in [paragraph 5.7](#)

5.4.5.4.3. Multiple Release. More than one weapon released against the same target on a single pass.

5.4.5.4.4. Intentional. The aircrew member must advise the range officer prior to delivery and designate which impact to be scored.

5.4.5.4.5. Inadvertent. Ordnance which was released without command by the aircrew members. Impact will not be scored.

5.4.5.4.6. System Malfunction. An undeclared multiple release caused by a verified system malfunction. Score is void after system malfunction verification, otherwise, unintentional rules apply.

5.4.5.4.7. Unintentional. Ordnance released due to aircrew member's error. Will be scored as gross error regardless of impact point.

5.4.5.4.8. No Spot. A weapons release during which no impact was observed. No score or error will be assigned.

5.4.5.4.9. Void Delivery. Weapons delivery not successfully completed due to: a documented and verified weapons system malfunction; a pass aborted for safety; no spot; or circumstances beyond the control of the aircrew members.

Table 5.1. Unguided Gravity Weapons Scoring Criteria.

DELIVERY TACTIC	TYPE RELEASE	
	INTEGRATED/SYNCH	OTHER
HIGH ALTITUDE	550 FT	1850 FT
LOW ALTITUDE	350 FT	1450 FT
NOTE: Release parameters contained in Special Instructions (SPINS) or as weaponeered to achieve desired PD. If not available use: For conventional releases, track tolerance is +/- 10 degrees; +/- 5 degrees for mine laying. See AFI 11-2B-52V2 for FCI, airspeed, and TOT parameters.		

Table 5.2. TGP Coordinate Generation (TCG) Hit Criteria.

Pre-Measurement Requirements
<ol style="list-style-type: none"> 1. Aircraft position/altitude confirmed accurate 2. GPS/INS Solution Verified (Buffers confirmed) 3. Valid AREA/POINT/LASER Tracking scheme is established for at least 10-seconds prior to coordinate capture. 4. Valid Electro-Optical/LASER Ranging is established for at least 10-seconds prior to coordinate capture. 5. All TCG record measurements should be taken against pre-planned, mensurated aimpoints to facilitate accuracy assessment.
Passive TCG Hit
<ol style="list-style-type: none"> 1. Captured Coordinates/Elevation data within AFTTP 3-1.B-52. SE50 criteria is considered a hit: <ol style="list-style-type: none"> a) Latitude and Longitude deltas will be calculated separately and assessed against CE50 criteria b) Vertical measurement deltas will be calculated and assessed against VE50 criteria. 2. Qualification: At least 6 passive measurement records with 4 hits (67%)
Active TCG Hit
<ol style="list-style-type: none"> 1. Captured Coordinates/Elevation data within AFTTP 3-1.B-52 SE90 criteria is considered a hit: <ol style="list-style-type: none"> a) Latitude and Longitude deltas will be calculated separately and assessed against CE90 criteria b) Vertical measurement deltas will be calculated and assessed against VE90 criteria. 2. Qualification: At least 6 active measurement records with 4 hits (67%)

5.4.5.4.10. Reference the B-52H Targeting Pod Upgrade Training plan for additional information.

Table 5.3. TGP/LGB Hit Criteria.

Release requirements

<ol style="list-style-type: none"> 1. Aircraft position/altitude confirmed accurate 2. Offset Aimpoint or Target Direct Aiming (Buffers Confirmed) 3. GPS/INS Solution Verified 4. BRP or ORP accurately computed, FCI/TTG confirmed 5. DMPI within the targeting pod narrow field of view (NFOV) during lase 6. Release parameters within T.O. guidance
TCG accuracy confirmed within AFTTP 3-1.B52 criteria before Release Point update.
Lasing Requirements
<ol style="list-style-type: none"> 1. Continuous or Delayed Lasing technique as required 2. Lase for last 8 seconds TOF minimum 3. Laser Spot size must be no more than ½ the lasing Face dimension (at impact)
From 8 to 6 seconds time to impact (TTI): DMPI w/in the distance of no more than ½ NFOV Crosshairs
From 5 to 0 seconds TTI: DMPI touching cursor gap in NFOV Momentary deviations (< 1 second) in the last 5 seconds TOF are allowable if the deviation is < 1.5 cursor gap widths and is corrected back so the DMPI touches the cursor gap before impact
Assumptions
The above criteria are met if the target is in AREA or POINT track and the tracking gates are centered on the DMPI All laser codes match (bomb and lase aircraft)

Chapter 6

SPECIALIZED TRAINING

6.1. Ground Training Requirements. Ground training events accomplished in one training program, and subsequently required for another training program, need not be re-accomplished unless required by the squadron commander. For example, conduct of flight briefings accomplished during flight lead upgrade training is creditable to simulator instructor checkout. Annotate in the individual training record when event was initially accomplished. All training should be accomplished within 120 days from start of specialized training to squadron commander certification, unless otherwise specified by this instruction or other regulatory guidance.

6.2. Flight Lead Upgrade (FLUG). The following program establishes the minimum guidelines for those aircraft commanders identified by the SQ/CC to upgrade to flight lead. FL training should place appropriate emphasis on 2-ship tactical employment. Requals or individuals returning from AETC instructor duty must complete academics and FLUG - 3, Commander's certification.

6.2.1. In order to enter FLUG, aircraft commanders must satisfy one of the following criteria:

6.2.1.1. 15 flights as an aircraft commander, after completion of IQT.

6.2.1.2. 200 hours instructor/aircraft commander (AC) of which 15 flights are in the B-52.

6.2.1.3. 10 flights in the B-52, if previously qualified as an 11Fxx or 11Bxx AFSC flight lead.

6.2.2. Ground training will be locally developed and should include but is not limited to:

6.2.2.1. FL responsibilities. FL/ML relationship, FL/wingman relationship, unit training objectives, wingman consideration.

6.2.2.2. Mission preparation. Coordinate mission objectives, Desired Learning Objectives (DLOs), tactics, attack plan, and briefing preparation with ML (IAW AFTTP 3-3.B-52 and AFTTP 3-1.B52). Additionally, wingman requirements and responsibilities, employment considerations, and AR positions/contingencies must be addressed.

6.2.2.3. Assist ML in conduct of flight briefings and debriefings - DLOs, lessons learned, use of briefing guides and audiovisual aids, flight member involvement, briefing techniques, and debriefing/questioning techniques.

6.2.2.4. Formation execution. Control of flight, flight discipline, emergency procedures, weapons employment, commit criteria, and responsibilities to SQ/CC.

6.2.2.5. Aerodynamic handling procedures and wingman aerodynamic performance considerations.

6.2.2.6. IFEs and Emergency Diverts.

6.2.3. Flight training will be conducted in accordance with a program approved by the SQ/CC. Missions may be flown in any order. The program outlined below provides a basic starting point and may be modified by squadron commanders based on unit needs and/or an upgrade's previous experience, qualifications, and documented performance. SQ/CCs will determine which sorties are required based on a review of previous experience and may certify a flight lead with appropriate restrictions based on training not accomplished (i.e. no AR, etc.). Two formation departures, a day and night formation aerial refueling, a weapons employment, and a formation recovery will be accomplished as a flight lead during the program. All FLUG training will be under the supervision of an IP with emphasis on B-52 standards for community interoperability (IP need not be on the lead aircraft). File grade sheets and Training Accomplishment Reports (TARs) in the individual's training folder.

6.2.3.1. FLUG-1, Surface Attack (SA). Mission Objectives: Practice leading and controlling a 2-ship formation during a weapons delivery mission. Specific Flight Lead Tasks: Briefing, formation takeoff, AR procedures, low altitude procedures (if applicable), formation weapons delivery employment, and formation issues for mission reconstruction and debriefing.

6.2.3.2. FLUG-2, Night Surface Attack (NSA). Mission Objectives: Practice leading and controlling a 2-ship formation during a night weapons delivery mission. Specific Flight Lead Tasks: Briefing, formation takeoff, night low altitude operations (if applicable), formation weapons deliveries, night AR, and formation issues for mission reconstruction and debriefing.

6.2.3.3. FLUG-3, Commander's Certification. Mission Objectives: Certification (by SQ/CC or designated representative) of flight lead abilities in a tactical mission scenario based on squadron tasking. Specific Mission Tasks: Briefing, mission accomplishment, flight management and control, and mission reconstruction and debriefing.

6.2.4. Following successful completion of FLUG-3, the SQ/CC will personally interview the upgrading pilot and review flight lead responsibilities, scope of duties, authority, and philosophy. The SQ/CC will certify new flight lead's status, including any restrictions, in appropriate written format (Letter of Xs, grade sheets, ARMS, AF 4348, *USAF Aircrew Certifications*, etc.).

6.3. Mission Lead Upgrade (MLUG). This program establishes the minimum guidelines for those ACs/RNs/EWs or instructors identified by the SQ/CC to upgrade to Mission Lead (ML). ML training should place appropriate emphasis on tactical employment. The candidates for MLUG and ML must be experienced in their respective crew position before entering training. Graduates of USAFWS are qualified Mission Commanders.

6.3.1. Ground training will be locally developed and should include but is not limited to:

6.3.1.1. ML responsibilities – MCC/ML/FL relationship, unit training objectives.

6.3.1.2. Mission preparation - mission objectives, training objectives, Desired Learning Objectives (DLOs), wingman requirements and responsibilities, currencies, capabilities, delegation of mission planning duties, tactics, attack plan, and briefing preparation.

6.3.1.3. Conduct of mission briefings and debriefings - objectives, DLOs, lessons learned, use of briefing guides and audiovisual aids, flight member involvement, briefing techniques, and debriefing/questioning techniques.

6.3.1.4. Conduct of missions - control of weapons employment, application of commanders intent, ROE, SPINs and training rules (IAW AFTTP 3-3.B-52, and AFTTP 3-1.B-52), as well as responsibilities to SQ/CC.

6.3.1.5. Flight training will be conducted in accordance with a program approved by the SQ/CC.

6.3.2. The program outlined below provides a basic starting point and may be modified by squadron commanders based on unit needs and/or upgrade's previous experience, qualifications, and documented performance. SQ/CCs will determine which sorties are required based on a review of previous experience. All MLUG training will be under the supervision of a ML or MCC qualified instructor. Training will be annotated using the appropriate documentation in the candidates training record. MLUG sorties 1 and 2 may be flown in any order with one flown where the tactical employment is done at night.

6.3.2.1. MLUG-1, Direct Attack Tactics Sortie – Planned Targets. Mission Objectives: Practice leading a 2-ship tactics mission to a tactical range/working area in a medium threat scenario. Specific Mission Tasks: Briefing, tactical ingress, medium threat target area tactics, tactical egress, weapons employment procedures/techniques, weapons allocation, real time deconfliction, weaponeering and Collateral Damage Estimate (CDE), integration/communication with MCC and/or other package assets and mission reconstruction and debriefing.

6.3.2.2. MLUG-2, Standoff Attack Tactics –. Mission Objectives: Practice leading a 2-ship standoff weapons delivery mission. Specific Mission Tasks: Briefing, weapons retargeting considerations and weaponeering, tactical ingress, high threat target area tactics, real time weapon ingress deconfliction integration/communication with MCC and/or other package assets and mission reconstruction and debriefing.

6.3.2.3. MLUG-3, Commander's Certification, multi-ship ML. Mission Objectives: Certification (by SQ/CC or designated representative) of mission lead abilities in a tactical mission scenario based on squadron tasking. Specific Mission Tasks: Briefing, mission accomplishment, flight management and control, integration/communication with MCC and/or other package assets, and mission reconstruction and debriefing.

6.3.3. Following successful completion of MLUG-3, the SQ/CC or designated representative will personally interview the upgrading instructor and review ML responsibilities, scope of duties, authority, and philosophy. The SQ/CC will certify new mission lead's status, including any restrictions, in appropriate written format (Letter of Xs, grade sheets, AF Form 4348, etc.).

6.4. Mission Commander (MCC) Upgrade. This program establishes the minimum guidelines for upgrade to MCC. MCC qualified aircrew members are also ML qualified, but ML qualified only aircrew members are not MCC qualified.

6.4.1. The MCC is responsible for planning, coordinating, briefing, executing, and debriefing joint/ composite force employment packages. Mission commanders, once

certified, are authorized to lead joint/composite force missions. Graduates of USAFWS are qualified Mission Commanders.

6.4.2. MCC Requisites. Squadron commanders/operations officers will consider judgment, technical expertise, experience, and unit supervisor's recommendations when selecting aircrew members for MCC upgrade. Candidates may attend Navy Strike Lead Attack Training Syllabus (SLATS), or equivalent, once considered for MCC upgrade. SQ/CC may certify Mission Commander Candidates who are unable to attend these classes. Individuals will be ML qualified prior to conducting MCC training.

6.4.3. Ground Training. Upgrading MCC's must satisfactorily complete the following unit-developed blocks of instruction, if not received in another approved USAF/USN course, prior to certification as a MCC:

6.4.3.1. Mission Brief/Debrief techniques and procedures to include Range Integrated Instrumentation and Integrated Tactics Assessment Systems (RIIS/ITAS) proficiency.

6.4.3.2. Joint Weaponing System (JWS), Joint Air-to-Air Model (JAAM), CWDS,

6.4.3.3. Joint Theater Air Control Systems.

6.4.3.4. Air Tasking Order creation/breakout.

6.4.3.5. Mission Planning Procedures.

6.4.3.6. AFTTP 3-1 General Planning, AFTTP 3-3.B-52, and AFTTP 3-1.B-52 reviews.

6.4.3.7. Integrated Air Defense Systems.

6.4.3.8. Review of other aircraft capabilities/tactics.

6.4.3.9. Joint/Composite Force Integration.

6.4.4. Flying Training. As a minimum, the MCC candidate will plan, brief, fly, and debrief a minimum of one Large Force Exercise (LFE) under the supervision of a fully qualified mission commander. When WST DMO is available, the minimum is two, with 50% of LFEs accomplished in the WST DMO environment. File appropriate documentation in the individual's training folder.

6.4.5. Certification. Following successful completion of training, the SQ/CC or designated representative will personally interview the candidate and review MCC responsibilities, scope of duties, authority, and philosophy. The SQ/CC will certify new mission commander's status, including any restrictions, in appropriate written format (Letter of Xs, grade sheets, AF Form 4348, etc.).

6.5. NVG Training.

6.5.1. Program Entry. NVG qualification training may begin when the aircrew member has attained BAQ.

6.5.2. Academics (IP/AC/P) GA19. Squadron instructors will provide academic and initial in-flight instruction in NVG operations per this volume, HQ ACC/TRSS Det 13 training guide, AFTTP 3-3.B-52, and unit developed NVG lesson plans. This training will include: NVG theory of operation, specific NVG operating procedures, eye lane preflight procedures,

night physiology of the eyeball, malfunctions and emergencies, effects of incompatible lights, weapon detonation effects, and a review of applicable directives.

6.5.3. Cockpit Familiarization. Accomplish activity before the first NVG sortie to familiarize pilots with cockpit modification procedures, NVG cross-check and egress/boldface considerations in the simulator or a NVG configured aircraft.

6.5.4. Flight Training (IP/AC/P) VT36. Accomplish all ground training before entering the flight phase. Tailor flight profiles to the individual's experience level. File grade sheets and TARs in the individual's training folder. Annotate NVG qualification on the Letter of Xs. Training will include:

6.5.4.1. High altitude formation consisting of: NVG aided station keeping, tactical maneuvering, and lights out demonstration (if within airspace approved for lights out).

6.5.4.2. Low altitude terrain avoidance/safe clearance altitude (if applicable) consisting of: NVG aided descent to low level, weather effects (when present), terrain albedo (environmental) considerations, and shadow effects.

6.5.5. NVG Instructor Qualification. To be qualified to instruct NVG qualification training, either ground or flight, IPs must have completed a minimum of two NVG training sorties after NVG qualification. This minimum level of training is required to ensure sufficient experience with NVG limitations and capabilities prior to instructing non-qualified pilots.

6.5.6. NVG qualified IPs will provide training in NVG operations and monitor pilot progress and proficiency. All pilots must complete the unit NVG training program and be certified by the squadron commander prior to NVG flights without an instructor.

6.5.7. Night Vision Goggle qualification training will stress the use of NVGs as a tool to enhance safety and pilot situational awareness. Once qualified, pilots should use NVGs to the maximum extent possible during applicable night sorties.

6.5.8. The SQ/CC will certify pilot's status, including any restrictions, in appropriate written format (Letter of Xs, grade sheets, AF Form 4348, etc.).

6.6. Pre-Deployment Spin-Up Training. Conduct this training prior to deploying in support of contingency operations (if time permits) or exercises. 340 WPS, is exempt from completing this training when deploying to Nellis AFB or Minot AFB. 49 TES is exempt from this training when deploying to Nellis AFB, Minot AFB and Edwards AFB. The objective of this training is to ensure the aircrew members' ability to conduct all missions in support of expected tasking. Tasked units are responsible for contacting appropriate gaining command/operations to determine expected mission tasking. This assures the responding forces are prepared for the appropriate tasking and allows the responding OG/CC to tailor this training for the theater, threat, and tactics for the assigned task. The SQ/CC is then responsible to implement this spin-up, prosecute the required missions, and determine the specific requirements necessary to reach the desired level of proficiency. Place emphasis on training needed for missions not accomplished in daily operations.

6.6.1. Ground Training. SQ/CC will ensure aircrew members will complete academics applicable to expected mission tasking in addition to the following academic training prior to deployment. Units will brief Rules of Engagement (ROE)/Training Rules, command and control, engagement authority and procedures, Special Instructions (SPINs), airspace

restrictions, unique communications requirements, Emissions Control (EMCON) procedures, and theater order of battle. Accomplish a review of the Foreign Clearance Guide for the unique procedures and requirements of the destination country. Additionally, this training will include a discussion of the airfield description and operating peculiarities. This review of the location's unique operational environmental features should include, but is not limited to, in-flight procedures, seasonal weather, other unique weather phenomena, wind shear potential and characteristics (i.e., sea breeze front, low altitude jet stream potential, etc.), airfield restrictions, taxi routes, International Civil Aviation Organization (ICAO) procedures, and operating data if available.

6.6.2. Flying Training. Tailor spin-up training to ensure all deploying aircrew members are proficient, current, and qualified in all expected mission tasking.

6.7. Supervised Activity Certification. The procedures listed below qualify non-instructor B-52 aircraft commanders to supervise pilots in air refueling, visual refueling formation (observation position), route formation, and battle damage checks.

6.7.1. An instructor pilot will fly with and recommend each aircraft commander cleared to supervise his pilot's air refueling, visual refueling formation (observation position), route formation, and battle damage checks. The squadron commander approves and designates these pilots in writing. Aircraft commanders may be further certified to supervise any pilot in these events.

6.7.1.1. AR supervision requirement only applies for copilots who have not been qualified in air refueling IAW AFI 11-2B-52V2 flight evaluation or who are non-current per **Table 4.3**. If supervising a copilot who is qualified but non-current in air refueling, the copilot will not log air refueling on his mission accomplishment report (MAR) unless under the supervision of a current and qualified Instructor Pilot.

6.7.2. The instructor pilot completes a TAR on each individual flown with and files it in the individual's training folder. The SQ/CC will certify pilot's status, including any restrictions, in appropriate written format (Letter of Xs, grade sheets, AF Form 4348, etc.).

6.8. Copilot (P) Air Refueling Qualification.

6.8.1. Copilots may continue air refueling qualification training post FTU at the SQ/CC discretion. Copilots will continue training IAW the CMPIQ syllabus. This is documented on the training accomplishment report (TAR) and maintained in the respective training folder. Copilots must be declared proficient IAW AFI 11-2B-52V2 spot or recurring flight evaluation. Once qualified, copilots (P) will maintain air refueling currency IAW **Table 4.3**.

6.8.2. Document the pilot's status, including any restrictions, in appropriate written format (AF Form 8, Letter of Xs, grade sheets, AF Form 4348, etc.).

6.9. Dual Seat Qualification.

6.9.1. This program is to be used for training non-instructor Aircraft Commanders/Radar Navigators to right seat mission ready status. Currency can be maintained and annual RAP training events can be logged from either seat. A dual seat qualified AC/RN must accomplish recurring qualification checks IAW AFI 11-2B-52V2.

6.9.2. Dual seat qualification training requirements will be accomplished from the right seat. This is designed to regain proficiency in critical events required to safely operate the aircraft and effectively perform the unit's tasked missions.

6.9.2.1. Current Radar Navigators will demonstrate proficiency in right seat activity to an instructor of like specialty. As a minimum, the Radar Navigator will demonstrate proficiency in Navigator duties during weapons delivery activity.

6.9.2.2. Current Aircraft Commanders will demonstrate proficiency in right seat activity to an instructor of like specialty. As a minimum, the pilot will demonstrate proficiency in takeoff, instrument approach, full stop and touch-and-go landings, air refueling, and fuel panel operations.

6.9.2.3. Dual seat qualification training events must be accomplished to a grade of proficient. Upon award of proficiency in the opposite seat and completion of specified training events, the individual must be nominated by the supervising instructor to the squadron commander. This is documented on the training accomplishment report (TAR) and maintained in the respective training folder. Following the SQ/CC review of the TAR and subsequent approval of the Dual Qualification, the squadron Letter of Xs should be made to reflect appropriate qualification status.

6.9.2.4. Dual seat training will not occur within the exercise area(s) of a FLAG/HHD mission. This does not preclude dual seat qualified aircrew members from accomplishing these missions.

6.9.3. In-flight supervisory requirements/ restrictions for co-pilots (i.e., takeoff, landing, touch-and-go, and refueling) do not apply when a dual seat qualified pilot occupies the right seat.

6.9.4. The SQ/CC will certify aircrew member's status, including any restrictions, in appropriate written format (Letter of Xs, grade sheets, AF Form 4348, etc.).

6.10. Opposite Seat Training.

6.10.1. Opposite Seat Training may be conducted with a qualified instructor, or experienced P/RN with SQ/CC approval. Takeoffs, landings, air refueling, actual live or inert weapons releases will not be performed without a qualified instructor. Annotate approval for opposite seat supervision in Letter of Xs. Opposite seat training will not occur within the exercise area(s) of a FLAG/HHD mission. This does not preclude dual seat qualified aircrew members from accomplishing these missions.

6.11. Low Level Qualification Training.

6.11.1. Low altitude qualified inter-squadron transfers (established by Letter of X qualification letter from losing unit) are required to establish academic/flight currency. Delays in low altitude qualification will not delay an aircrew member's full mission ready status.

6.11.2. Qualification. AC, P, RN and N will qualify to the proficient level. EWs will qualify to the familiarization level. Training requirements include academics, a minimum of one WST, and a minimum of one low altitude flight.

6.11.2.1. Low Altitude Academics. Academics will be taught by an IP/IRN and will focus on training directives, aircraft performance, checklist usage, terrain clearance/Safe Clearance Altitude (SCA) and CRM.

6.11.2.2. WST. To be creditable, the integrated WST will be accomplished with a low altitude qualified instructor of like specialty. It will focus on crew coordination, checklist discipline and mine employment or SQ/CC identified mission requirement.

6.11.2.3. Low Altitude flight operations. The flight will be accomplished with a low altitude qualified instructor of like specialty. One low level navigation leg conducted at SCA with a minimum of one weapon delivery will be accomplished or SQ/CC identified mission requirement must be met.

6.11.2.4. Low Level Employment (LLE)/(Test only). Objective: Plan and execute low altitude ingress, weapons delivery, and egress. Specific Tasks: Perform low altitude tactical navigation, threat area penetration, weapons delivery, and target area egress.

6.11.2.5. Low Level Employment (LLE)/(Operational Training-other than Test). Objective: Plan and execute low altitude flight operations at minimum safe altitudes based on AEF tasking/tactical mission requirements, and predicted or observed threat for expected employment AOR. Specific Tasks: Perform low altitude tactical navigation training in support of AEF mission requirements and in conjunction with realistic Electronic Order of Battle (EOB) and/or threat suppression support.

6.11.3. B-52 aircrews will adhere to 1000 AGL/ASL minimum altitudes for Low Altitude Training on all training missions, unless otherwise directed by HHQ. Test aircrew may conduct low altitude continuation training consistent with unit requirements and IAW current directives. Test aircrew CT minimum altitude limitation will be the highest of the following: AFI 11-2B-52V3 limitation (B-52: 300 AGL Day/500 AGL night), FLIP AP 1/B restriction, or route clearance plane letters.

6.12. Visual Refueling Formation Qualification Training.

6.12.1. This program is designed to qualify aircrew members in visual refueling formation (observation position) and provide a basic introduction to large aircraft close formations and maneuvering. After pilots are qualified to fly visual refueling formation, the squadron commander may designate them to supervise qualified copilots during visual formation. In-flight visual formation qualification training must be done with an instructor pilot qualified in the maneuver to be performed.

6.12.2. The qualification program will consist of the following:

6.12.2.1. Academics. This will include definitions, references, a review of applicable directives, and procedures for lost wingman, rejoins, overshoots, turns.

6.12.2.2. Flight Training. One training sortie with a qualified instructor pilot to include:

6.12.2.2.1. Fifteen minutes in position for each pilot. This includes time spent inside one mile accomplishing a rejoin to the visual position.

6.12.2.2.2. Minimum of two rejoins from the 60 degree echelon position to the observation position.

6.12.3. Following satisfactory completion of the above requirements, the SQ/CC will certify individuals qualified to perform visual refueling formation.

6.12.3.1. The SQ/CC will certify aircrew member's status, including any restrictions, in appropriate written format (Letter of Xs, grade sheets, AF Form 4348, etc.).

6.13. Route Formation/Battle Damage Check Qualification.

6.13.1. This program is designed to qualify aircrew members in visual route formation and the battle damage assessment as described in AFTTP 3-3.B-52. As pilots gain proficiency in air refueling and B-52 visual formations, the squadron commander may designate a pilot proficient enough to continue in advanced formation flying qualifications. Pilots may then be entered into route and BD check formation training. After pilots are qualified in route formation/BD checks, the squadron commander may designate them to supervise copilots in route formation and BD checks.

6.13.2. The qualification program will consist of the following:

6.13.2.1. Academics. This will include definitions, references, a review of AFI 11-202V3 and AFTTP 3-3.B-52, training materials posted on the HQ AFGSC/A3TO CoP, and procedures for lost wingman, rejoins, overshoots, turns.

6.13.2.2. Flight Training. One training sortie with a qualified instructor pilot in the seat to include the following.

6.13.2.3. Ten total minutes in route position for each pilot. This includes time spent on each side of flight lead at 500-1000 feet laterally. Pilots must demonstrate ability to maintain safe position when flight lead initiates turns into and away.

6.13.2.4. Pilots will demonstrate at least one complete Battle Damage Check from the flight lead and wingman positions. Pilots must be graded to a proficient level emphasizing safe, precise, and smooth control corrections.

6.13.3. Following satisfactory completion of the above requirements, the SQ/CC will certify individuals qualified to perform route formation and Battle Damage Checks.

6.13.3.1. The SQ/CC will certify aircrew member's status, including any restrictions, in appropriate written format (Letter of Xs, grade sheets, AF Form 4348, etc.).

6.14. Fighting Wing/Wedge Formation Qualification.

6.14.1. This program is designed to qualify aircrew members in basic day/ VMC visual formation as described in AFTTP 3-3.B-52. As pilot's are initially qualified in B-52 visual formations via FTU syllabi or unit MQT, the FTU or squadron commander may designate a pilot proficient without any additional sorties in the unit.

6.14.2. The qualification program will consist of the following.

6.14.2.1. Academics. This will include definitions, references, a review of AFI 11-202V3 and AFTTP 3-3.B-52, and procedures for lost wingman, rejoins, overshoots, turns.

6.14.2.2. Flight Training. One training sortie with a qualified instructor pilot to include:

6.14.2.3. Ten total minutes in fighting wing/wedge formation position for each pilot. This includes time spent on each side of flight lead at ½ to 3 nautical miles from the wingman position. Pilots must demonstrate ability to maintain safe position when flight lead initiates turns into and away. Pilots must be graded to a proficient level.

6.14.3. Following satisfactory completion of the above requirements, the SQ/CC will certify individuals qualified to perform fighting wing/wedge formation.

6.14.3.1. The SQ/CC will certify aircrew member's status, including any restrictions, in appropriate written format (Letter of Xs, grade sheets, AF Form 4348, etc.).

6.15. Defining Aircrew member Experience Levels and Developmental Training. The following is the recommended crew development progression. Not all stages are required to be completed or accomplished in the order listed below except where they fulfill prerequisites. Hours logged in the ATD accomplishing approved training events can be counted as "hours" when determining experience level. See **Table 4.2** and associated notes for guidance on approved ATD transfer events and logging procedures. Approved ATD hours will not exceed 50% of the total required hours from any of the listed requirements. Additionally, when using ATD hours to satisfy the total hours requirement for determining experience, the aircrew member must have completed an entire AEF training cycle, and either participated in a FLAG exercise or an actual AEF contingency deployment in order to use ATD hours towards the 50% allowance.

6.15.1. Pilot Training.

6.15.1.1. Experienced Pilot. Pilots may be designated as experienced by the SQ/CC when they have accomplished the following:

6.15.1.1.1. Obtained 400 B-52 hours (as a pilot).

6.15.1.1.2. Accomplished 60 sorties and demonstrates adequate airmanship.

6.15.1.1.3. Demonstrated mastery of basic piloting skills and crew coordination.

6.15.1.1.4. Demonstrated proficiency in general knowledge of systems and emergency procedures (successful completion of a check ride).

6.15.1.2. Aircraft Commander. Pilots will meet the following requirements prior to entering the Aircraft Commander Upgrade Program (ACUP).

6.15.1.2.1. Selection by the SQ/CC for upgrade.

6.15.1.2.2. Minimum of 500 B-52 hours (excluding other time).

6.15.1.3. AC Flight Lead Upgrade (FLUG). FLUG training will be IAW **Para. 6.2** of this instruction.

6.15.1.4. Experienced AC. ACs may be designated as experienced by the SQ/CC when they have accomplished the following:

6.15.1.4.1. Obtained 1000 total and 400 B-52 hours as AC.

6.15.1.4.2. Accomplished 60 sorties as AC and demonstrates adequate airmanship and airborne leadership capability.

6.15.1.4.3. Demonstrated mastery of air refueling, bombing, crew coordination, aircraft systems and emergency procedures.

6.15.1.5. Mission Lead Upgrade (MLUG). MLUG training will be IAW **Para. 6.3** of this instruction.

6.15.1.6. Instructor Pilot. ACs will be upgraded to IP IAW the CFIC syllabus (prerequisites are found in the CFIC syllabus).

6.15.1.7. Mission Commander Upgrade. MCC training will be IAW **Para. 6.4** of this instruction.

6.15.1.8. For the purpose of the Supervisor of Flying (SOF) program IAW AFI 11-418, *Operations Supervision*, all Aircraft Commanders are designated as experienced, unless otherwise designated by the OG/CC. Aircrews are considered “experienced” when previously rated “experienced” in a different crew position in the same MDS, are selected by the Squadron CC and approved by the OG/CC.

6.15.2. Navigator Training.

6.15.2.1. Experienced Navigator. Navigators may be designated as experienced by the SQ/CC when they have accomplished the following:

6.15.2.1.1. Obtained 400 B-52 hours. (Dual seat qualified Navigators (DSN) must have obtained 600 B-52 hours.)

6.15.2.1.2. Accomplished 60 sorties (90 sorties for DSN) and demonstrates adequate airmanship.

6.15.2.1.3. Demonstrated mastery of basic navigation and weapons skills and crew coordination.

6.15.2.1.4. Demonstrated proficiency in general knowledge of systems and emergency procedures (successful completion of a check ride).

6.15.2.2. Radar Navigator. Navigator will be upgraded to RN IAW the FTU syllabus (Prerequisites are found in the FTU syllabus). DSN does not require an upgrade to Radar Navigator.

6.15.2.3. Experienced RN. RNs may be designated as experienced by the SQ/CC when they have accomplished the following:

6.15.2.3.1. Obtained 1000 total hours and 400 B-52 hours as RN.

6.15.2.3.2. Accomplished 60 sorties as RN and demonstrates adequate airmanship and airborne leadership capability.

6.15.2.3.3. Demonstrated mastery of weapons/bombing, weaponeering, crew coordination, aircraft systems and emergency procedures.

6.15.2.4. Mission Lead Upgrade (MLUG). MLUG training will be IAW **Para. 6.3** of this instruction.

6.15.2.5. Instructor Radar (Instructor Navigator for dual seat qualified Navigators). RN/DSNs will be upgraded to IR IAW the CFIC syllabus (prerequisites are found in the CFIC syllabus.)

6.15.2.6. Mission Commander Upgrade. MCC training will be IAW **Para. 6.4** of this instruction.

6.15.2.7. For the purpose of the Supervisor of Flying (SOF) program IAW AFI 11-418, all Radar Navigators are designated as experienced, unless otherwise designated by the OG/CC. Aircrews are considered “experienced” when previously rated “experienced” in a different crew position in the same MDS, are selected by the Squadron CC and approved by the OG/CC.

6.15.3. Electronic Warfare Officer Training.

6.15.3.1. Experienced EW. EWs may be designated as experienced by the SQ/CC when they have accomplished the following:

6.15.3.1.1. Obtained 400 B-52 hours.

6.15.3.1.2. Accomplished 60 sorties and demonstrates adequate airmanship and airborne leadership capability.

6.15.3.1.3. Demonstrated mastery of basic electronic warfare skills and crew coordination.

6.15.3.1.4. Demonstrated proficiency in general knowledge of systems and emergency procedures (successful completion of a checkride).

6.15.3.2. Mission Lead Upgrade (MLUG). MLUG training will be IAW paragraph 6.3 of this instruction.

6.15.3.3. Instructor EW. EWs will be upgraded to IE IAW the CFIC syllabus (prerequisites are found in the CFIC syllabus).

6.15.3.4. Mission Commander Upgrade. MCC training will be IAW **Para. 6.4** of this instruction.

6.15.4. SQ/CC may elect to retain an individual meeting the minimum requirements as inexperienced if designation as experienced is not warranted. Designation of aircrew members as experienced may take place when minimum requirements are met, and training requirements will be prorated. SQ/CC may return an individual to inexperienced status at any time. All instructors are considered experienced.

6.16. Special Mission Qualification Training (SMQT). This training refers to the special missions referenced in **Table 1.3**

6.16.1. SQ/CC may chose to allow a aircrew member to regress to non-CMR or non-BMC in a mission if a SQ/CC directs SMQT training in a mission for which the aircrew member is not certified.

6.16.2. Aircrew members assigned to special mission sets must maintain MR42 (Nuclear) CMR-N/BMC-N during SMQT.

6.16.3. Once assigned to a special mission set, aircrew members must complete qualification within 120 days. SMQT training missions will count toward mission lookback. Aircrew members will remain in SMQT status until certified.

6.16.4. Aircrew members will meet one month mission lookback until 3 month mission lookback is achieved. Aircrew members should be certified following 3 month mission lookback and certification verification cycle.

6.16.5. Reference **Para. 3.2.3** for Mission Certification Training Flow requirements.

6.17. Speed Down Maneuver Training.

6.17.1. This program is designed to certify aircrew members in the speed down maneuver described in AFTTP 3-3.B-52 and AFTTP 3-1.B-52.

6.17.2. The certification program will consist of the following:

6.17.2.1. Academics. This will include detailed maneuver entry and exit parameters, recovery procedures, definitions, references, and a review of applicable directives.

6.17.2.2. Simulator Training. This will include practicing proper maneuver execution and demonstrating improper execution. The intent is to allow the aircrew member to practice the maneuver in a sterile environment and let him/her learn the consequences associated with improper techniques and how they can be compounded by 3D maneuvers or aircraft malfunctions such as runaway stabilizer trim. Aircrew members will also practice the transition between flying .84M and 390IAS when the maneuver is commenced from high altitude.

6.17.2.3. Flight Training. One training sortie (minimum) with a qualified instructor pilot to include:

6.17.2.3.1. Instructor pilot demonstration of the maneuver.

6.17.2.3.2. Minimum of two speed down maneuvers from an altitude of at least 25,000 feet AGL to an altitude no lower than LOWAT minimums for the MOA/ATCAA/Alert area flown.

6.17.3. Upgrades. Aircrew members upgrading from copilot to aircraft commander who were previously certified in the speed down maneuver are not required to reaccomplish speed down academics. These aircrew members must demonstrate the maneuver to a proficient level at least once in-flight or in the WST to a speed-down certified instructor pilot.

6.17.4. Following satisfactory completion of the above requirements, the SQ/CC will annotate individuals certified to perform the speed down maneuver.

6.17.4.1. The SQ/CC will certify aircrew member's status, including any restrictions, in appropriate written format (Letter of Xs, grade sheets, AF Form 4348, etc.).

6.18. VFR Overhead Pattern Training.

6.18.1. This program is designed to certify aircrew members in Overhead traffic pattern training described in AFTTP 3-3.B-52

6.18.2. The certification program will consist of the following:

6.18.2.1. Academics. This will include detailed maneuver entry parameters, pattern break out and re-entry procedures, definitions, references, and a review of applicable directives.

6.18.2.2. Flight Training. One training sortie (minimum) with a qualified instructor pilot to include:

6.18.2.2.1. Instructor pilot demonstration of the maneuver.

6.18.2.2.2. Minimum of one Overhead Pattern demonstrating a proficient level.

6.18.3. Following satisfactory completion of the above requirements, the SQ/CC will annotate individuals certified to perform Overhead Patterns.

6.18.3.1. The SQ/CC will certify aircrew member's status, including any restrictions, in appropriate written format (Letter of Xs, grade sheets, AF Form 4348, etc.).

6.19. TGP/ATP qualification. This program must follow the AFGSC approved TGP/ATP training plan.

6.20. New weapon or aircraft upgrades. Training plans for new or special capabilities will be approved by AFGSC/A3T and posted on the AFGSC A3TO CoP.

6.21. Long Duration Training. All long duration training previously referred to as "Global Power" can be found in AFI 10-204 AFGSCSUP.

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DCS, Operations, Plans and Requirements

ATTACHMENT 1***GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION******References***

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Abbreviations and Acronyms

A/A—Air-to-Air

A/S—Air-to-Surface

AAA—Antiaircraft Artillery

AAW—Anti-air Warfare (US Navy)

AB—Afterburner

AC—Aircraft Commander

ACBT—Air Combat Training

ACC—Air Combat Command

ACCI—Air Combat Command Instruction

ACCR—Air Combat Command Regulation

ACDE—Aircrew Chemical Defense Equipment

ACMI—Air Combat Maneuvering Instrumentation

ACT—Air Combat Tactics

ADOTS—AFRC Deployable Operations Training System

AFE—Aircrew Flight Equipment

AETC—Air Education and Training Command

AF—Air Force

AFCA—Air Force Communications Agency

AFGSC—Air Force Global Strike Command

AFGSCI—Air Force Global Strike Command Instruction
AFGSCR—Air Force Global Strike Command Regulation
AFORMS—Air Force Operations Resource Management System
AFRC—Air Force Reserve Command
AFSATCOM—Air Force Satellite Communications System
AFSC—Air Force Specialty Code
AFTTP—Air Force Tactics, Techniques and Procedures
AGL—Above Ground Level
AGM—Air-to-Ground Missile
AGTS—Aerial Gunnery Target System
AHC—Aircraft Handling Characteristics
AI—Airborne Interceptor
AIMT—Airborne Interdiction of Maritime Targets
AILA—Airborne Instrument Landing Approach
AIR—Air Inflatable Retarder
AJ—Anti-Jam
ALCM—Air Launched Cruise Missile
ANG—Air National Guard
AOA—Angle of Attack
AOC—Air Operations Center
API—Aircrew Position Indicator
AR—Air Refueling
ARC—Air Reserve Components
ARDA—Airborne Radar Directed Approach
ARM—Anti-radiation Missile
ARMS—Aviation Resource Management System
ASD—Average Sortie Duration
ASLAR—Aircraft Surge Launch and Recovery
ASUW—Anti-surface Warfare (US Navy)
ATD—Aircrew Training Device
AWACS—Airborne Warning and Control System
AWOP—Automated Weaponing Optimization Program

AWR—Air Weapons Refresher
B—Basic (Initial)
BAI—Backup Aircraft Inventory
BAQ—Basic Aircraft Qualification
BDA—Battle Damage Assessment
BDU—Bomb Dummy Unit
BCN—Beacon
BFM—Basic Fighter Maneuvers/Maneuvering
BMC—Basic Mission Capable
BR—Bomb Run
BS—Bomb Squadron
BSA—Basic Surface Attack
BVR—Beyond Visual Range
C—Copilot
C3—Command, Control, and Communications
C3I—Command, Control, Communications, and Intelligence
C&R—Collection and Reporting
CAF—Combat Air Forces
CAP—Combat Air Patrol/Critical Action Procedures
CAS—Close Air Support
CAT—Category
CA—coded—Designated Aggressor Aircraft
CB—coded—Designated Test Aircraft
CBI—Computer Based Instruction
CC—Commander
CC—coded—Designated Combat Aircraft
CCIP—Constantly Computed Impact Point
CCP—Command Control Procedures
CCRP—Constantly Computed Release Point
CEP—Circular Error Probable
CFIC—Central Flight Instructor Course
CFTR—Composite Force Training

CHUM—Chart Update Manual
CIRVIS—Communications Instructions for Reporting Vital Intelligence Sightings
CITS—Central Integrated Test System
CM—Countermeasures
CMR—Combat Mission Ready
CoCCT—Code of Conduct Continuation Training
COMM JAM—Communications Jamming
COMSEC—Communications Security
CPT—Cockpit Procedures Trainer
CRM—Crew Resource Management
CRO—Criterion Referenced Objectives
CS—Counter Sea
CSAR—Combat Search and Rescue
CST—Combat Survival Training
CT—Continuation Training
CV—Vice Commander
CVC—Conventional Verification Cycle
CW—Chemical Warfare
CWD—Chemical Warfare Defense
CWDS—Combat Weapons Delivery Software
CWT—Composite Wing Training
D—Demonstration
DA—Direct Attack
DACBT—Dissimilar Air Combat Training
DACT—Dissimilar Air Combat Tactics
DART—Deployable Aerial Reflective Target
DAS—Defensive Avionics System
DB—Dive Bomb
DBFM—Dissimilar Basic Fighter Maneuvers/Maneuvering
DCA—Defensive Counter Air
DLA—Defense Logistics Agency
DLO—Desired Learning Objectives

DM—Destructor Mine
DMPI—Designated Mean Point of Impact
DNIF—Duties Not Involving Flying
DOB—Defensive Order of Battle
DOC—Designed Operational Capability
DP—Departures
DR—Dead Reckoning
DRU—Direct Reporting Unit
DSC—Defensive Systems Course
DSO—Defensive Systems Officer
DSN—Dual Seat Navigator
DTC—Data Transfer Cartridge
DTR—Data Transfer Receptacle
DTOS—Dive Toss
E—Experienced Aircrew member
EA—Electronic Attack
E&R—Evasion and Recovery
EC—Electronic Combat
ECR—Electronic Combat Range
EI—Essential Elements of Information
EID—Emitter Identification Data
EM—Energy Maneuverability
EMCON—Emissions Control
EO—Electro-Optical
EP—Electronic Protection/Emergency Procedure
EPE—Emergency Procedures Evaluation
ESS—Electronic Scoring Site
EW—Electronic Warfare
EWO/EW—Electronic Warfare Officer
EWO—Emergency War Orders
F—Familiarization
FAC (A)—Forward Air Controller (Airborne)

FAM—Familiarization
FCTS—Formed Crew Training Sortie
FEB—Flying Evaluation Board
FEF—Flying Evaluation Folder
FI—Fighter Intercept
FL—Flight Lead
FLIR—Forward Looking Infrared
FLUG—Flight Lead Upgrade
FOT&E—Follow-on Operational Test and Evaluation
FOV—Field of View
FPA—Flight Path Angle
FPM—Flight Path Marker
FS—Fighter Squadron/Flight Surgeon/Aircrew Physician
FSCL—Fire Support Coordination Line
FSWD—Full Scale Weapons Delivery
FTC—Faculty Training Course
FTR—Fighter
FTU—Formal Training Unit
FW—Fighter Wing
G—Gravitational Load Factor
GBU—Guided Bomb Unit
GCI—Ground Control Intercept
GLO—Ground Liaison Officer
GLOC—G-induced Loss of Consciousness
GP—General Purpose
GPS—Global Positioning System
GS—Ground Speed
HADB—High Altitude Dive Bomb
HAE—High Altitude Employment
HARB—High Altitude Release Bomb
HAS—High Angle Strafe
HASD—High Altitude Systems Delivery

HF—High Frequency/Height Finder
HHD—Higher Headquarters Directed
HHQ—Higher Headquarters
HI—RES—High Resolution
HOB—Height of Burst
HMACTS—High/Medium Altitude Conventional Training Sortie
HTCST—High Threat Combat Survival Training
HUD—Heads-Up Display
I—Inexperienced Aircrew Member
IADS—Integrated Air Defense System
IAM—Inertially-Aided Munitions
IAW—In Accordance With
ICWT—Initial Chemical Warfare Training
ID—Identify/Identification
IEWO—Instructor EWO
IFE—In Flight Emergency
IFF—Identification Friend or Foe
IFR—Instrument Flight Rules
IIR—Imaging Infrared
IKB—Integrated Keyboard
ILS—Instrument Landing System
IMC—Instrument Meteorological Conditions
INFLTREP—In-flight Report
INS—Inertial Navigation System
INTREP—Intelligence Report
IO—Information Ops
IOC—Initial Operational Capability
IOS—Instructor Operator Station
IOSO—Instructor Offensive Systems Officer
IP—Instructor Pilot
IPSIM—IP Simulator
IPUG—Instructor Pilot Upgrade

IQC—Initial Qualification Course
IQT—Initial Qualification Training
IR—Infrared
IRC—Instrument Refresher Course
IRCM—Infrared Countermeasures
ISD—Instructional Systems Development
ITA—In-flight Target Assignment
ITFR—IMC (or night) Terrain Following Radar
IWSIM—Instructor WSO Simulator
IWSO—Instructor Weapon Systems Officer
IWUG—Instructor WSO Upgrade
JAAT—Joint Air Attack Team
JABS—JDAM Assault Breaching System
JCTS—Joint/Composite Training Sortie
JDAM—Joint Direct Attack Munition
JETT—Jettison
JFT—Joint Force Training
JMEM—Joint Munitions Effectiveness Manual
JTAC—Joint Terminal Attack Controller
KCAS—Knots Calibrated Airspeed
KIAS—Knots Indicated Airspeed
KIO—Knock It Off
KF—Kalman Filter
KS—Killer Scout
KTAS—Knots True Airspeed
LACTS—Low Altitude Conventional Training Sortie
LADD—Low Angle Drogue Delivery
LAHD—Low Angle High Drag
LAI—Low Altitude Intercept
LALD—Low Angle Low Drag
LAO—Local Area Orientation
LADT—Low Altitude Dive Toss

LAHD—Low Angle High Drag
LALD—Low Angle Low Drag
LANTIRN—Low Altitude Navigation and Targeting Infrared for Night
LAS—Local Area Survival
LASD—Low Altitude Systems Delivery
LASTE—Low Altitude Safety and Targeting Enhancement
LAT—Low Altitude Toss
LATF—Low Altitude Tactical Formation
LATN—Low Altitude Tactical Navigation
LE—Low Altitude Event
LEES—Low ERP Emitter Search
LGB—Laser-Guided Bomb
LGBS—Laser-Guided Bomb Sortie
LIMFACS—Limiting Factors
LLLD—Low Level Low Drag
LLE—Low Level Employment
LOAC—Law Of Armed Conflict
LOC—Limited Operational Capability
LOS—Line of Sight
LOW ALT—Low Altitude
LOWAT—Low Altitude Training
LOWOW—Low Altitude training Over Water
LRDT—Long Range Dive Toss
LRS—Long Range Strafe
LTCST—Low Threat Combat Survival Training
LTDSS—Laser Target Designator Scoring System
MADT—Medium Altitude Dive Toss
MAJCOM—Major Command
MAV—Maverick
MBW—Modifiable Ballistic Weapon
MCC—Mission Commander
MCM—Multi-Command Manual

MDA—Minimum Descent Altitude
MDS—Mission Design Series
MDT—Mission Directed Training
MEA—Minimum En route Altitude
MI—Maritime Interdiction
MIJI—Meaconing, Interference, Jamming and Intrusion
MIL—Military Power
MISREP—Mission Report
ML—Mission Lead
MM—Monopulse Measurement
MOA—Military Operating Area
MP—Mission Pilot
MQF—Master Question File
MQT—Mission Qualification Training
MR—Mission Ready
MRM—Medium Range Missile
MRT—Miniature Receive Terminal
MS—Mission Support
MSA—Minimum Safe Altitude
MSD—Mass Storage Device
MT—Mission Trainer
MTC—Multi Target Cuing
MTR—Military Training Route
MW—Mission WSO
MUTES—Multiple Threat Emitter System
N/A—Not Applicable
N-CMR—Non-Combat Mission Ready
N-BMC—Non-Basic Mission Capable
NAAR—Night Air Refueling
NAF—Numbered Air Force
NAV—Navigation
NEAJAM—Non-Emitter Associated Jamming

NGB—National Guard Bureau
NLT—Not Later Than
NSA—Night Surface Attack
NT—Night
NTISR—Non-Traditional Intelligence Surveillance and Reconnaissance
NTSR—Non-Traditional Surveillance and Reconnaissance
NTS—Nuclear Training Sortie
NUC—Strategic Attack Nuclear Mission (MR42)
NVD—Night Vision Device
NVG—Night Vision Goggles
OAS—Offensive Avionics System
OCA—Offensive Counter-air
OCA—A—Offensive Counter-air Air-to-Air
OCA—S—Offensive Counter-air Air-to-Surface
OCO—Overseas Contingency Operations
OG—Operations Group
OPR—Office of Primary Responsibility
OPS—Operations
OPSEC—Operations Security
ORE—Operational Readiness Exercise
ORI—Operational Readiness Inspection
ORSA—Offensive Radar Set Altitude
OSC—Offensive Systems Course
OSO—Offensive Systems Officer
OSS—Operations Support Squadron
OTD—Operations Training Development
OT&E—Operational Test & Evaluation
P—Pilot / Proficient
PACAF—Pacific Air Forces
PAI—Primary Aircraft Inventory
PAR—Precision Approach Radar
PCS—Permanent Change of Station

PD—Probability of Destruction
PDAI—Primary Development/Test Aircraft Inventory
PFT—Programmed Flying Training
PGM—Precision Guided Munitions
PMAI—Primary Mission Aircraft Inventory
POAI—Primary Other Aircraft Inventory
POS—Position
PPB—Positive Pressure Breathing
PPG—Positive Pressure Breathing for G
PQI—Professional Qualification Index (AFI 11-401)
PTA—Planned Time of Arrival
PTAI—Primary Training Aircraft Inventory
PTT—Partial Task Trainer
PUP—Pilot Upgrade Program/Pull Up Point
QUAL—Qualification
RBS—Radar Bomb Score
RCO—Range Control Officer
RCS—Radar Cross Section
RECCE—Reconnaissance
RF—Radio Frequency
RFMDS—Red Flag Mission Debriefing System
RMU—Runway Monitoring Unit
RN—Radar Navigator-Bombardier
ROE—Rules of Engagement
ROM—Runway Operations Monitor
RPI—Rated Position Identifier (AFI 11-401)
RT—Radio Terminology
RTT—Realistic Target Training
RTM—Ready Aircrew Program Tasking Memorandum
RW—Reconnaissance Wing
RWR—Radar Warning Receiver
RX—Rockets

SA—Strategic Attack/Situational Awareness
SAFE—Selected Area For Evasion
SAR—Search and Rescue
SAT—Surface Attack Tactics
SCA—Safe Clearance Altitude
SCAR—Strike Coordination and Reconnaissance
SCL—Standard Conventional Load
SCP—Set Clearance Plane
SEAD—Suppression of Enemy Air Defenses
SEAD—A—SEAD-Anti-Radiation
SEAD—C—SEAD-Conventional
SEAD—E—SEAD-Electronic
SEFE—Stan/Eval Flight Examiner
SELO—Stan/Eval Liaison Officer
SEPT—Situational Emergency Procedure Training
SFO—Simulated Flameout
SFW—Sensor Fuzed Weapon
SI—Simulator Instructor
SIOP—Single Integrated Operation Plan (See EWO)
SIMCERT—Simulator Certification
SLD—Systems Level Delivery
SMS—Stores Management System
SO—Standoff Attack Mission (MR10A)
SOCC—Sector Operations Control Center
SOF—Supervisor of Flying
SORTS—Status of Resources and Training System
SQ/CC—Squadron Commander
SPIN—Special Instruction
SRM—Short Range Missile
SRTY—Sortie
SSAC—Senior Staff Academic Course
SSQC—Senior Staff Qualification Course

SSRC—Senior Staff Requalification Course
TA—Terrain Avoidance
TAC FORM—Tactical Formation
TACAN—Tactical Air Navigation
TACS—Tactical Air Control System
TAI—Total Active Inventory
TAR—Training Accomplishment Report
TCG—TGP Coordinate Generation
TD—Tactical Deception
TDY—Temporary Duty
TES—Tactical Eval SQ/Test & Eval SQ
TEWS—Tactical Early Warning System
TF—Terrain Following
TFACU—Terrain Following Avionics Control Unit
TF—coded—Designated Training Aircraft
TFR—Terrain Following Radar
TGM—Training Guided Munitions
TGP—Targeting Pod
TGT—Target
TO—Takeoff(s)/Technical Order
TOD—Time of Detonation
TOLD—Take Off and Landing Data
TOT—Time On Target
TR—Training Rules
TTG—Time to go
TTI—Time to Impact
TW—Tail Warning
TX—Transition Training
UCML—Unit Committed Munitions List
UE—Unit Equipment
UIP—Upgrading Instructor Pilot
UIWSO—Upgrading Instructor WSO

UMB—Unit Mission Brief
UMD—Unit Manning Document
UNITREP—Unit Status and Identity Report
USAF—United States Air Force
USAFE—United States Air Forces in Europe
USAFR—United States Air Force Reserve
USAFWS—United States Air Force Weapons School
USI—Upgrading Simulator Instructor
UTC—Universal Time Constant
UTE—Utilization Rate
VASTAC—Vector Assisted Attack
VDP—Visual Descent Point
VID—Visual Identification
VFR—Visual Flight Rules
VLD—Visual Level Delivery
VMC—Visual Meteorological Conditions
VR—Visual Recognition
VRD—Vision Restricting Device
VSD—Vertical Situation Display
VTR—Video Tape Recorder
WCMD—Wind Corrected Munitions Dispenser
WDL—Weapon Data Link
WE—Weapons Delivery
WG—Wing
WIC—Weapons Instructor Course
WISS—Weapons Impact Scoring Set
WS—Weapons School
WSO—Weapon Systems Officer
WST—Weapon System Trainer
WSTO—Weapon System Training Officer
WTT—Weapons and Tactics Trainer
WVR—Within Visual Range

WW—Wild Weasel

WX—Weather

Terms

Academic Training—This training includes classroom, Computer Based Training (CBT), and Aircrew Training Devices (ATD) related to aircraft systems and operation, flight characteristics and techniques, performance, normal and emergency procedures, and safety of flight items. Academic courses prepare aircrew members for flight training and are normally completed before flight training.

Aircrew Training Device (ATD)—The ATD is intended to enhance, not replace actual flight training. ATDs do this by allowing aircrew members to practice tactics, malfunctions, and emergency procedures which cannot be practiced in-flight. ATD missions must be designed to ensure that the prescribed subject matter is presented in a realistic manner that resembles to the maximum extent possible actual flight procedures, tactics, and threat environments.

Alternate Release—The technique of determining the release point by the best means available without any INS or GPS inputs.

Attrition Sortie—A scheduling tool for long range planning. for maintenance or weather cancels during a week or month. The sortie would be used if a maintenance or weather cancel cause a loss of training opportunity.

Basic Aircraft Qualification (BAQ)—A status of an aircrew member who has satisfactorily completed training prescribed to maintain the skills necessary to safely operate the unit aircraft. The member must perform at the minimum frequency necessary to meet the most recent sortie and flight standards set for the weapons system. Aircrew members are not authorized to perform RAP-tasked combat event/sorties/missions unless under the supervision of a like specialty instructor and when authorized by the unit commander. API 1 or 2 individuals will not train at this level. Flight duties will be limited to those identified in **Para. 4.1**

Basic Mission Capable (BMC)—(also *BMC-N and BMC-C*) A status of a aircrew member who has satisfactorily completed MQT prescribed to perform the unit's DOC mission but does not maintain CMR status. This basic mission capability provides the absolute minimum ability to perform the missions and anticipates a higher attrition rate during challenging scenarios. Completion of these events does not necessarily equate combat ready proficiency. Additional training is required for proficiency and to effectively use the full capability of the aircraft. The intent is for the SQ/CC to direct the performance of RAP-tasked combat events/sorties/missions after completion of MQT as appropriate. (Refer to **Para. 4.1**)

Certification—Procedure used to document competency in a particular task which requires an AF IMT 1522 or MAJCOMs approved unit certification document signed by an authorized official. The Nuclear certification process is IAW AFGSCI 10-450V2. Not interchangeable with “qualification,” which requires AF IMT 8/8a documentation. Applies to procedure aimed at verifying and refreshing aircrew members tactical employment knowledge, emphasizing conventional operations according to the unit's wartime tasking. Certification is conducted in both initial and follow-on phases. Initial certification phase is a formal board proceeding convened to verify individual aircrew member's knowledge. Continuation certification training

is to reinforce, refresh, and update aircrew members on unit wartime mission/tasking, tactics, and procedures. See [Chapter 3](#).

Circular Error—Miss distance of a given weapon impact expressed in radial distance from center of target.

Cockpit Procedures Trainer (CPT)—A device used to train normal, emergency, and instrument procedures. Aircraft instruments and other displays are activated to respond to flight control and switch inputs; however, exact dynamic simulation of all functions is not required.

Combat Mission Ready (CMR)—(also *CMR-N* and *CMR-C*)-A status of a aircrew member who has satisfactorily completed MQT prescribed to be fully qualified to perform the unit's DOC mission. CMR is also a level of training which allows the aircrew to fully exploit the aircraft capability across the spectrum of mission taskings. This is the desired level of training and requires a fully funded training program. In combat coded flying squadrons, this category includes operations officers and squadron commanders.

Continuation Training (CT)—Training to maintain proficiency and improve aircrew member capabilities to perform unit missions, and aircrew member proficiency sorties not flown in formal syllabus missions, tests, or evaluations. Applicable to CMR, BMC, or BAQ aircrew members.

Critical Phases of Flight—As described in AFI 11-2B-52V3.

Currency—The minimum frequency required to perform an event, mission, or sortie safely.

Degraded Release—The act of determining the release point utilizing the capability of the OAS computers without updates from the radar or GPS. The INUs may be updated through inputs from visual, EVS aided, etc. INU/GPS with no useable radar scope is considered degraded.

Delivery Parameters—Data reflecting current delivery considerations for general purpose/nuclear ordnance as well as tactical survivability. Appropriate aircraft/weapons Tech Orders must be consulted for live ordnance safe escape criteria, and -1 performance charts.

Desired Learning Objectives (DLO)—Objectives set for use as learning progress benchmarks. DLOs should be understandable, attainable, and quantifiable. Accomplishment of DLOs will indicate mission success on training missions via completion of specific mission tasks. An example DLO would read, "For a given threat, determine the amount of time elapsed between track and search." The corresponding mission task would read, "Electronic Warfare Officer correctly identify and direct successful maneuvers within 10 seconds."

Designed Operation Capability (DOC)—MAJCOM defined statement providing a narrative description of the unit's full wartime mission(s). The purpose is to provide units with a single source document of the information necessary and the location of the references specifying resources to measure and report.

Dual-Seat Navigator (DSN)—A navigator who has received formal qualification training in both RN and Nav positions and can perform primary duties in either seat.

Electronic Scoring Site (ESS)—Sites capable of EA threat training with fixed or mobile surface to air emitters.

Emergency Procedures Evaluation (EPE)—An evaluation of aircrew member's knowledge and responsiveness to critical and non-critical Emergency Procedures conducted by a Flight Examiner verbally, in a WST, CPT, or aircraft cockpit in IAW AFI 11-2B-52V2.

EVS Bombing—This category includes bomb runs conducted using primarily EVS inputs (with or without pilot visual assistance). No steering or timing inputs from the OAS computers are authorized for the entire bomb run from the IP to the target. Visual references for both the IP and the target are required.

Familiarization (FAM)—A level of proficiency definition. Exposure to an event through academic instruction and/or instructor supervised activity in flight/ATD simulated.

Flight Lead (FL)—As designated on flight orders, the aircraft commander responsible for overall conduct of formation from preflight preparation/briefing to post flight debriefing, regardless of actual position within the formation. See **Para. 6.2**

Forward Air Controller (Airborne) FAC(A)— A specifically trained and qualified aviation officer who exercises control from the air of aircraft engaged in close air support of ground troops. The forward air controller (airborne) is normally an airborne extension of the tactical air control party.

High Altitude—An altitude above 30,000 feet MSL.

Initial Qualification Training (IQT)—Training to qualify the aircrew member in basic aircraft flying duties without specific regard to the unit's operational mission. The minimum requirement for entering MQT.

Instructor—An individual who has been trained to instruct and is designated and certified in writing by the unit OG/CC.

Instructor Supervision—Defined as having a qualified instructor supervising a maneuver or training event. For RN, N, and EW, the instructor may supervise from the respective instructor station during all phases of flight. IP supervision requires the IP to occupy one of the primary pilot seats with immediate access to the controls during critical phases of flight and simulated emergency events. During non-critical phases of flight the IP may supervise from the IP seat. **EXCEPTION:** Unqualified pilots performing qualification training require an IP in-the-seat supervision during all phases of flight. On the basis of IP recommendation, the FTU flight commander or branch chief (SQ/DO for in-unit qualification training) may waive the IP-in-the seat requirement (for non-critical phases of flight only). This waiver will be placed in the individual's training folder or electronic grade book until completion of IQT.

Integrated Release—The act of determining the release point by using the best means available. Any authorized aid except radio aids may be used in any combination to affect a release.

Joint Terminal Attack Controller (JTAC)—A qualified military service member who, from a forward position, directs the action of combat aircraft engaged in close air support and other offensive air operations.

Long Duration Sortie—Any sortie planned to exceed the maximum flight duty period specified in Chapter 9 of AFI 11-202V3.

Low Altitude—Below 5,000 feet Above Ground/Sea Level (AGL/ASL).

LOWOW—Low altitude training conducted over water.

Medium Altitude—An altitude between 5,000 AGL/ASL and 30,000 feet MSL.

Mission Commander (MCC)—The MCC is responsible for planning, coordinating, briefing, executing, and debriefing joint/composite force employment packages. See **Para. 6.4**

Mission Qualification Training (MQT)—Training required to achieve a basic level of competence in unit's primary tasked missions. See **Chapter 3**.

Night—The time between the end of civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time. Night sorties may be dual logged with baseline BMC/CMR training requirements.

Non-effective Sortie—A sortie in which 50% of planned RAP events were not accomplished.

Offensive Systems Mission Trainer (OSMT)—Other than lacking motion and crew integration capability, this trainer mirrors the WST Navigator station and provides RNs and Ns with specific mission tasks in a realistic environment.

Pilot Visual—Bomb runs which are conducted using only pilot visual inputs (with or without EVS assistance). No steering or timing inputs from the OAS computers are authorized for the entire run from the IP to the target.

Primary Mission Aircraft Inventory (PMAI)—Aircraft assigned to a unit for performance of its wartime mission.

Primary Training Aircraft Inventory (PTAI)—Aircraft required primarily for technical and specialized training for crew personnel or leading to aircrew qualification.

Proficiency or Proficient—Demonstrated ability to successfully accomplish tasked event safely and effectively. For purposes of this volume, proficiency also requires currency in the event, if applicable.

Programming Time—The portion of the mission, common to all AFGSC bomber aircraft, allocated to avionics system initialization and alignment, system drift rate computation, and taking position and altitude updates.

Qualification (QUAL)—Aircrew member has demonstrated capability to put appropriate ordnance on target according to criteria established for that event in **Chapter 5**.

Requalification Training (RQT/TX)—Training necessary to re-qualify an aircrew member in the aircraft.

Safe Clearance Altitude—The minimum altitude approved for low altitude flight as stated in AFI 11-2B-52V3.

Situational Emergency Procedures Training (SEPT)—A discussion and review of abnormal/emergency procedures and aircraft systems operations/limitations based on realistic scenarios.

Specialized Training—Training in specialized tactics, weapons systems, or flight responsibilities such as flight lead, etc. This training may be conducted in MQT or CT, as required.

Squadron Supervisor—Squadron Commander, Operations Officers, Asst Operations Officers, Flight CCs, and other individuals designated by the SQ CC in writing.

Supervised Status—The status of an individual delinquent in a currency event, unqualified IAW AFI 11-202V2, or designated by the squadron commander.

Surface Attack Tactics (SAT)—Includes tactical mission planning and weapons delivery IAW unit tasking, simulating UCML munitions, and SCLs against a tactical target. Simulated attacks may be conducted against realistic targets IAW local restrictions.

Synchronous Release—The technique of determining the release point solely through the use of the OAS computers using INU position updated by radar crosshairs or GPS inputs to the bombing solution.

Weapons Systems Trainer (WST)—A device that provides an artificial training or tactics environment in which B-52 aircrew members learn, develop, improve, and integrate mission skills associated with their crew position.

Attachment 2

RAP MISSION DEFINITIONS

MR42. Strategic Attack Nuclear Mission (Nuc). A dedicated training mission focusing specifically on aircrew integration, coordination, and aircraft/weapon system skills necessary to attain and sustain the required proficiency to accomplish the unit's nuclear mission. MR42 will not be accomplished nor dual logged with any MR10X missions. Mission elements include: Quick Taxi/ EWO Departure Exercise, heavyweight takeoff, simulated EAM with decode documents, EC equipment operation, fuel transfer for CG considerations, system programming and navigation, missile programming, Command and Control Procedures to include PCTAP and HHCL or similar enroute decision points, targeting/retargeting and launch procedures, missile/bomb malfunction/emergency, hung ordnance and jettison procedures, threat recognition and defensive reactions, emergency divert procedures, aircraft emergency procedures, and airborne radar directed approach. Credit may be awarded when the following are accomplished: EAM processing (with approved for training, authentication, decode, and message processing materials), ALCM launch procedures, missile retargeting, and a defensive action scenario that includes AI/Naval and/or Strategic threats. In addition, at least two of the following events accomplished. Special test missions are exempted from this last requirement (i.e. BUSY LUGGAGE, GLOBAL SHADOW/CRUISE):

- a. Quick Taxi/EWO-Departure Exercise
- b. Authentication Documentation Exercise
- c. MILSTAR or MRT training activity
- d. Nuclear gravity weapons delivery
- e. Airborne Intercept Training (AIT/FIE)
- h. ARA
- i. A/R or A/R EMCON 3
- j. Manual SAIR

Units will develop, in coordination with HQ AFGSC/A3T, a list of approved authentication, decode, and EAM processing training materials for use in the WST and in the aircraft.

Additional MR42 WST requirements:

MR42 WST is intended to replace classroom based EAP training as described in EAP-STRAT Vol 5 and intensify that training with flight duties as available in the B-52 WST. Units will develop training profiles to include the following as trainers, facilities and training materials permit.

- 1) Scheduled profile: Mission planning, appropriate WST time, Mission debrief
 - a) WST time includes time to pre-position CMF in cockpit, i.e. running Cock-ON Checklist
 - b) WST should be scripted to provide Command and Control inject points, freeze and slew points
- 2) Required training materials:
 - a) PCM Transport Can
 - b) Approved authentication, decode, and message processing materials
 - c) CMF with appropriate nuclear related PIBS/NIBS/Communication Cards
 - d) 4 EAMs that work with the above training materials
 - e) Comm should be passed using voice, MILSTAR and MRT as available

Conventional Missions.

Missions designed to emphasize conventional employment of the B-52. The sortie profile should be planned to include: formation takeoff, departure, en route navigation, air refueling, electronic rendezvous, conventional weapon procedures, EDL procedures, retargeting exercise, instrument/emergency/visual approach and landing procedures. Aircrew will plan and execute with realistic AOR specific SPINS and train to the PROFICIENT level. Scenario should include commanders intent, tactical implications, and target set weaponeering. The scenario should also include AOR Integration of simulated/real package players for target area assignments. Log applicable RAP and Basic Skills events in addition to this mission. A limit of two MR10X missions can be logged on the same sortie. For mission credit, SQ/CCs will ensure crews satisfy both mission's objectives. Both missions will be mission planned, flown and debriefed per mission description.

MR10A. Standoff Attack Mission (SO). A Standoff Attack Mission is a mission in which primary planning and execution focus is on standoff weapon employment (CALCM, JASSM, MALD) targeting command and control facilities or IADS. Missions should focus on early phases of a conflict and Beyond Line of Sight (BLOS) communication procedures for command and control. Aircrew will use voice satellite (V-Sat) and Tactical Data Link in scenario on every mission when the equipment is available. When simulated, credit requires a Command and Control Event, a Standoff Weapons Release, and a Defensive scenario including AI/Naval strategic or tactical threats. This mission also requires at least one of the following events: 1) Formation, 2) Retargeting Exercise, 3) A/R or A/R EMCON 3. Log applicable RAP and Basic Skills events in addition to this mission. Missions involving actual weapon releases will receive mission credit and should follow the SO mission training profile. The standoff attack mission is intended to better focus unit training objectives to meet unit Strategic Attack (SA) or Offensive Counter Air – Surface Attack (OCA-SA) DOC taskings.

MR10B. Direct Attack / Close Air Support Mission (DA/CAS). A Direct Attack / CAS Mission is a mission in which primary planning and execution focus is on preplanned direct attack weapon employment (JDAM/WCMD/LGB/GP) targeting enemy IADS, fielded forces, communication nodes, airfields or airfield support systems. Missions should focus on interdiction of targets beyond the FLOT/FEBA and require integration of C2, SWEEP/OCA/DCA and SEAD i.e. Major Combat Operations (MCO). However, past conflicts have and future conflicts most likely will prove that friendly forces have made contact with the enemy in rapid schemes of maneuver. This lesson demands that aircrew must be prepared to conduct bomb on coordinate (BOC) CAS as described in JP 3-09.3 and JFIRE. Units must ensure training scripts emphasize integrated MCO scenarios in a medium/high threat environment before CAS. This focus ensures aircrew proficiency in brevity and CAF integration. This is a must in preparation for high threat environments and B-52 success. For missions focused solely on CAS and NTSR see **MR10C**. Aircrew will use Tactical Data Link, Secure Voice, and/or Have Quick in scenario on every mission when the equipment is available. Credit requires at least one internal/external release of a direct attack weapon and a Defensive scenario including AI/Naval/Ground Strategic or Tactical threats. This mission also requires any two of the following events: 1) Multi-SMO event, 2) Formation, 3) Retargeting Exercise, 4) Time sensitive Targeting exercise, 5) CAS/CAS with JTAC, or 6) Degraded GPS Weapon Release. Missions involving actual weapon releases will receive mission credit and should

follow the DA/CAS mission training profile. The Direct Attack / Close Air Support Mission is intended to better focus unit training objectives to meet unit OCA-SA and Offensive Counter Land (OCL) taskings.

MR10C. Strike Coordination and Reconnaissance /Armed RECCE/OVERWATCH Non Traditional Surveillance and Reconnaissance Mission (CAS/NTSR). A CAS/NTSR Mission is a mission in which the primary planning and execution focus is detailed integration with friendly ground forces. Aircrew performing SCAR verify preplanned target locations, discriminate between actual and deceptive targets, evaluate Bomb Hit Assessment (BHA), direct re-attacks, and engage mobile targets with own ship ordnance. Armed RECCE is locating and monitoring targets of opportunity i.e., enemy material, personnel, and facilities in assigned general areas or along assigned ground lines of communication routes, and not for the purpose of attacking specific/located briefed targets. Armed OVERWATCH involves direct support of stationary or mobile friendly ground maneuver forces. These missions may involve escalatory ROE involving Show of Force tactics and DA weapon employment in a BOC or bomb on target (BOT) CAS role as described in JP 3-09.3 and JFIRE. Aircrew will use Digital CAS/TDL, Secure Voice, and/or Have Quick in scenario on every mission when the equipment is available. Credit must include TGP activity for any of these missions. This mission also requires any 2 of the following events: 1) EA activity, 2) Formation, 3) LOWAT, 4) CAS/CAS with JTAC, or 5) Video Data Link. The NTSR Mission is intended to better focus unit training objectives to meet modern COCOM CAS taskings.

MR10D. Information Ops Mission (IO). An Information Ops Mission is a mission in which psychological operations or electronic attack methods are employed to achieve a desired outcome to the enemy or personnel within an AOR without the use of kinetic force. This mission must include either employment of M129 leaflet canisters, low altitude show-of -force tactics, MALD/J, or use of other non-kinetic capabilities. This mission will also include any one of the following events: 1) Low altitude training, 2) Command and Control Event, 3) Formation, 4) EA activity, or 5) A/R or A/R EMCON 3. Log applicable RAP and Basic Skills events in addition to this mission. The Information Ops Mission is intended to better focus unit training objectives to meet unit Counter Information or PSYOPS DOC taskings and/or required activity accomplished per COCOM tasking.

MR10E. Counter Sea Mission (CS). A Counter Sea Mission is a mission in which counter sea operations are conducted to attain and maintain a desired degree of maritime superiority by the destruction, disruption, delay, diversion, or other neutralization of threats in the maritime environment. As a minimum, one of the following events must be accomplished: Conventional Weapon Release in a maritime environment i.e. mine run, AIMT, or JABS. This mission will also include any 2 of the following events: 1) LOWOW (low alt training over water), 2) Command and Control Event, 3) Formation, 4) TGP activity, 5) EA activity, or 6) A/R or A/R EMCON 3. Log applicable RAP and Basic Skills events in addition to this mission. The Counter Sea Mission is intended to better focus unit training objectives to meet unit aerial mine laying, maritime interdiction or counter sea DOC taskings.

MR99. AEF Prep/Command Option Mission. Mission will emphasize either conventional or nuclear employment, as determined by the SQ/CC. Any type of mission may be logged. Non-traditional missions that support AEF deployment spin-up and may not fit into standard mission types may also be logged in this category.

Special Capability Events and BAQ Sorties.

SN00. Night Sortie. A training mission that emphasizes combat employment of the B-52 at night. For this sortie to be credible a minimum of 50 percent of the sortie must be at night or minimum of two hours of night time must be logged and at least two of the following activities must be logged during the night portion of the mission:

1. Night Vision Goggle Exercise
2. Air Refueling
3. Formation
4. Weapon Delivery (High or Low)
5. Defensive Action Weapon Release

SR01. Large Force Exercise (LFE). Mission intended to emphasize integration with actual C2, OCA, DCA, SEAD, Naval, and ground combatant forces. LFEs provide the best opportunity for this type of training, however, any dissimilar multi-ship mission that allows adequate tactical planning, airspace deconfliction, weapon effects deconfliction, and debriefing fulfills this requirement. At least 50% of LFEs should be accomplished in the WST in a DMO environment.

SR02. Nuclear Force Generation and Fly-off Sortie. Must be logged with MR42 for sortie credit.

SR03. Long Endurance Training Sortie. A sortie with a scheduled duration of greater than 16 hours. Actual duration must exceed 12 hours for credit.

SR08. Flight Lead Sortie. Must be acting in this capacity to log this type of mission. Dual logged with baseline RAP mission type.

SR09. Mission Commander Sortie. Must be acting in this capacity to log this type of sortie. Dual logged with baseline RAP mission type.

SR11L. DSN Sortie Left. Sortie Credit when a DSN qualified individual completes RN seat duties for a Nuclear or Conventional RAP sortie from mission planning through sortie completion to debrief. Dual log with MR11L when appropriate.

SR11R. DSN Sortie Right. Sortie Credit when a DSN qualified individual completes Nav seat duties for a single Nuclear or Conventional RAP sortie from Mission planning through sortie completion to debrief. Dual log with MR11R when appropriate.

SR12. Instructor Sortie (IS). An event logged by an instructor when performing instructor duties during the sortie, or a portion thereof. Instructor qualification or certification is required and must be used for the mission itself or a mission element. Examples include upgrade sorties, updating lost currencies, etc. Evaluators will log this event on evaluation sorties. Instructors/Evaluators will log an instructor sortie on any sortie that they were unable to log a RAP sortie due to a lack of events completed or when they determine their own training was not sufficient to log a RAP sortie. Instructor Sortie may be used for look-back. Instructors may log up to 50% of RAP events during instruction and not occupying a primary crew position.

SR00. Sortie. A sortie consists of a takeoff and a landing but may or may not have had any training scheduled or accomplished i.e. cost of business FCF/Ferry Flights.

ATD1. Pilot Emergency Procedures (P,CP). A balance of systems and fight control emergencies tailored to the needs of the crew and logged in the flight station of the WST or in the CPT. Should be an instructor led event with pilots executing a series of emergency procedures. Use either a standard profile or custom profile that includes at least three of the following events: Simulated Engine Loss on Takeoff, Flaps Up Approach and Go Around, Sim 6 Engine Approach and Go Around (Assym), 6 Engine Landing, 3 or 4 Engine Out Approach and Go.

ATD2. Nav Degraded Systems (RN,N). An event logged in either the OSMT, or the offense station of the WST. Should be an instructor led event with navigators executing a series of degraded procedure exercises. Event may be logged when three of the following events are accomplished: Processor Recycle Exercise, Doppler Out Exercise, RNMP Inoperative Exercise, WCP Inoperative exercise, GPS Out Exercise, Degraded GPS Weapon Release.

ATD3. Defensive Procedures Trainer (EW). An event logged in the T4. Should be an instructor led event with the EW executing a series of defensive procedures. Event may be logged when accomplishing a penetration into an IADS with at least one degraded system inject.

ATD4. Spatial Disorientation Exercise (P, CP). Performed in the WST or CPT. Recognize, confirm, and recover from unusual attitude exercise.

Attachment 3**PROFICIENCY EVENT DESCRIPTION GUIDE**

Event Descriptions. Unless otherwise specified in these event descriptions, units will determine the necessary parameters for fulfilling and/or logging tasked events. Some event ARM codes/identifiers may be found in AFI 11-401 AFGSCSUP. Each event is defined in one of the following manners:

1. A specific type of weapon delivery (defined by aircraft flight path, ordnance delivered, delivery method, or target struck) performed during a mission.
2. Expending of ordnance against a target according to predetermined flight path parameters and delivery methods. A single delivery constitutes an event which requires satisfaction of additional criteria.
3. Accomplishment of a specific training element, function, or task (i.e., AR, Landing, etc.).

Use the following listing of events is for fulfilling tasked requirements. In the absence of guidance, units will determine the content of tasked events and how often they may be logged. Instructors may log 50% of their events while instructing or evaluating in any seat. Reference **Table 4.2** for event requirements.

NUCLEAR Events.

EAM00. Emergency Action Message (EAM) Processing. Aircrew members practice copying, decoding, validating/authenticating, and responding to EAMs in-flight. Messages may be exercise EAMs received in-flight via onboard communication systems or prepared messages delivered by a trusted agent onboard the aircraft. Messages should direct crew/weapons actions IAW the mission scenario. Log one per mission. May be accomplished in the WST (with integrated crew.)

RE50. Alert Force Response Exercise. An exercise designed to train crews for EWO response environment. This exercise will include an exercise alert notification, response from the alert facility, squadron building or a location at least 300 feet from the aircraft, exercise launch/execution message, engine start using cartridge start procedures, free flow taxi, and formation/EWO departure at Wing CC discretion.

RA38. Cartridge Start Procedures. Accomplish an alert response cartridge start in an alert aircraft or aircraft that has been cocked to simulate alert status. May be accomplished in the WST.

RB63. MILSTAR Exercise. Credit requires proper configuration for MILSTAR operation. Include completion of at least one successful airborne transmission and receipt of message from an outside agency. Only one event may be logged per mission.

RB41. MRT Exercise. Requires proper configuration for MRT operation. Only one event may be logged per mission.

DP06. Quick Taxi/EWO Departure Exercise. A unit tailored training exercise designed to provide aircrews the necessary skills to respond to an EWO launch or conventional dispersal message. The objective of this exercise is to minimize the amount of time required to launch the

entire formation. To emphasize the trail position DLOs associated with this event, only one of the required events may be credited from the lead position per training cycle. IPs may take credit while instructing in either seat. The event will include but is not limited to:

1. Aircraft cocked to simulate alert status without weapons.
2. Flaps up.
3. Launch message (general purpose launch message addressed to formation).
4. Cartridge Start (RA38).
5. Alert start, free flow taxi, formation departure with an emphasis on 30 second spacing between aircraft in the formation.
6. Minimum of two aircraft.
7. Roll-over chocks (if used for alert). The aircraft gross weight should be maximized within safety and scheduling constraints to ensure realistic training. All participating pilots may log this activity.
8. High Speed Departure. (RB01)

RB01. High Speed Departure (HiSpDept). Departure flown at 325 KIAS or as required for EWO mission until initial level-off altitude.

RC07. PLZT training. Flash blindness protection ground training must be accomplished prior to being scheduled for this event. The goggles must be worn for 10 minutes to receive credit. Only one individual may train at a time. PLZT training should be conducted at least twice per training cycle.

BR04. Nuclear Bomb Run. A bombing exercise using high, medium or low altitude nuclear CSRL bombing procedures and one CSRL bomb jettison. Do not dual log with conventional activity. Target study or crew mission brief must include discussion of weapon parameters, safe escape requirements and Format 12 data (RN/N).

RA78. Ground Based Jamming Exercise. Bomb run accomplished under the effects of ground jamming. This event will be accomplished in the WST. To receive credit RN/Nav must recognize and counter radar jamming per techniques detailed in AFTTP 3-1, 3-3.B52 .

RC24. AGM-86B Retargeting Exercise. Accomplish Missile Retargeting Procedures for ALCM on at least one missile. This procedure maybe accomplished using Retargeting (Entire Missile Load), Mission Substitution (Individual Missiles), or Manual Retargeting/Flex Targeting Procedures. Unit Training Officers will ensure crews accomplish a proper mix of the various retargeting options during the annual training cycle. Only one event may be credited per mission. Creditable in the WST.

RA14. AGM-86B Launch Procedures. Simulated launch accomplished at any altitude. Must include, targeting, fuel transfer and TAL. Only one event may be credited per mission. Creditable in the WST.

MS08. Manual SAIR Exercise. Accomplish Manual SAIR procedures for either ALCM or CALCM on at least one missile. Only one event may be credited per mission.

RB70. Simulated Pylon Jettison. Accomplish the Pylon Jettison Checklist. This procedure may be accomplished after all scheduled bombing activity. A minimum of two simulated pylon missiles must be available prior to initiation of this procedure. Calculate fuel ballast requirements prior to jettison. Accomplished this training event only in the WST.

EC01. EMCON Procedures. Mission utilizing EMCON procedures/techniques in each compartment from FENCE In to FENCE Out. Emphasis should be focused on limiting radar emissions during weapon releases, minimizing radio emissions, and other EMCON techniques IAW AFTTP3-1.B52 and AFTTP3-3.B-52. Dual log with Formation EMCON 3.

AP41. Airborne Radar Approach (ARA). Log in accordance with T.O. 1-1B-52H-1. Will be logged with a non-precision approach.

Formation Events.

RA67. Formation. Must include mission planning, departure/join-up or mid mission rejoin, and mission debrief.

RA69. Formation Position Change. Accomplish as directed in AFI 11-2B-52V3 and AFTTP 3-3.B52.

RA64. Formation Bombing. Accomplish per AFI 11-2B-52V3 and AFTTP 3-3.B52. Creditable to all aircraft in the formation. Crews will make every effort to score each aircraft in the formation by any means available.

RA56. Formation Departure and Join-Up. Creditable to all aircraft in formation. Credit when departing any area where rejoin is required to continue filed flight plan. I.e. takeoff, range, MOA, etc.

RA66. Formation RZ and Refueling. Accomplish this activity with a bomber formation IAW AFI 11-2B-52V3 and AFTTP 3-3.B-52.

VT38. Formation EMCON 3. Plan and execute an active EMCON plan (ECM, radar, radios, A/A TACAN, contrails, positions, etc.) consistent with safe navigation and mission accomplishment IAW AFTTP3-1.B-52/AFTTP3-3.B-52. EMCON considerations and tactics. Requires pre-coordination with all formation participants and associated air refueling support. Essential radio communications accomplished for safety of flight does not preclude event accomplishment.

BD01. Formation Battle Damage Assessment (BDA). Accomplish only when SQ/CC certified. Reference AFTTP 3-3.B-52. and **Para. 6.12.**

Bombing Activity.

RA91. Defensive Action Weapon Release. Designed to allow maximum use of defensive actions to counter threats during high/medium altitude weapons delivery (actual or simulated, to include precision, near-precision, or non-precision weapons). The crew must receive EA signals to receive credit. Use defensive action procedures IAW AFTTP3-1.B52. Maneuvers must be accomplished to receive credit. Bomb runs may be camera scored and credited if the site is unable to score bomb releases. This event may be logged if accomplished using either guided or unguided gravity weapons; aircrew should accomplish a mix of guided and unguided weapon

releases with this event throughout the training cycle. Log with Actual Weapons Release and Nuclear/Conventional Bomb Run (as appropriate).

RA09. Actual Weapon (AW) Release. May be accomplished at any altitude using live weapons, inert shapes, or other training weapons. Dual log with type of bomb run/release accomplished.

RA88. Conventional Bomb Run. An unguided conventional bomb run accomplished at any altitude. Synchronous Release will be the primary release method. The crew will use any combination of tactics and authorized aids to obtain the maximum probability of damage. Some bomb runs and equipment limitations require special tactics. For example in cases where radar capability is lost, GPS, coupled with EVS may provide the optimum results. The actual integration of aids to accomplish a release is dependent upon the type of target being attacked, equipment status, and prescribed delivery/penetration tactics.

RB42. Multi-DMPI Bomb Run. A single conventional bomb run accomplished at any altitude employing the same type weapons against more than one DMPI per target area. Dual log with RA88.

RB43. Multi-SMO Attack. Credit when employing multiple SMO releases against one or more DMPI within a limited time constraint. Confine releases to a 2 min or less window. Intent is to exercise the auto/multi-SMO switching capability.

RA44. M-129 Leaflet Bomb Run. A level conventional bomb run employing AFTTP 3-1/3.B-52 M-129 Leaflet TTPs live or simulated. The aircraft altitude must be corrected for pressure per TTP's within the leaflet release envelope. The DBRIC pulse tracing of multi-leaflet bomb releases must be mission planned and discussed. Dual log with RA88.

Stand-Off Activity.

RA16. AGM-86C Launch Procedures. Simulated launch or actual launch accomplished at any altitude. Must include, targeting, fuel transfer, and TAL. Only one event may be credited per mission.

RH407. Conventional Missile Retargeting Exercise. accomplish conventional missile retargeting procedure for at least one conventional missile. This procedure may include Flex, Direct, and Manual Retargeting. Only one event per weapon type may be credited per mission.

JM01. JASSM Launch. Simulated or actual launch utilizing published JASSM procedures. Only one event may be credited per mission.

JM02. JASSM Direct Targeting. Utilize published direct targeting procedures for at least one JASSM. Only one event may be credited per mission.

JM03. JASSM Hung Ordnance Procedures with Jettison. Accomplish published hung ordnance procedures with JASSM jettison. Only one event may be credited per mission.

RB68. Simulated Bomb Bay Missile Jettison. Accomplish the Missile Jettison Procedures Checklist. This procedure may be accomplished after all scheduled bombing activity. A minimum of two missiles must be available prior to initiation of this procedure. May be accomplished in the WST.

Direct Attack Activity.

RJ17. JDAM/WCMD Release. Any JDAM/WCMD release using published procedures. This event may only be logged once per mission and is not dual logged with an RA88.

RJ18. JDAM/WCMD Jettison Procedures. Accomplish the JDAM/WCMD jettison procedures checklist. May be accomplished after all bombing activity is completed. This event may only be logged once per mission.

RJ19. JDAM/WCMD Actual Release. An actual JDAM/WCMD weapon release from any altitude using published JDAM/WCMD procedures. May be dual logged with JDAM/WCMD Bomb Activity regardless of number of weapons released. This event may only be logged once per mission.

JS01. Mixed Load Procedures. The actual or simulated employment of different versions weapons and or SMOs as allowed by aircraft Tech Order (i.e. GBU-31(V)1 and (V)3) to include switching between the pylons and SMOs, if necessary. Realistic scenario with outside coordination (airborne command and control or ground control) is desired. Other scenarios may include asymmetric loads. i.e. GBU-12 left wing and GBU-38 right wing and M-117 internal.

KC041. DAT Retargeting. Accomplish retargeting procedures for at least one unguided gravity or Inertially aided Direct Attack weapon. Only one event per weapon type may be credited per mission.

RA54. Relative Targeting. Credit when any GPS/INS weapon is released with weapon degraded to INS only. Intended to practice GPS denied target considerations or when target coordinate quality has been compromised. Only one event may be logged per mission.

LGB Activity.

PG15. LGB Designation Dependant Release. A LGB delivery following AFTTP 3-1.B52 and AFTTP 3-3.B52 procedures. Credit for releasing (simulated or actual) LGBs when depending on another platform to conduct the lasing. Logged per target struck.

TG01. LGB Self Designation Release. TGP employment with LGB. The targeting pod will be used to designate the target using either Continuous or Delayed Lasing technique as required. Must take place in laser operations approved airspace. Use AFTTP 3-1.B52 LGB employment procedures or interim command guidance. Logged per target struck.

TG02. LGB Buddy Designation. It is preferred to work with another B-52, but work with another airborne platform is acceptable. Obtain target coordinates using targeting pod and pass to wingman. Designate for wingman upon his release. Must take place in laser operations approved airspace. Use AFTTP 3-1.B52 LGB employment procedures or interim command guidance. Credit once per target struck by wingman.

TG07. LGB Actual Release. An actual LGB weapon release from any altitude using either PG15 or TG02 procedures. Logged once per sortie.

Counter Sea (CS) Activity.

CS25. Mine Run. A level conventional mine run employing AFTTP 3-1.B-52 ariel mine laying TTPs. The aircraft altitude must be within the mine's release envelope. The aircraft DBRIC must be configured for mine laying operations. Do not dual log with RA88.

CS26. Airborne Interdiction of Maritime Targets (AIMT). A level conventional bomb run employing AFTTP 3-1.B-52 Antisurface Warfare (ASUW) TTPs. May be dual logged with RA88.

CS27. Sea Surveillance Radar. Perform sea surveillance and search operations employing AFTTP 3-1.B-52 TTPs.

CS28. Visual RIG. Perform sea surveillance recognition identification group (RIG) maneuver employing visual AFTTP 3-1.B-52 TTPs. Place the aircraft near enough to the target vessel to acquire usable photos and video but not be construed as provocative or harassing. Refer to current ROE i.e. GP/FIH.

CS29. ATP RIG. Perform sea surveillance recognition identification group (RIG) maneuver employing ATP AFTTP 3-1.B-52 TTPs. Place the aircraft near enough to the target vessel to acquire usable photos and video but not be construed as provocative or harassing. Refer to current ROE i.e. GP/FIH.

CS30. JABS. Execute JDAM Assault Beaching System tactics including mission planning and execution TTP's as described in AFTTP 3-1.B-52.

Targeting Pod (TGP) Activity.

TP00. TGP Activity. Log any time Targeting pod is used during flight for training activity to update currency. The activities listed below should be incorporated to the maximum extent possible into TGP missions (at least one to log event.) Log once per mission. Any TGP (Litening or Sniper-if a/c is fielded) may be used in fulfillment of this requirement.

1. Target Coordinate Generation (TCG). TGP coordinate generation solutions must meet the DPI measurement criteria listed in **Table 5.2**. TCG record measurements should be taken against pre-planned, mensurated aim points/ targets to facilitate accuracy assessments.
2. TGP associated Weapon event.
3. Non-Traditional ISR (NT-ISR). TGP is used as a sensor to capture images in an ISR role. Captured images are stored for analysis after landing or transmitted via onboard communications equipment to C2 nodes.

TG03. IR Marker. Emphasis will be placed on proper 9-line procedures and sensor "talk-on" from the FAC/TAC utilizing the IR marker. Once the FAC/TAC has confirmed the IR marker is on the target, obtain TGP-generated coordinates and manually update the OAS weapons solution for a typical B-52 attack. Must take place in laser operations approved airspace. Can be accomplished with a FAC/A qualified personnel or TAC qualified ground personnel.

TG04. Laser Spot Search/Track (LSS/T). Must take place in laser operations approved airspace. Work with another laser-equipped platform (airborne or ground) using LSS/T procedures. Emphasis will be placed on proper 9-line procedures to positively identify and verify the assigned DMPI, obtain TGP-generated coordinates and manually update the OAS weapons solution for a typical B-52 attack. Use AFTTP 3-1.B-52 LSST communications procedures. LSST can be initiated by either platform. Do not dual log with PG15.

TP01. Video Data Link (VDL). Credit when targeting pod video is successfully transmitted to and received by a ground station (i.e. ROVER equipped) during advanced sensor operations.

TP02. TGP Employment (Static Target). Credit when Sensors are used to validate target location and weapon is employed against a static target. (With or without targeting pod updates to coordinates). Log TP02 for either of the following procedures:

1. Bomb on Coordinate (BOC). Credit when TGP is used to verify target location and conduct CDE on an assigned target. TGP tracking solutions may not be used to update target coordinates or change weapon programming.
2. Bomb on Target (BOT). Credit when TGP is used to generate coordinates for programming into the weapon or when TGP is used to provide terminal guidance for a laser-guided munition.

TP03. Moving Target Attack. An attack against a target in motion using TGP moving target tracking features. In lieu of AFTTP 3-1, 3-3.B52 guidance, units will develop simulated ordnance hit/miss criteria using available weapons publications (e.g. Jedi Knight Phase 3 report, TTPs in development, and USAFWS papers). Logged per target struck.

TP04. TGP Employment with Inertially Aided Munitions (IAM). Credit when Sensors are used to validate target location and an IAM is programmed with targeting pod updated coordinates.

TP05. Convoy Escort w/TGP. Credit when using TGP features while operating in support of convoy operations. Actual JTAC or FAC(A) coordination recommended but not required if equivalent training can be simulated with instructor/scenario involvement.

TP06. Sensor Operations (LOC). Credit when using a combination of maneuver and advanced sensors to effectively search a line-of-communication (LOC) for a specified objective.

TP07. Sensor Operations (Urban). Training in urban environments emphasizes target identification, attack axis limitations and avoiding collateral damage, in proximity to and in coordination with friendly forces. One event, culminating in actual or simulated weapons release, may be logged per target.

TP08. Sensor Operations (Maritime). Credit when using a combination of maneuver and advanced sensors to effectively search within a maritime environment for a specified objective.

Dynamic Events

VT52. CAS with JTAC. Accomplish targeting procedures emphasizing CAS procedures for at least one conventional weapon. Emphasis on this event is SOF interoperability and support during non-traditional CAS missions. Training requires scenario development, terminal attack, and brief/debrief with SOF personnel. Standard 9-line briefing is required. Coordinate conversion from one coordinate reference system to another (i.e., MGRS to Lat/Long) and adjusting fires using range and bearing from a desired reference point should be accomplished using CWDS. Danger close considerations will be briefed. Aircrews must work with an actual JTAC or FAC(A) to receive credit for the event. These training events usually integrate targeting pod TTPs with the terminal attack of a CAS target. TGP use includes target identification, designation, tracking, and weapons guidance. Requires JTAC/FAC(A)/SOF control culminating in actual or simulated weapons release. CAS with JTAC (VT52) may be

without TGP, but must have an actual JTAC/FAC(A)/SOF control culminating in actual or simulated weapon release.

VT52A. CAS. CAS training conducted with scripted in or inter-aircraft communications to simulate JTAC/FAC(A)/SOF control. Only one event may be credited per mission.

TS01. Time Sensitive Targeting. An event performing a tactical weapons delivery (actual or simulated) against an unplanned, lucrative target or target of opportunity requiring immediate response. The attacking aircraft should receive target data/description and clearance from an appropriate command and control (C2) asset. Use of CRCS, AWACS, JSTARS, AOC, UAV, TACP, FAC or a simulation thereof is required. Scenarios should include standard fire support control measures utilizing standard J-Fire terminology for clearance of fires. Data/description can be via data-link or normal radio communications. Only the attacking aircraft will receive credit for the event. Although the target is unplanned, the event and procedures must be thoroughly briefed. This event is often logged with, but not necessarily associated with, VT52 or VT52A. TGP is not required for this event.

Degraded Operations.

RB57. Processors Recycle Exercise. Recycle all avionics processors in-flight. Exercise should include work with all functions available during no OAS Data operation i.e. CF A, CF B and CF C. Include No OAS Nav leg of at least 15 min duration with at least a 45 degree turn.

RA51. Doppler Out Exercise. Takeoff will be made with the Doppler power switch off. The Doppler will remain off through first bombing activity. Use wind velocities provided by memory point procedures or emergency set data. Do not credit when the INS is ground aligned or air-aligned on the ground. The GPS may be turned on, but will not be integrated with the OAS.

RB61. Radar Navigator Management Panel (RNMP) Inoperative Exercise. Accomplish a bomb run with the radar management panel inoperative or simulated inoperative. For simulated management panel inoperative, CF "F" will be used from the initial point through the last release. May be logged with the applicable weapons delivery.

RC08. Weapon Control Panel (WCP) Inoperative Exercise. Accomplish an AGM-86B/86C/158 or JDAM/WCMD run with the WCP inoperative or simulated inoperative. For simulated WCP inoperative, CF "E" will be used after the activation of hardwired functions through weapon launch.

RA52. GPS Out Exercise. GPS will remain off for the entire sortie.

RA53. Degraded GPS Weapon Release. Any conventional weapon release can be used. GPS quality can be no better than FOM 4 at weapon release. Event may be accomplished via real world GPS jamming/degraded environment or simulated GPS denied environment via intentional equipment degradation. May be dual logged with GPS Out exercise. Only one event may be logged per mission.

Communications (Comm).

RA87. Have Quick. To receive credit, the aircrew member must properly configure the radio for Have Quick operation and complete at least one successful transmission with a similarly

equipped aircraft or ground station. The radio should be operated in the active mode to the maximum extent possible (e.g., air refueling, formation, etc.). The time of day (TOD) should be updated from a ground station master clock whenever possible. Only one event may be logged per mission.

RC05. Voice SATCOM (VSAT). Requires proper configuration for SATCOM operation, and completion of at least one successful airborne transmission. Only one event may be logged per mission.

RB67. Secure Voice. To receive credit, the aircrew member must properly configure the radio for Secure Voice operation and complete at least one successful transmission with a similarly equipped aircraft or ground station. Only one event may be logged per mission.

CT02. Combat Track II (CT II)/Evolutionary Down Link (EDL). Requires proper configuration of the Combat Track II/EDL communications system and successful utilization of the system in flight. Ideally this system is employed via digital CAS basic C2 procedures and CAF data link integration. Only one event may be logged per mission. May be logged in HQ AFGSC/A3T approved unit trainer/Communications Laboratory.

Electronic Combat Events:

EA52. EA Threat Activity. Countering EW / ACQ / SAM / AAA / AI radar with jamming and expendables. This may be accomplished at MUTES sites or ranges equipped with threat simulators. EA equipment must actually counter a victim radar for credit. Expendables are not required for credit. Dual log with appropriate activity accomplished.

RB44. MUTES Blue/Grey Defense Scenario. A MUTES/Mini-MUTES scenario designed to simulate penetration of and withdrawal from areas defended by blue/grey threats. Log with EA Threat Activity.

RB45. Multiple Threats EA. Log when receiving at least three direct threat radars comprised of SAM, AAA, or AI and associated acquisition. Dual log with other appropriate runs.

RB68. Formation EA. An EA run accomplished in formation. Run must be mission planned/briefed with formation crews involved. Dual log with other appropriate activity.

VT44. Defensive Maneuvers Profile. (AC/P) Accomplish at least three 3-1 maneuvers. Maneuvers should be accomplished in an air work area concentrating on proper execution of the maneuver. The emphasis is on learning to fly the maneuver (stick and rudder skills) not learning to employ the maneuver in a threat environment. Suggested training profile includes a threat emitter to stimulate EA while acting as a geographic anchor point during the profile. Maneuver employment training is accomplished during bomb runs or fighter activity. Training should stress proper entry and exit procedures while considering the limited available rolling Gs. The event is creditable to only the individual flying the maneuvers. Instructors may take credit while instructing the maneuver.

RA30. Airborne Intercept Training (AIT). AIT is intended to be accomplished as a crew event. Only one AIT may be awarded per crew position (AC/EW) per scheduled fighter intercept period, however, an aircrew member may receive multiple credit if two separate fighter intercept periods are scheduled and accomplished. Defensive tactics and maneuvers are required for credit. EW may dual log E/C (A/A) if applicable.

RA42. Chaff/Flare Exercise. In-flight dispensing of chaff or flares in response to an actual or simulated threat or a dispenser exercise. Event requires actual release and logging is limited to one per mission per EW. May be logged during a dispenser exercise if at least 6 bundles of Chaff. However the intent is to accomplish chaff/flare training in conjunction with threat activity i.e. AIT. To enable effective intercept training a load of 16 sticks or 32 flares will be considered the minimum.

RB69. Simulated Equipment Malfunction Run (SEMR). May be logged with EA Threat Activity. Accomplish and schedule in accordance with AFI10-707 AFGSCSUP, *Spectrum Interference Resolution Program*.

NON-BAQ Miscellaneous events.

AR57. Anchor Refueling (ATP 56 - RV Alpha). Refueling accomplished in an anchor orbit.

VT36. Night Vision Goggles (NVG) Exercise. To receive credit each pilot logging activity must use the NVG for a night high bomb run or a minimum 20 minutes of in flight use. The aircraft must be configured with NVG lighting attachments.

AP30. Circling Approach. Perform the circling procedure as defined in AFMAN11-217V1, *Instrument Flight Procedures*.

BAQ Events.

TO00 Takeoff (TO). Creditable only to the pilot performing the takeoff. The takeoff following a touch-and-go landing is not creditable, except for instructor pilots. FTU/USAFWS instructors may credit takeoff while performing copilot duties.

AR00. Total AR. Any air refueling is creditable when at least 10 minutes of toggles engaged (5 minutes IP/P) time is accomplished. Toggles engaged time does not apply to Higher Headquarters Directed (HHD) or multiple receiver missions. Credit only to the pilot flying.

AR02. Air Refueling, Night. AR during hours of darkness. Primarily between the hours of sunset and sunrise, or when visual conditions are such that normal daytime cues and references are not available. Night Air Refueling AR02 updates Air Refueling AR00 currency.

AR56. Manual Boom Latching (MBL). The receiver accomplishes a contact using manual boom latching procedures. This item demonstrates the procedures, aircraft control techniques, and coordination to be employed following a failure of normal contact capability. Follow technical order guidance. IP supervision required.

AP00. Total Instrument Approaches. Creditable for all instrument approaches.

AP01. Precision Approach. Creditable only to the pilot flying. A precision instrument approach that is flown at minimum from the final approach fix to a landing, touch and go, or a missed approach. Dual log will AP00.

AP02. Non-Precision Approach. Creditable only to the pilot flying. A non-precision instrument approach that is flown at minimum from the final approach fix to a landing, touch and go, or a missed approach. Dual log will AP00.

AP26. Missed Approach. Go-around from either a Precision or Non-Precision approach at the Missed Approach Point or Decision Height using instrument procedures.

AP68. Visual Pattern. A maneuver flown to position the aircraft for landing from the visual traffic pattern. This maneuver is flown to augment the intensity of landing training and to acquaint the pilots with procedures, techniques, and aircraft control requirements associated with flying a visual traffic pattern.

LD00. Total Landings. Creditable only to the pilot flying. All landings should be dual credited to this event.

LD02. Landing Night. Landing accomplished between the hours of sunset and sunrise, exclusive of civil twilight.

TO25. Simulated Engine Loss on Takeoff. Creditable only to the pilot flying. Creditable during a touch and go landing.

AP67. Flaps Up Approach and Go Around.

AP62. Simulated 6-Engine Approach and Go-Around Asymmetric. A six engine approach, simulating two outboard engines out on one side. Flown to a go-around using asymmetric thrust.

AP63. Simulated 6-Engine Approach and Go-Around Symmetric. A six engine approach, simulating two outboard engines out on one side, flown using primarily only the four inboard symmetric thrust engines while utilizing the two outboard asymmetric thrust engines only if required. The go-around is accomplished by initially advancing only the inboard symmetric thrust engines and using the outboard asymmetric thrust engines only if it is required and can be controlled.

AP64. Simulated 6-Engine Approach and Landing. A six engine approach simulating two outboard engines out on one side, flown to a landing (either full stop or touch-and-go.)

P070. Pilot Proficiency Exercise. Concentrated emphasis, during mission planning and in-flight, on pilot emergency patterns. To be credited, pilots will review all of the following events during mission planning. The following events will be scheduled for each pilot but credit may be awarded if adequate training is accomplished.

1. Three instrument approaches, one of which must be precision.
2. No flap approach and go around.
3. One of either of the following: Simulated six engine approach and go around (Symmetric). Simulated six engine approach and go around (Asymmetric). Simulated six engine approach with 8 engine touch and go.
4. Simulated loss of engine on takeoff.
5. Visual pattern or circling approach.

Attachment 4**CURRENCY EVENT DESCRIPTION GUIDE (REF. TABLE 4.3)****Weapon Delivery Events.**

WE31. Nuclear Weapons Delivery. Currency only, logged once per mission in either seat.

WE30. Conventional Weapons Delivery. Currency only, logged once per mission in either seat.

Low Altitude Training Events.

TA01. TA/EVS Navigation Leg. Logged only by TA/EVS qualified aircrew members.

TA02. Night TA/EVS Navigation Leg. Logged only by TA/EVS qualified aircrew members.

LE00. Low Altitude Training. Logged in conjunction with LOWAT.

SD01. Speed Down. Tactical maneuver performed IAW Speed Down procedures contained in AFTTP 3-3.B-52. This event is creditable only to pilots occupying either the pilot or copilot seat during the maneuver. Pilot must be certified IAW **Para. 6.13** to perform and log this maneuver.

BAQ events.

TO00. Takeoff. See Attachment 3, BAQ Events.

AR00. Air Refueling. See Attachment 3, BAQ Events.

AR02. Night Air Refueling. See Attachment 3, BAQ Events.

AP00. Total Instrument Approaches. Log with any instrument approach.

LD01. Day Landing. Daylight hour landing.

LD02. Night Landing. See Attachment 3, BAQ Events.

LD03. Touch and Go Landing. Dual logged with LD01 or LD02. Updates LD01 or LD02 currency as appropriate.

Miscellaneous Events.

VT36. NVG Exercise. See Attachment 3, BAQ Events.

DUAL SEAT.

DS01. Left Seat Exercise. (AC/RN) Sortie on which a dual seat qualified aircrew member primarily accomplishes duties from the left seat. For pilots, the minimum requirements must include two of the following: takeoff, air refueling, a weapon delivery (conventional or nuclear), or a landing from the left seat. For RNs, minimum requirements include a weapon delivery (conventional or nuclear) in which they run the appropriate conventional or nuclear checklist and perform AFTTP 3-3.B-52 responsibilities from the left seat.

DS02. Right Seat Exercise. (AC/RN) Sortie on which a dual seat qualified aircrew member primarily accomplishes duties from the right seat. For pilots, the minimum requirements must include two of the following: takeoff, air refueling, a weapon delivery (conventional or nuclear), or a landing from the right seat. For RNs, minimum requirements include a weapon delivery (conventional or nuclear) in which they run the appropriate conventional or nuclear checklist and perform AFTTP 3-3.B-52 responsibilities from the right seat.

MR11L. DSN Mission Left. (DSN) Mission Credit when a DSN qualified individual completes RN seat duties for a Nuclear or Conventional RAP mission from mission planning through mission completion to debrief. Dual log with SR11L.

MR1RL. DSN Mission Right. (DSN) Mission Credit when a DSN qualified individual completes Nav seat duties for a Nuclear or Conventional RAP mission from mission planning through mission completion to debrief. Dual log with SR11R.

RC06. Weapons Delivery (WD). Indicates the total number of bomb runs or missile events. Log with the accomplishment of any type High, Medium, or Low altitude Bomb Run or Missile Event. Only one weapons delivery may be logged for each pass/run over a target complex.

Tactics Events.

GA26. Authentication Documentation Exercise (AuthDocEx). Practice and use of AKAL-1553, AKAA-283, and AMSL-1800. Simulate resetting of the IFF/SIF codes and authentications at appropriate change-over points in flight.

Attachment 5

GROUND TRAINING EVENTS

Air Weapon Refresher Courses

AWR 1. General Purpose Munitions. An instructor-led discussion identifying the various B-52 conventional gravity weapons and suspension systems found in T.O. 1B-52H-12, *Radar Navigator's/Navigator's Manual USAF Series B-52H Aircraft* and T.O. 1B-52H-34-2-1, *Aircrew Weapons Delivery Manual (Nonnuclear Gravity Weapons) Description and Procedures*.

Discussion examines weapon components, weapons rack components, locations and associated release procedures. Additional topics of interest will include the unique characteristics of CBUs and the M-129.

AWR 1P. Conventional Weapons Preflight. An instructor-led hands on lesson covering conventional weapon preflight procedures. This course should be taught following AWR 1 but may follow any other AWR course. The intent is for one course to cover all conventional weapons for which the aircrew member is qualified.

AWR 2. CALCM. An instructor-led discussion covering CALCM and CALCM procedures and employment IAW AFTTP 3-1.B-52, AFTTP 3-3.B-52, and T.O. 1B-52H-34-2-9, *Aircrew Weapons Delivery Manual (Nonnuclear) B-52/AGM-86C*.

AWR 3. CAS. An instructor-led discussion identifying basic concepts and procedures associated with CAS operations including JTAC coordination, Theater C2, terminology, and Kill box procedures IAW Joint Publication 3-09.3 Chg. 1, *Joint Tactics, Techniques, and Procedures for Close Air Support (CAS)*, AFTTP 3-1.B-52, AFTTP 3-3.B-52, and AFI 11-214 for current procedures and terminology.

AWR 4. JASSM. An instructor-led discussion covering JASSM and JASSM Procedures and employment IAW AFTTP 3-1.B-52, AFTTP 3-3.B-52, and T.O. 1B-52H-34-2-8, *Aircrew Weapons Delivery Manual (Nonnuclear) B-52/AGM-158 JASSM*.

AWR 5. JDAM. An instructor-led discussion covering JDAM and JDAM Procedures and employment IAW AFTTP 3-1.B-52, AFTTP 3-3.B-52, and T.O. 1B-52H-34-2-6.

AWR 6. LGB. An instructor-led discussion covering LGB and LGB Procedures and employment IAW AFTTP 3-1.B-52, AFTTP 3-3.B-52, and T.O. 1B-52H-34-2-1.

AWR 7. Nuclear Weapons. An instructor-led discussion covering ALCM, B-83, and AF Form 504 procedures and employment IAW AFTTP 3-1.B-52, AFTTP 3-3.B-52, IAW T.O. 1B-52H-25-2, and T.O. 1B-52H-30-4.

AWR 7P. Nuclear Weapons Preflight. An instructor-led hands on lesson covering nuclear missiles and gravity bomb preflight Procedures IAW T.O. 1B-52H-25-2 and T.O. 1B-52H-30-4. The purpose is to train the aircrew member's ability to correctly preflight the unit's assigned nuclear weapons and their associated suspension systems. The lesson will include the location of the applicable technical data and checklists will be covered followed by a demonstration of

correct preflight procedures for each of the unit's assigned nuclear weapons and their associated suspension systems. Once the demonstration is complete and all questions concerning these procedures are answered, the aircrew member will demonstrate correct and proficient preflight procedures to the instructor. The reference directive for this event is AFGSCI 10-450V2.

AWR 8. TGP. An instructor-led discussion covering TGP and TGP Procedures and employment IAW AFTTP 3-1.B-52, AFTTP 3-3.B-52, and T.O. 1B-52H-12.

AWR 9. Mines. An instructor-led discussion covering Mines and Mining Procedures and employment IAW AFTTP 3-1.B-52, AFTTP 3-3.B-52, and T.O. 1B-52H-34-2-1.

AWR 10. MALD. An instructor-led discussion covering MALD and MALD Procedures and employment IAW AFTTP 3-1.B-52, AFTTP 3-3.B-52, and T.O. 1B-52H-34-2-3.

AWR 11. WCMD. An instructor-led discussion covering WCMD and WCMD Procedures and employment IAW AFTTP 3-1.B-52, AFTTP 3-3.B-52, and T.O. 1B-52H-34-2-5.

AWR 12. EA equipment and Commit Criteria. An instructor-led discussion covering EA equipment and Commit Criteria IAW AFTTP 3-1.B-52, AFTTP 3-3.B-52, and T.O. 1B-52H-13.

AIRCREW FLIGHT EQUIPMENT

LL07. Airborne Aircrew Chemical Warfare Defense Ensemble Exercise (ACWD). An initial aircrew qualification exercise emphasizing hands-on training dressed out in partial aircrew chemical defense (CD) ensembles. The following over-the-shoulder aircrew CD items (if available) will be used: Flying helmet, CBO mask, Filter Pack with filters, Filter pack with suspension straps, Glove set (cotton, butyl, nylon), Aircrew hood. In flight, a maximum of three aircrew members will dress out at any one time with only one individual dressed out per compartment (e.g., AC or P, RN or N). The pilot will be supervised by an instructor pilot occupying the copilot seat. The copilot will be supervised by an instructor pilot or experienced aircraft commander. Squadron commander will determine experienced status. To receive credit, an aircrew member must don the required CD items before engine start; accomplish engine start, taxi, takeoff, and through level off before doffing CD items. Don the required CD items before final descent and penetration; accomplish approach, landing, taxi, and engine shutdown before doffing CD items. Before being scheduled for this event each aircrew member must have completed Aircrew Chemical Defense Equipment (ACDE), LL04; Egress Training with ACDE, LL05, and Emergency Parachutist Training with ACDE, SS09. Credit for this event can be received in the WST.

Conventional Verification Cycle (CVC). Units will develop specific mission scenarios to address each different mission. CVC will be taught/mentored by unit weapons officers. Course of instruction will include a unit weapon officer developed class to introduce/review strategic and tactical elements unique to each mission set. This course intent is to augment but not replace existing AWR courseware. Aircrew members will take an active role in a Mission Planning Cell

exercise that requires ATO/ACO breakout, mission development, Combat Mission Folder (CMF), and mission brief to a certification board.

GS52A. Standoff Attack CVC. A CVC scenario to meet the definition of SR10A.

GS52B. Direct Attack CVC. A CVC scenario to meet the definition of SR10B.

GS52C. CAS/Armed RECCE/OVERWATCH CVC. A CVC scenario to meet the definition of SR10C.

GS52D. Information Operations CVC. A CVC scenario to meet the definition of SR10D.

GS52E. Maritime Interdiction CVC. A CVC scenario to meet the definition of SR10E.

Nuclear Functional Training:

GS55. Nuclear Surety Training. To ensure applicable aircrew members and staff personnel requiring annual training are knowledgeable in all areas pertaining to the Department of Defense (DOD) nuclear safety standards, nuclear security, STRATCOM's two-person policy, the unit's security areas, and local procedures. This course will include detailed instruction in the DOD nuclear safety standards, nuclear security, STRATCOM's two-man policy, two-person control policies, the personnel reliability program, and entry and escort procedures and designated secure areas. In the event of a change in policy, procedures, weapons, or aircraft hardware or software, all personnel will receive appropriate training by the wing/squadron Nuclear Surety Officer (designated by OG/CC) prior to performing duties affected by the change. Nuclear surety training must be accomplished once every 15 months per supplement 1 to AFI 91-101. Individuals delinquent in training will not perform alert with or have access to nuclear weapons or critical components.

GS42. EWO Study. To provide the aircrew member with the information necessary for the effective and successful completion of the unit's assigned EWO mission. This course will include both specialized briefings and individual or crew self-study of all areas pertinent to the completion of the unit's assigned EWO tasking. Additionally, pertinent information concerning changes to the Unit Mission Brief (UMB), new or changed alert procedures, EWO intelligence, EWO changes, communication procedures, and two-person control violations will be briefed to crews. IN will develop and provide a quarterly intelligence update briefing. All agencies providing basic EWO preparation will prepare briefing/material as requested by the EWO study officer. Additionally, they will immediately inform the EWO study officer of changes in their specialized areas. Curriculum development: Unit EWO study officer. Instructor: EWO study officer and representatives from applicable wing staff agencies (as required).

GS56. Command Control Procedures (CCP). To ensure positive control (PC) aircrew members are proficient in command control and operational reporting procedures. Aircrew members will review any procedural changes in EAP-STRAT Volume V, Aircrew Emergency Action Procedures. Additionally, aircrew members will be required to copy and decode practice Emergency Action Messages (EAMs) and answer related questions. Tape examinations may be taken as a crew effort. Aircrew members who fail a tape test will be identified to the unit OG/CC and require immediate retraining to include:

1. Thoroughly briefing the identified area of weakness using source documents and training aids as necessary to ensure complete understanding.

2. Retesting the deficient area to verify comprehension.
3. Aircrew members who fail re-examinations will be recommended for immediate removal from alert status and decertification.
1. Aircrew members who do not receive training will be identified to the unit OG/CC and will be required to receive all missed training and evaluations before assuming alert, exercise or real world. HQ AFGSC/IG Operational Readiness Inspections satisfy all requirements for recurring aircrew CCP training for the calendar month in which the inspection is conducted.

GS61. Nuclear Force Generation. Credit when participating as part of a Nuclear Force Generation IAW AFGSCI 10-450. Instructors may take mission credit if acting as part of a Nuclear Generation as an aircrew member in a non-flying position.

UB01. Unit Mission Briefing. To ensure aircrew members are familiar with the mission requirements and operational procedures applicable to the unit mission at the aircrew member's base of assignment. Aircrew members will initially be given a comprehensive briefing regarding the EWO commitments, mission requirements, and operational procedures applicable to the unit mission. This will include comprehensive discussion on topics outlined in the AFGSCI 10-450 series , and a review of the individual unit's mission. Curriculum development: Unit EWO study officer.

GS59. Preparation for Emergency War Order (EWO) Certification. Provides crews with the preparation and training necessary to ensure effective execution and completion of the unit's assigned EWO mission. The unit EWO study officer will develop course material IAW AFGSCI 10-450 V2.

GS51. Emergency War Order (EWO) Certification. Unit Commander certification that crews are prepared to execute the unit's assigned EWO mission. Crews will prepare their briefing for certification to ensure detailed coverage of those items specified in AFGSCI 10-450V2.

Attachment 6**VERIFICATION GUIDE**

(SEE AFTTP 3-1.B-52 AND AFTTP 3-3.B52 COMMON MPC/PTOB BRIEF)

The following outlines are provided as guidelines for the development of verification briefings.

1. OVERVIEW:

- a. Introduction (participants and briefing classification).
- b. Mission overview.
- c. Status of friendly forces (ground, air and support).

2. AREA OF OPERATIONS:

- a. Geography (topography, population centers, lines of communications, chokepoints and natural obstacles, major visual and radar significant identification points).
- b. Climatology (effects on unit operations, ground troop movements, and in-flight operations).
- c. Operating base (location, facilities, procedural constraints, strengths and limitations).

3. STATUS OF ENEMY FORCES:

- a. Ground forces and accompanying air defense threats (SAMs, Anti-Aircraft Artillery [AAA], EC, and Spectrum Interference Resolution reporting), capabilities, strengths, and weaknesses.
- b. Airborne forces (numbers, locations, capabilities and tactics).

4. MISSION EMPLOYMENT BRIEFING:

- a. Ground operations.
- b. Departure (weather contingencies, options).
- c. Route of flight (threat analysis, alternatives, fuel requirements, and decision points).
- d. Target ingress (Initial point-to-target specifics, tactics).
- e. Weapons employment (target data, Desired Mean Point of Impact ((DMPI)), attack parameters, load, fusing, suitability, delivery modes/backups).
- f. Egress plan (route, mutual support agreements).
- g. Reattack plan/options.
- h. Downed aircrew members /wounded bird plan.
- i. Recovery (safe corridor procedures, Identification Friend or Foe ((IFF)) procedures, alternate and emergency airfields).

5. ESCAPE AND EVASION:

- a. SAFEs.
- b. Search and Rescue (SAR) procedures.

6. ESSENTIAL ELEMENTS OF INFORMATION/REPORTS:

- a. Essential Elements of Information (EEIs).
- b. Required reports and reporting procedures.

Attachment 7

SAMPLE FORMS AF 8A, AF 4348, AND AF 847

Figure A7.1. AF FORM 8A certificate of aircrew qualification.

CERTIFICATE OF AIRCREW QUALIFICATION (MULTIPLE AIRCRAFT)						DATE COMPLETED 17 Jan 06
I. EXAMINEE IDENTIFICATION						
NAME (Last, first, Middle initial) Hook, Michael R.				GRADE MSgt	SSAN 1001	
ORGANIZATION AND LOCATION 459 AES, Andrews AFB, MD				ELIGIBILITY PERIOD Sep 05 - Feb 06	EXPIRATION DATE Jun 07	
II. AIRCRAFT QUALIFICATION						
ACFT/CREW POSITION	GROUND PHASE			FLIGHT PHASE		QUAL LEVEL
	EXAM CHECK	DATE	GRADE	MISSION CHECK	DATE	
C-130H/IAM	Open Book	7 Dec 05	95	MSN	17 Jan 06	1
C-130H/IAM	Closed Book	8 Dec 05	100			
C-130H/IAM	Boldface	8 Dec 05	Q			
C-130H/IAM	EPE	7 Jan 06	1			
UNIVERSAL QUALIFICATION AIRCRAFT						
C-130	C-141	KC-135				
ADDITIONAL TRAINING						
DUE DATE(S) N/A			DATE ADDITIONAL TRAINING COMPLETED N/A			
CERTIFYING OFFICIAL RANK AND ORGANIZATION			SIGNATURE		DATE	
<input type="checkbox"/> RESTRICTIONS (Explain in Comments on Back)		<input type="checkbox"/> EXCEPTIONALLY QUALIFIED (Optional: Explain in Comments on Back)		<input type="checkbox"/> COMMANDER-DIRECTED DOWNGRADE (Explain in Comments on Back)		
III. CERTIFICATION						
TYPED NAME AND GRADE	ORGANIZATION OFFICE SYMBOL	CHECK			SIGNATURE	DATE
		CONCUR	DO NOT CONCUR	REMARKS		
1 FLIGHT EXAMINER OB L. Blake, SMSgt	459 AES/DOV			X		
2 REVIEWING OFFICER DJ S. Jones, Lt Col	459 AES/DOV					
3 FINAL APPROVING OFFICER DG L. Grey, Col	459 AES/CC					
I CERTIFY that I have been briefed and understand the action being taken this date.						
DATE	TYPED NAME AND GRADE OF EXAMINEE Michael R. Hook, MSgt			SIGNATURE		

AF Form 8a (Example)

Figure A7.2. AF FORM 8A (REVERSE) certificate of aircrew qualification

AF FORM 8a CONTINUATION SHEET	
IV.	COMMENTS
EXAMINER'S REMARKS:	
<p>A. Mission Description. This evaluation was administered onboard the C-130 aircraft. The evaluation was conducted with the examinee in the FN position on an Operational mission originating from Andrews AFB and terminating at Andrews AFB, with no enroute stops. Patient load was 4-4+0. Routine medical equipment was used in-flight. Instructor abilities were evaluated while examinee taught the ZOLL M-Series CCT, Monitor/Defibrillator.</p>	
<p>B. Discrepancies. None.</p>	
<p>C. Recommended Additional Training. None.</p>	
<p>D. Additional Comments. None.</p>	
<p>Reviewing Officer's Remarks:</p>	
<p>Approving Officer's Remarks:</p>	
<p>PRIVACY ACT STATEMENT</p>	
<p>AUTHORITY: 10 USC 8013; EO 9397 PRINCIPAL PURPOSE: Source document used to establish and record aircrew qualification DISCLOSURE IS VOLUNTARY: SSAN is used to establish individual identity. Failure to provide may prevent qualification authorization and result in a loss of records establishing qualification.</p>	
<p>AF Form 8a (Example), REVERSE</p>	

Figure A7.4. AF FORM 847 RECOMMENDATION FOR CHANGE OF PUBLICATION.

RECOMMENDATION FOR CHANGE OF PUBLICATION				
1. DATE	2. UNTIAFSAS CONTROL NO.	3. MAJCOM/HQ CONTROL NO.	4. PUBLICATION NUMBER	5. EMERGENCY OR SAFETY INCIDENT RELATED <input type="checkbox"/> YES <input type="checkbox"/> NO
6. PUBLICATION NAME		7. BASIC DATE OF PUBLICATION		8. REVISION/CHANGE DATE
9. PAGE NUMBER		10. MAJOR/SUB PARAGRAPH TITLE/NUMBER OR FIGURE NUMBER		
11. ITEM NUMBER	12. OPR (For Instructions)	13. IS SUPPORTING DOCUMENTATION ATTACHED <input type="checkbox"/> YES <input type="checkbox"/> NO		14. SERIES AFFECTED (For Flight Manuals) <input type="checkbox"/> YES <input type="checkbox"/> NO
15. TEXT OR FIGURE AS PRESENTLY READS (List what is considered to be incorrect or missing)				
16. CHANGE TO READ (Describe the desired change)				
17. RATIONALE (Provide reason or additional comments for this recommendation)				
18. NAME/RANK (Originator)		19. SIGNATURE Click to sign		
20. ORGANIZATION		21. DSN	22. FAX	
23. FULL MAILING ADDRESS		24. E-MAIL		

AF FORM 847, 20090922 PREVIOUS EDITION IS OBSOLETE