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SECRETARY OF THE AIR FORCE**

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VOLUME 1**

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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 Active Duty 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. MAJCOMs/DRUs/FOAs are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to HQ USAF/A3OT, through HQ ACC/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/A3OT, HQ ACC/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 post publication review. **NOTE:** The terms Direct Reporting Unit (DRU) and Field Operating Agency (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*. See paragraph **1.3.** for guidance on submitting comments and suggesting improvements to this volume. Waivers to this volume will be valid until the approving authority cancels it in writing or revises the publication. See paragraph **1.12.** for waiver authority and guidance on submitting waivers.

This volume requires the collection or maintenance of information protected by the Privacy Act of 1974. The authority to collect and maintain the records prescribed in this volume are Title 37 USC 301A, Incentive Pay; Public Law 93-294 (Appropriations Act for 1973), Section 715; Public Law 93-570 (Appropriations Act for 1974); Public Law 93-294 (Aviation Career Incentive Act of 1974); AFI 11-401, *Aviation Management*; and E.O. 9397. System of records notice F011 AF XO A, Aviation Resource Management System (ARMS) applies. The reporting requirements in this volume are exempt from licensing in accordance with paragraph 2.11.10 of AFI 37-124, *The Information Collections and Reports Management Program; Controlling Internal, Public, and Intra-Agency Air Force Information Collections*. The Paperwork

Reduction Act of 1974 as amended in 1996 affects this volume. Also, the Air Force Forms Management Program IAW AFI 33-360, affects this volume. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 37-123 (AFMAN 33-363), *Management of Records* and disposed of IAW the *Air Force Records Disposition Schedule (RDS)* located at <https://afirms.amc.af.mil/>

This instruction contains references to the following field (subordinate level) publications and forms which, until converted to departmental level publications and forms may be obtained from the respective MAJCOM publication office:

Publications: ACCI 11-301, ACCI 10-707, ACC SUP TO AFI 11-401, ACCI 11-464, ACCI 10-450V2 and V4, ACCI 14-250

SUMMARY OF CHANGES

This document has been significantly revised with numerous substantive changes throughout, therefore, must be completely reviewed. Paragraphs have been renumbered where necessary to accommodate updates. Changes include updating the volume throughout to reflect the 20 month AEF cycle, incorporation of new ACC and AF A-staff office symbols, provide clarification of crewmember status when in CAT I or CAT II training status, provide guidance in **Chapter 3** to declare crewmembers CMR-C or CMR-N when MQT training for the respective area (conventional or Nuclear) is complete, para **4.2.6.3.** updated to allow flying events to be logged utilizing the WST provided the ATD has been coded SIMCERT 1 for the event, changes weapons and tactics academics training (IE12) to Air Weapons Refresher (AWR) Training (IE12A-F,N) to standardize courses among units, deleted special capabilities events and descriptions, qualifications prior to upgrade are applicable into the upgrade position, updated **Chapter 4** guidance on regaining currency/qualification to align with AFI 202V1, updated **Table 4.1.**, added guidance for MIL-STD 1760 controlled weapons in **Chapter 5**, added MLUG and Targeting Pod training guidance, LGB qualification, JASSM guidance, and updated low level guidance in **Chapter 6**, updated **Attachment 2-5. Table 4.1.** has been moved into the RAP Tasking Memorandum. RAP Tasking Memorandum changes have been incorporated. Paragraphs have been renumbered where necessary to accommodate updates.

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Chapter 1

GENERAL GUIDANCE

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

1.2. Responsibilities:

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

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

1.2.1.2. Process all change requests.

1.2.2. All major commands (MAJCOM) 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 ACC/A3T, who in turn will forward to HQ USAF/A3OT for approval.

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

1.2.3. Direct reporting units (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 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 are met. Assist subordinate units in management of training programs, ensure programs meet unit needs, and provide necessary staff support. ACC wings/groups will also assist AFRC unit training programs as required/requested IAW the AFRC unit advisory support program.

1.2.4.2. Attach API-6/8 flyers to a flying squadron.

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

1.2.4.4. If applicable (initial or significant changes), forward supplements of this instruction and other supporting documents to ACC/A3T [AFRC units will forward for review to AFRC/A3T

through 10AF/A3T] for review each training cycle or upon significant changes. Review supplements each training cycle.

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 crew members.

1.2.5.2. Ensure review of training and evaluation records of newly assigned aircrew and those completing formal training, to determine the training required for them to achieve Basic Mission Capable (BMC) or Combat Mission Ready (CMR) and to ensure provisions of this instruction have been met. This review will be accomplished prior to newly assigned crewmembers flying in unit aircraft.

1.2.5.3. Ensure Ready Aircrew Program (RAP) missions are oriented to developing basic combat skills, or practicing tactical employment simulating conditions anticipated in the unit mission. Provide guidance to ensure only effective RAP missions are logged as RAP sorties. 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 missions/events in which individual BMC crew members will maintain qualification versus familiarization.

1.2.5.6. Determine utilization of BMC aircrew members.

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

1.2.5.8. Identify the levels of supervision required 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. Assist the wing/group in developing the unit training programs.

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

1.2.5.12. Ensure aircrews only participate in sorties, events, and tasks for which they are adequately prepared, trained, and current or under instructor supervision.

1.2.5.13. (N/A AFRC – follow RAP Tasking Memorandum guidance) Identify training shortfalls that adversely impact combat capability. (N/A FTU) ACC squadrons will submit a training report to HQ ACC/A3TO every 4th month (FTU reports status monthly) during the training cycle (due Jan, May, and Sep - info copy to NAF A3). Squadrons may submit an out of cycle report at any-time if HHQ assistance is required to prepare for DOC or AEF tasking. Prior to submitting the annual report, units are reminded to prorate incomplete training. Negative reports are required. Reports will consist of: 1) An email memo summarizing results or unresolved issues since the last report, current training plan summary, and significant shortfalls/LIMFACS affecting training. 2) A filled out squadron training health slide (attachment to email memo) summarizing critical training issues. Both items IAW the guidance and examples at the web site https://do.acc.af.mil/dot/DOTO/RAP_ReportingTools.asp. Reports will reflect on different phases of training unique to

each AEF pair. Key reports are the Post-AEF (end of the 1st month after AEF Vul period) and the Pre-AEF 3 months prior to AEF Vul period, others are snapshots of a squadron's training health. Report only significant shortfalls/LIMFACS of events/sorties that affect 15% or greater of the squadron's crew force. Include possible solutions or specific assistance required if able. HQ ACC will attempt to rectify or minimize noted shortfalls/LIMFACS while the training cycle is under way.

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. All deviations from these training requirements, after proration, will be reported to ACC/A3TO with the Post-AEF (end of the 1st month after AEF Vul period) RAP Training Health Report IAW ACC/A3TO Web Site. This includes requirements waived by OG/CC. Email training reports to ACC/A3TO RAP program manager at accдото.rapreporting@langley.af.mil, DSN 574-8323.

1.2.6. Individual crew members will:

1.2.6.1. Hand carry all available training records 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.

1.2.6.3. Ensure they participate only in ground and flying activities for which they are qualified and current or under instructor supervision.

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*.

1.3.2. MAJCOMs will forward approved recommendations to HQ ACC/A3.

1.3.3. HQ ACC/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/A3OT for HQ USAF/A3 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 ACC/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. HQ ACC/A3 will be an info addressee on all changes.

1.4. Training. Training programs are designed to progress aircrew from Initial Qualification Training (IQT) or Transition/Re-Qualification Training (TX), to Mission Qualification Training (MQT), and then finally to Continuation Training (CT).

1.4.1. IQT and TX. Provides the training necessary to initially qualify or re-qualify aircrews in a basic position and flying duties without regard to the unit's mission. Upon completion of IQT or TX, the crew member attains Basic Aircraft Qualification (BAQ) status. BAQ is a prerequisite for MQT. Except for General Officers above the wing level BAQ is not a long term qualification status. Waiver authority for any crew member, other than general officers above the wing level, to remain BAQ for longer than 6 months is MAJCOM A3.

1.4.2. MQT. Provides the training necessary to initially qualify or re-qualify aircrew in a specific position and flying duties to perform the missions assigned to a specific unit. Aircrews maintain BAQ status until they complete MQT. Completion of MQT is a pre-requisite for BMC and CMR.

1.4.3. CT. There are two aspects of CT. The first consists of aircrew training in the basic flying skills contained in **ACC Basic Skills (Non-RAP) Training Cycle Flying Requirements Table (formerly Table 4.2.)**. These skills (Non-RAP requirements) ensure safe operation of the aircraft. The second consists of specific mission-related training required to accomplish the unit's assigned missions.

1.4.4. Ready Aircrew Program (RAP). The CT program is designed to focus training on capabilities needed to accomplish a unit's core tasked missions. Following completion of IQT/TX and MQT, aircrews are trained in all the basic missions of a specific unit, unless exempted in **Chapter 3**. The crew member is assigned to either a Combat Mission Ready (CMR) position or a Basic Mission Capable (BMC) position.

1.4.4.1. CMR. The minimum training required for aircrew members to be qualified and proficient in all of the primary missions tasked to their assigned unit and weapon systems.

1.4.4.2. CMR Positions. All CC coded unit active duty 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. (**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 overage BMC. In this case, priority should be given to inexperienced crew members with at least 50%, if available, designated CMR.) [For AFRC: Any API-1/2/6 may be designated CMR at OG/CC discretion.] CMR aircrews maintain proficiency and qualification in all core missions of the flying unit to which they are assigned or attached. CMR aircrew maintain currencies which affect CMR status, accomplish all core designated flight training (sorties and events), and all mission ground training. Failure to complete this training or maintain these currencies results in regression to Non-CMR (N-CMR) status, unless waived by the ACC/A3 or delegated representative. While N-CMR, aircrew may perform missions (including exercises and contingencies) in which they are current, qualified, and proficient, similar to BMC aircrew.

1.4.4.3. BMC. The minimum training required for aircrew to be familiarized in all, and may be qualified and proficient in some, of the primary missions tasked to their assigned unit and weapon system.

1.4.4.4. BMC Positions. All other wing aircrew positions, not identified in paragraph 1.4.4.2., are designated BMC positions. BMC designations are assigned to aircrew who have a primary job performing wing supervision or staff functions that directly support the flying operation, are FTU instructors, weapon school instructors, or operational test aircrew. However, these aircrew 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 core missions. They may also maintain proficiency and qualification in some of the unit core missions. For those missions in which they maintain familiarization only, BMC aircrew must be able to attain proficiency and qualification in 30 days or less. BMC aircrews accomplish all mission-related ground training designated by their attached 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. While N-BMC, aircrew may not perform RAP training sorties without supervision (per paragraph 1.5.4.) until SQ/CC approved recertification program is complete.

1.4.4.5. N-CMR/N-BMC. Aircrews that regress to N-CMR/N-BMC status will accomplish the requirements according to paragraph 4.6.1.2.

1.4.4.6. Specialized Training. Specialized training is training in any special skills 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), Instructor Pilot Upgrade (IPUG), etc. Specialized training is normally accomplished after an aircrew is assigned CMR/BMC status; and is normally in addition to CMR/BMC requirements. Unless otherwise specified, aircrew in CMR or BMC positions may hold special capabilities/qualifications as long as any additional training requirements are accomplished.

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 the expected threat, aircrew capabilities, and safety. This volume provides training guidelines and policies for use with operational procedures specified in applicable flying/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. Other MAJCOMs may submit requests for training program support to the HQ ACC/A3. If validated, these requests will be prioritized and tasked to ACC TRSS. Designated Test Units (CB) 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, and enhance mission accomplishment and 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).

1.5.4.3. Flight leads may give their wingman the tactical lead for specific tasks. As the tactical lead, the wingman makes tactical decisions for the flight, but the flight lead retains overall authority and responsibility.

1.5.4.4. Mission leads are responsible for making employment decisions to ensure the 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 36-2201, *Developing, Managing, and Conducting Training*.

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

1.6. Ready Aircrew Program (RAP) Policy and Management:

1.6.1. The training cycle is 20 months and is ideally aligned with the unit's specific AEF pair. Each RAP qualification level is defined by a total number of RAP sorties, broken down into mission types, plus 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 RAP sorties for a qualification level is the primary factor for maintaining an individual's qualification level. The breakout of sortie/mission types is provided as a guideline to be followed as closely as possible but minor variances are authorized. Variations may be used as a basis for regression by the SQ/CC. Qualification in a mission is determined by the SQ/CC considering the MAJCOM guidance and the individual's capabilities.

1.6.3. An effective RAP training sortie requires accomplishing a tactical mission profile or a building block type sortie. Each profile or sortie requires successfully completing a significant portion of the events applicable to that sortie type, as determined by the SQ/CC and [Attachment 2](#).

1.6.4. The SQ/CC's first priority should be to train all designated aircrew to CMR.

1.6.5. Progression from BMC to CMR requires:

1.6.5.1. A 1-month lookback at the higher sortie rate.

1.6.5.2. Qualification in all missions and weapons events required at CMR.

1.6.5.3. Completion of mission-related ground training, to include a current verification or nuclear certification.

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

1.6.7. CMR and BMC aircrew will fly the required monthly sortie rate. If unable, refer to Regression, paragraph 4.7.

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 1 month prior to the operationally ready date if the UTE rate will not support CMR sortie rates. CMR aircrew should be flown at a CMR rate for the month prior to IOC.

1.7. Training Sortie Program Development:

1.7.1. RAP sortie and event requirements (see [Attachment 2](#)) apply to CMR and BMC aircrew and are IAW the RAP Tasking Memorandum. The standard sortie requirements at [Table 1.1](#) establish the minimum number of sorties per training cycle for BMC and CMR levels of training. The RAP Tasking Memorandum takes precedence over this volume, and may contain an updated sortie requirement or missions/events not yet incorporated in [Attachment 2](#).

Table 1.1. Minimum B-52 RAP Sortie Requirements Inexperienced/Experienced).(SR00)

Applicable MAJCOM	Cycle	BMC	CMR
ACC	20 Month RAP Total	40/27	70/63
	12 Month*	24/16	42/38
	3-Month Lookback	6/6	12/9
	1-Month Lookback	2/2	4/3
AFRC	RAP Total	40/27	60/54
	12 Month*	24/16	36/32
	3-Month Lookback	6/4	9/8
	1-Month Lookback	2/2	3/3
*12 month numbers included for FY forecasting			

1.7.2. Non-RAP requirements are in addition to RAP requirements. These sorties ensure basic aircrew skills are maintained to operate in the civil airspace environment safely.

1.7.3. Collateral or Cost of Business sortie requirements must be considered when developing unit flying hour programs (ACC/A3TB). 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. Operations Group Commanders will coordinate required operational attrition sorties with Maintenance Group Commanders via the AFI 21-165 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 Non-RAP, 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-effec-

tive sorties are logged and tracked appropriately. Units will report net non-effective sorties to ACC in the RAP Training Report (every 4th month).

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, *Aviation Management*.

1.8.1.4. *Air Force Records Disposition Schedule*. URL <https://afrims.amc.af.mil>.

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

1.8.1.6. Appropriate MAJCOM directives.

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 sorties, RAP sorties, sortie types, and events cumulatively for the training cycle.

1.8.2.3. RAP sortie requirements and accomplishment using 1-month and 3-month running totals for lookback.

1.8.2.4. Currencies.

1.8.2.5. Weapons employment records in sufficient detail to document all employment attempts as well as to compute Circular Error Probable (CEP) and event hit percentage histories.

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. Weapons Employment Recording:

1.9.1. Crew members will use all available recording devices to document release training (Weapons Impact Scoring Set (WISS), screen capture, other recording systems, etc.) to the maximum extent possible. Crew members should review their recordings/results, as necessary, after every mission.

1.9.2. As a guide, the following items should be reviewed: weapons parameters, accuracy, adherence to training rules, communications procedures and discipline, flight discipline, and tactical employment.

1.10. Crew Member Utilization Policy:

1.10.1. Commanders will ensure that wing/group tactical crew members (API-1/2/6s) fill authorized positions IAW unit manning documents and that crew member status is properly designated. The overall objective is that crew members perform combat-related duties. Supervisors may assign crew 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 crew member tasking, flying proficiency, currency, and experience. For inexperienced crew members in the first year of their

initial operational assignment, supervisors will limit the non-flying duties to those related to combat activities.

1.10.2. Duties that may be assigned to CAF API-1/2 crew 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 life support officer, electronic combat officer, and other duties directly related to flying operations. In some instances, such as squadron-assigned 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 crew members (API-6s) perform duties justified in MAJCOM manpower standards documents and authorized in UMDs.

1.10.3. Crew 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 crew members should receive sortie allocation priority over experienced crew 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. Active duty 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 ACC/TRSS Det or ACC/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. Non-RAP requirements will be accomplished within their BMC number of sorties. Test units will fly the BMC sortie rate as a minimum and should meet monthly BMC lookback. 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 non-RAP requirements with allotted BMC

sorties. API-8/ACC IGS/ACC TRSS/staff flyers will strive to accomplish non-RAP 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 1.2.** defines the minimum and maximum sortie requirements for other aircrew. On occasion, unique operations may require aircrew to fly more than the maximum number of sorties authorized. However this may impact training of other aircrew members.

Table 1.2. B-52 Sortie Requirements for Other Than API-1 and 2 Crew Members.

API LEVEL	CT STATUS	UNIT'S AIRCRAFT CODE	ORGANIZATION LEVEL	MAX SORTIE ALLOWANCE (INEXPERIENCED/ EXPERIENCED)
6/8	CMR	CC	Any	As required by qualifications
6	BMC	CC	Wing	60/53
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 (ACC/IG or TRSS included)	60/53
5	BMC	CC, TF, CB	All	IAW AFI 11-202V1 as supplemented

1.12. Waiver Authority:

1.12.1. Unless specifically noted otherwise in the appropriate section, waiver authority for requirements of the RAP Tasking Memorandum and for all provisions in **Chapter 4**, **Chapter 5**, and **Chapter 6** of this instruction is the OG/CC. For all other provisions of this instruction, the waiver authority is MAJCOM/A3T, as provided in AFI 11-202 Vol 1, unless otherwise stated.

1.12.2. Units subordinate to a NAF will forward waiver requests directly to MAJCOM/A3T and provide their NAF A3 (AOG) with an informational copy.

1.12.3. Waivers to this volume will be valid until the approving official cancels in writing or revises the publication.

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 ACC/A3T.

Chapter 2

FORMAL TRAINING

2.1. General. This chapter outlines Formal Training of aircrew members into unit aircraft. Formal Training includes Initial Qualification Training (IQT), and Transition (TX)/Requalification/Senior Officer training. This training will normally be conducted during formal syllabus courses at the formal training unit (FTU) squadron whenever possible. In exceptional circumstances, when FTU training is not available within a reasonable time period, IQT may be conducted at the local unit 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 locally. The following guidance applies only to other than formal course IQT.

2.2. Approval/Waivers. Waivers will be considered only for exceptional circumstances and/or extensive experience and background in the weapon system. MAJCOM/A3 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. Info HQ ACC/A3T. MAJCOM/CC is the approval authority for non-formal course IQT for colonel selects and above to be conducted at the unit to which the officer is assigned.

2.3. Training Management:

2.3.1. HQ ACC/A3TO in conjunction with HQ ACC/A3TB and HQ AFPC/DPAR, determines FTU output requirements and publishes an annual schedule of classes. HQ ACC/A3TB is responsible for initial quota assignments while HQ ACC/A3TO manages direct quota allocations and day to day adjustments.

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

2.3.3. Units and individual crew members must ensure all entry prerequisites and requirements are met. Individuals arriving at the FTU for training without having all prerequisites met or waived (refer to paragraph 2.2.) may be returned to their home station at their unit's expense.

2.3.4. The FTU notifies HQ AFPC/DPAOC (info HQ ACC/DPTTC/A3TO, HQ AFRC/A3TT if applicable, 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.

2.3.5. 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, and any other applicable waivers) to hand-carry to his gaining unit upon completion of training.

2.4. Initial Qualification Training (IQT). Qualifies crew 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.

2.5. Requalification/Transition Training Course (TX Course):

2.5.1. Requalifies non-current B-52 crew members. Prerequisites and time limitations are listed in Air Force Education and Training Course Announcements (ETCA) and the B-52 TX syllabus.

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

2.5.3. (N/A AFRC) Units will assign requalified crew members to an active flying position for a minimum of 18 months.

2.6. Upgrade Training.

2.6.1. Pilot Upgrade Program (PUP) Training. Qualifies current B-52 pilots as aircraft commanders. Prerequisites and time limitations are listed in Air Force Education and Training Course Announcements (ETCA) and the B-52 PUP syllabus.

2.6.2. Navigator Upgrade Program (NUP) Training. Qualifies current B-52 navigators as radar navigators. Prerequisites and time limitations are listed in Air Force Education and Training Course Announcements (ETCA) and the B-52 NUP syllabus.

2.6.3. 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. Crewmembers in CAT-I training must retain currencies in primary crew position (pilot or navigator). Crewmembers in CAT-II training will retain their qualifications in their previous position IAW their respective syllabus.

2.6.4. Pre-Combat Flight Instructor Course (CFIC) training. Once identified for CFIC attendance through the TRP process, training accomplished in preparation for CFIC can be logged for currency provided the training is performed to a proficient level and under instructor supervision.

2.7. Combat Flight Instructor Course (CFIC). Prepares unit personnel for instructor qualification. CFIC attendance is a prerequisite for the flight instructor status. Prerequisites and time limitations are listed in Air Force Education and Training Course Announcements (ETCA) and the B-52 CFIC syllabus. Attending another aircraft's CFIC does not satisfy B-52 CFIC 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.

2.8. Faculty Training Course (FTC). A formal flight training program designed to qualify B-52 instructors for faculty duties in the FTU. Upon course completion, graduates are fully qualified as FTU flight instructors. Prerequisites and time limitations are listed in Air Force Education and Training Course Announcements (ETCA) and the B-52 FTC syllabus.

2.9. Senior Officer Training:

2.9.1. This qualification or requalification training is for senior rated officers (wing commanders, vice wing commanders, operations group commanders and deputy commanders, etc.). Prerequisites are listed in Air Force Education and Training Course Announcements (ETCA) and the B-52 Senior Staff Course (SSC)/B-52 Senior Staff Orientation Course (SSOC) syllabus.

2.9.2. The Senior Staff Course (SSC) provides senior officers with the baseline academic knowledge to qualify in their primary crew position. Graduates of the SSC will be BAQ qualified, and must com-

plete their MQT training IAW paragraph **3.1.3.1**. to be certified BMC/CMR. Failure to complete full MQT will require approval from ACC/A3T (AFRC/A3TT for AFRC) to be certified CMR/BMC.

2.9.3. 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 first 10 training days of B-52 SSC academic and simulator training.

2.9.4. 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, and unit duties will be turned over to the appropriate deputies or vice commanders until training is completed. Exceptions to this policy must be approved by the MAJCOM/CC.

2.10. Weapons Instructor Course (WIC).

A formal flight training program designed to qualify B-52 instructors as USAF Weapons Officers. Upon completion, graduates are fully qualified Weapons Officers. The course is conducted by 340WPS, 57 WG. Prerequisites are listed in Air Force Education and Training Course Announcements (ETCA) and the B-52 WS syllabus.

2.11. Instructor Weapons Officer Upgrade (IWUG).

Training and instruction required to upgrade a returning graduate of the B-52 Weapons Instructor Course (WIC) to instructor status in the Weapons School (WS). Upon course completions, graduates are fully qualified as USAFWS instructors. Prerequisites are listed in the IWUG syllabus.

Chapter 3

MISSION QUALIFICATION TRAINING

3.1. General. Mission Qualification Training (MQT) upgrades newly assigned aircrew to BMC or CMR in order to accomplish the unit's missions. Guidance in this chapter is provided to assist the unit in developing their MQT program, if training was not completed at the Formal Training Unit (FTU). Units are allowed to further tailor their program for all aircrew based on current qualification, experience, currency, documented performance, and formal training. Applicable portions of MQT may be used to create a requalification program for aircrew that regressed from BMC or CMR to specifically address deficiencies which caused regression. 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. Qualifications and flight evaluations may be accepted from other MAJCOMs, if they meet the MAJCOM and unit standards as determined by the SQ/CC.

3.1.2. Local MQT programs should consist of ground and flying training applicable to unit tasking. Upon completion of conventional training the crew member will be certified CMR-C or BMC-C by the SQ/CC and upon completion of nuclear training the crew member will be certified CMR-N or BMC-N. The SQ/CC will certify each crew member, including any restrictions, in appropriate written format (Letter of Xs, grade sheets, ARMS, etc.).NOTE: Once a crew member is assigned CMR-C, CMR-N, BMC-C, or BMC-N, he/she will maintain currencies and RAP for their qualification level IAW with [Chapter 4](#). Once a crew member is trained in both conventional and nuclear operations, he/she will be considered CMR/BMC for the purposes of this instruction.

3.1.3. MQT will be completed within the time specified by each MAJCOM below. Training starts no later than 7 work days after the crew member is on base 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. Training is complete upon SQ/CC certification to BMC or CMR. MQT items may be taught concurrently with IQT/RQT at the discretion of the unit.

3.1.3.1. For ACC, failure to complete training within specified time limit requires notification by OG/CC or above via message/E-Mail, to HQ ACC/A3. Message will contain crew member's name, rank, crew position, reason for delay, planned actions to rectify, and estimated completion date. For units without a dual mission tasking (nuclear or conventional), all MQT will be completed within 90 days. For units with a dual mission tasking (nuclear and conventional), all MQT will be completed within 120 days.

3.1.3.2. For AFRC, notify the HQ AFRC/A3 and NAF/A3 if training exceeds 120 calendar days.

3.1.4. MQT Certification:

3.1.4.1. Nuclear certification will be accomplished during MQT, IAW ACCI 10-450V2, *Nuclear Committed Aircraft--Nuclear Planning Factors*. Initial conventional verification of the unit's tasked mission will be accomplished as a part of MQT completion. Failure to complete conventional MQT will not prevent designation as Nuclear CMR (CMR-N). Training will be accomplished within paragraphs [3.1.3.1.](#) and [3.1.3.2.](#) timeline requirements.

3.1.4.2. Conventional certification will be accomplished during MQT IAW the training syllabus and local directives. (AFRC: 120 days) Suggested briefing guide is in [Attachment 3](#). Each crew

member will demonstrate to a formal board a satisfactory knowledge of the squadron's assigned mission. Board composition will be established by the SQ/CC. Desired composition is SQ/CC or Operations (OPS) Officer (chairman), weapons officer, electronic combat, intelligence, and plans representatives. Failure to complete Nuclear MQT will not prevent designation as Conventional CMR (CMR-C). Training will be accomplished within paragraphs 3.1.3.1. and 3.1.3.2. timeline requirements.

NOTE: Crewmembers not CMR or BMC qualified in the respective mission area will use an "F" designator in the crew position block on the AFTO FM 781.

3.1.5. Crew members may occupy a primary crew position during a conventional HHD/FLAG mission if they have completed all conventional MQT requirements. The same applies to nuclear HHD/FLAG missions, if all nuclear MQT requirements and nuclear certification requirements are complete.

3.1.6. Currency and frequency dates are established by the date the appropriate event was last accomplished, regardless of training status.

3.2. Ground Training. Units are responsible for ensuring blocks of instruction covering areas pertinent to the mission are accomplished as determined by the SQ/CC. Training accomplished during IQT may be credited towards this requirement. If applicable, ground training should include all items in **Aircrew Ground Training Requirements Table** (formerly 4.1. located in the current RAP Tasking Memorandum) plus the following as applicable:

3.2.1. Unit tasking (DOC(s), AEF and HHQ).

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

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

3.2.4. Flash blindness protection.

3.3. Simulator Training:

3.3.1. MQT crew members should fly the missions outlined below as typical RAP profiles. Each training device mission will include selected critical action emergency procedures and instrument procedures. Training events accomplished in IQT/MQT are creditable.

3.3.2. For units without a Weapons Systems Trainer (WST) and AFRC, OG/CC will approve locally developed programs (academic or flight training) to accomplish the objectives of the WST training. Queen Bee missions to an operational WST are the preferred method.

3.3.2.1. WST MQT-1 Conventional Weapons Employment Procedures. Heavyweight takeoff, heavyweight air refueling (due to lack of WST fidelity-discuss differences), weapons deliveries, jettison procedures, EC equipment operation, threat recognition and defensive reactions, emergency divert procedures, and hung ordnance procedures. This WST will include Local Area Orientation/Instruments, normal ground operations, standard departure(s), navigation, divert procedures, EPs, emergency airfield procedures and approaches, and published penetration and approach to primary alternates and home base.

3.3.2.2. WST MQT-2--Nuclear Weapons Employment Procedures (As Required). Quick Taxi/EWO Departure Exercise, heavyweight takeoff, EC equipment operation, fuel transfer for CG

considerations, missile launch procedures, jettison procedures, threat recognition and defensive reactions, emergency divert procedures, hung ordnance procedures, navigation, EPs, and Airborne Radar Approach.

3.4. Flying Training. Units will reference the B-52 syllabus for items to accomplish during MQT. All items that are required for MQT will be completed before declaring an individual BMC or CMR. Units may add to the requirements of the syllabus to meet individual mission requirements and to prevent regression of proficiency gained at the FTU. MQT missions should be designed with profiles typical of squadron missions.

3.5. 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 covering all assigned DOCs. Additionally, for dual tasked units, crew members must also complete all the Nuclear Functional Training in **Aircrew Ground Training Requirements Table** (formerly **Table 4.1.**). Also, see paragraph **3.8.2.** regarding communications orientation.

3.6. Dual Tasked Units. Conventional and nuclear MQT may be accomplished concurrently. Individuals transferring from a conventional-only unit who currently are CMR-C only need to complete the necessary training for CMR-N.

3.7. Flight Surgeon:

3.7.1. Ground 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); egress training, and protective equipment training, and crew resource management (CRM) training (one-time) in primary assigned aircraft.

3.7.2. Flight Training. The 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.

3.8. Communications Training:

3.8.1. Units will train aircrew in communications, including COMSEC handling. Follow AFI 11-2B-52V3, *B-52 Operations Procedures*; and local directives. Units will develop local training requirements for their missions, emphasizing unit tasking and realism. See paragraph **4.2.15.**

3.8.2. Transferring Between Units. Combat Crew Communications will design a course to introduce newly assigned crew members to the appropriate local documents and procedures. Crew 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. Crew members will receive this training prior to being issued a communications kit. Document this training in the crew member's training folder.

3.9. Night Mountainous TA Qualification: (Test only).

3.9.1. Flight Training. Applies to AC/P/RN/N. Once proficiency has been demonstrated to an instructor of like specialty, in IQT or MQT, a crew member is considered qualified in night mountainous TA operations. Document this qualification in the crew member's training folder, with concurrence of the SQ/CC.

Chapter 4

CONTINUATION TRAINING

4.1. General. This chapter and the current RAP Tasking Memorandum outline ground and flying training requirements for CMR, BMC, and BAQ crew members. Refer to **Chapter 6**, Specialized Training, for additional training program specifics. Crew members must be qualified IAW AFI 11-202V1, AFI 11-202V2, AFI 11-2B-52V2, and ACCI 11-301. Additionally, they must complete IQT or SSC to fly in BAQ status, and MQT to fly in BMC or CMR status.

4.2. Ground Training. Ground training will be accomplished IAW **Aircrew Ground Training Requirements Table** (formerly **Table 4.1.**), published in the current RAP Tasking memorandum and posted at the back of this AFI. Waiver authority for ground training specified is IAW the reference directive. Ground training accomplished during FTU/MQT/USAFWS may be credited toward CT requirements for the training cycle in which it was accomplished. This table is intended to be a reference for MDS-specific ground training only. **This table does not include non-MDS specific ancillary training, which will also be tracked at unit level. Where discrepancies exist, the reference directive takes precedence.** Unit commanders will ensure crew members accomplish academic training requirements. Commanders may direct additional training as necessary to ensure all crew members attain and maintain a state of proficiency which will permit immediate and successful completion of the assigned mission. 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. The following programs comprise ground training only. **Chapter 6** contains specialized programs with both flying and ground training requirements.

4.2.1. The unit Operations Group Commander (OG/CC) is responsible for establishing and maintaining the academic training program. The OG/CC may delegate to the unit OPRs and the Operations Support Squadron (OSS) the responsibility for complying with applicable requirements.

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

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 cope with any instrument procedure that might be encountered safely.

4.2.4. Life Support. Includes the training directed on **Aircrew Ground Training Requirements Table** (formerly **Table 4.1.**), the applicable guidance in AFI 11-301, *Aircrew Life Support (ALS) Program*, and MAJCOMS supplements.

4.2.5. Survival, Evasion, Resistance, and Escape (SERE) and Code of Conduct Continuation Training (CoCCT), will be conducted IAW AFI 16-1301, *SERE Program*, and MAJCOM supplements. SERE CoCCT will be a coordinated SERE Specialist, Intelligence, and Life Support effort.

4.2.6. Aircrew Training Device (ATD):

4.2.6.1. **Table 4.3.** depicts the minimum training requirements. MAJCOMs will determine the minimum number/type of Aircrew Training Device (ATD) missions that require supervision. 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.

4.2.6.2. 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.

4.2.6.3. Simulator Certification (SIMCERT). Det 5, 29 TSS, 53 Wing, will certify the ATD to command standards before crediting transfer of task learning from the aircrew training device to the aircrew. See **Table 4.6.** for ATD events that may be logged for currency. Checkride completion may be accomplished per AFI 11-2B-52V2 for events certified Code 1 through SIMCERT. Events certified Code 1 through SIMCERT may be used to complete RAP and non-RAP event requirements as specified by OG/CCs. OG/CCs will designate specific events and number of events that may count towards RAP completion. Refer to annual SIMCERT Report B-52 WST for an all inclusive list of certified events.

4.2.7. Situation Emergency Procedures Training (SEPT):

4.2.7.1. 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 cope with the malfunction and carry it to a logical conclusion. Critical action procedures (if applicable) and squadron special interest items should be emphasized.

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

4.2.7.2.1. 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.

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

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

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

4.2.7.2.5. 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.

4.2.7.3. The intent of SEPT training is that each crewmember accomplishes a SEPT in the month they are flying. SEPT training will be accomplished each calendar month, and the currency will expire at the end of the following month. Failure to accomplish by the end of the month will result in grounding until subsequently completed. SEPT will be included in aircrew GO/NO GO criteria.

4.2.7.4. SEPTs should be accomplished as small flight-sized groups in order that all members participate to the full extent and share equal time responding to emergency situations. SEPTs may be accomplished in an ATD, if available.

- 4.2.7.5. Completion of a WST Emergency Procedure (EP) profile satisfies the monthly SEPT requirement.
- 4.2.7.6. Formal course student SEPTs may satisfy the monthly SEPT requirement for the instructor who administers this training.
- 4.2.7.7. (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.
- 4.2.8. Continuation Ground Training is required for all Air Force personnel. Frequency for this training will be IAW this volume (see **Aircrew Ground Training Requirements Table** (formerly **Table 4.1.**) in the current RAP Tasking Memorandum).
- 4.2.8.1. 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.
- 4.2.9. 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. Audio-visual programs may be used in place of academic instruction.
- 4.2.9.1. USAF Weapons School Graduates are the preferred academic instructors.
- 4.2.9.2. Instruction should include (as applicable), but is not limited to:
- 4.2.9.2.1. Conventional Weapons.
- 4.2.9.2.1.1. Training should include description, operation, parameters, fuzing, limitations, preflight, tactics, normal and alternate delivery procedures/techniques and current application/relevance. 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.
- 4.2.9.2.2. Emphasize effective employment to include targeteering/ weaponing methods (Joint Munitions Effectiveness Manual (JMEM/CWDS), frag deconfliction, and hung stores procedures.
- 4.2.9.2.3. Defensive Maneuvering. B-52 defensive maneuvers, AFTTP 3-1.19, *Tactical Employment – B-52*; techniques/procedures, AFTTP 3-3.19, *Combat Aircraft Fundamentals-B-52*; and surface-to-air and air-to-air threats from AFTTP 3-1.2, *Threat Reference Guide*.
- 4.2.9.2.4. Basic Employment: Tactical employment procedures.
- 4.2.9.2.5. Nuclear Weapons. Description and effects, safety and security, operation, options, delivery considerations, hands on preflight, arming/dearming, normal and emergency procedures, safe escape, and flash blindness protection for all tasked weapons.
- 4.2.10. Conventional Verification and Nuclear Certification:
- 4.2.10.1. Conventional Verification provides initial MQT aircrew certification and updates CMR crew members on their conventional wartime mission. Each crew member will participate in a conventional verification every 18 months as a briefer, board member, or seminar participant.

Suggested briefing guide is at [Attachment 3](#). Each crew member will demonstrate to a formal board a satisfactory knowledge of the squadron's assigned mission. Board composition will be established by the SQ/CC. Desired composition is SQ/CC or Ops officer (chairman), weapons, electronic combat, intelligence, and plans representatives. Crew members who participate in any unit deployment to a tasked theater of operations may receive credit for continuation verification.

4.2.10.2. Nuclear Certification will be accomplished IAW ACCI 10-450V2.

4.2.11. Intelligence. (AFI 14-105, *Unit Intelligence Mission and Responsibilities*; and as supplemented thereto.) The intelligence training program will be closely aligned with the unit's weapons and tactics training program. 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 equipage. In addition to threat knowledge, crew member training will include:

4.2.11.1. Escape and Recovery (E&R) training prepares crew members for the possibility of evasion, captivity and escape in hostile territory.

4.2.11.2. Collection and Reporting (C&R) training enables crew members to initiate crew member originated reports (In-flight Report [INFLTREP]), Communication Instructions Reporting Vital Intelligence Sighting (CIRVIS), etc., and will familiarize them with the information requirements of the intelligence-generated Mission Report (MISREP) and Intelligence Report (INTREP).

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

4.2.12. Nuclear Surety (If Required). IAW AFI 91-101 and MAJCOM supplements.

4.2.13. Crew Resource Management (CRM). Each crew member is required to participate in one training session every 24 months (AFRC: Quarterly) IAW AFI 11-290, *Cockpit/Crew Resource Management Training Program* and applicable MAJCOM CRM Sup (one-time for flight surgeons). The CRM course for instructor upgrades is required no later than one year after instructor checkride completion.

4.2.14. Communications Training. 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, CTII/EDL, etc.

4.2.15. 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 objectives include:

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

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

4.2.15.3. Signal ambiguity resolution.

4.2.15.4. Electronic Attack (EA) techniques and application.

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

4.2.16. NVG Academics. All NVG qualified crew members must obtain NVG academics refresher, annually. 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.

4.3. Flying Training. B-52H aircrew will follow **Table 4.5.** guidance. Failure to accomplish these requirements will not affect BAQ, BMC, or CMR status but may require additional training as determined by the SQ/CC. In addition, the following are required:

4.3.1. Basic Aircraft Qualification (BAQ) Requirements:

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

4.3.1.2. Currencies (as applicable) IAW paragraph **4.5.**

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

4.3.1.4. BAQ aircrew that remain in BAQ status for more than 6 months will be grounded (except general officers above the wing level and waived aircrew members).

4.3.2. Basic Mission Capable (BMC) Requirements:

4.3.2.1. Performance satisfactory to the SQ/CC.

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

4.3.2.3. Sortie rate (lookback) IAW AFI 11-2B-52V1, **Table 1.1.** and paragraph **4.6.** (N/A API-8).

4.3.2.4. RAP sorties, mission types, and events, including weapons qualifications IAW the procedures set forth in this volume and the MAJCOM RAP Tasking Memorandum.

4.3.2.5. Weapons qualifications IAW RAP Tasking Memorandum and **Chapter 5.**

4.3.2.6. Currencies (as applicable) IAW paragraph **4.5.**

4.3.2.7. Ground training IAW **Aircrew Ground Training Requirements Table** (formerly **Table 4.1.**) in the current RAP Tasking Memorandum.

4.3.3. Combat Mission Ready (CMR) Requirements:

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

4.3.3.2. Sortie rate (lookback) IAW AFI 11-2B-52V1, **Table 1.1.,** and paragraph **4.6.**

4.3.3.3. RAP sorties, mission types, and events.

4.3.3.4. Weapons qualifications IAW RAP Tasking Memorandum and **Chapter 5.**

4.3.3.5. Currencies (as applicable) IAW paragraph **4.5.**

4.3.4. Specialized training /certification requirements:

4.3.4.1. IAW **Chapter 6** and applicable syllabi.

4.3.4.2. Sortie requirements IAW the RAP Tasking Memorandum.

4.3.5. Designated Test/Formal Training Unit Requirements:

4.3.5.1. API-1/6 pilots assigned/attached to FTU or Test units will fly at the BMC rate and accomplish the non-RAP BMC requirements as shown on ACC Basic Skills (Non-RAP) Training Cycle

Flying Requirements Table (formerly **Table 4.2.**) and **Table 4.5**, as applicable. 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 crew members will maintain applicable BMC currencies from **Table 4.5**. 49 TES will also accomplish BMC ATD requirements as stated in **Table 4.3**.

4.3.5.2. The squadron commander of the Test unit will certify the crew member's capability to perform the specific test function(s).

4.4. Special Categories:

4.4.1. Instructor. All instructors may log up to 50% 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 may be used for look-back purposes.

4.4.1.1. FTU Instructor. FTU instructor is not a RAP category; however, FTU instructors must maintain combat capability. 11 BS instructors will fly at the BMC rate. To maintain BMC, 11 BS instructors must be certified to perform the unit mission and maintain the currency and event totals in **ACC Basic Skills (Non-RAP) Training Cycle Flying Requirements Table** (formerly **Table 4.2.**) and **Table 4.5**. An 11 BS instructor that is non-current or unqualified will be considered N-BMC and will be reported as such until the currency/qualification is regained.

4.4.1.2. 340WPS 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 **ACC Basic Skills (Non-RAP) Training Cycle Flying Requirements Table** (formerly **Table 4.2.**) and **Table 4.5**. These instructors will accomplish BMC sortie totals IAW **Table 1.1.**

4.4.1.3. 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 paragraph **3.7**. FS flying rates and requirements will be IAW AFI 11-202V1.

4.4.1.4. MAJCOM and NAF API-8 crew members. (N/A AFRC: AFRC responsibilities for API-8/ staff flyers are contained in AFI 11-401/AFRC Sup 1.)

4.4.1.4.1. 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/A3) are reviewing authorities for assigned personnel. They will:

4.4.1.4.1.1. Coordinate with the supporting agency to ensure appropriate training information is documented in ARMS IAW AFI 11-401 and AFI 11-202V1. Use the following forms when documenting aircrew training in ARMS: AF IMT 1520, *ARMS Mission/Multi-Crewmember Scheduled Event Input*, AF IMT 1521, *ARMS Individual Scheduled Event Input*, AF IMT 1522, *ARMS Additional Training Accomplishment Report*.

4.4.1.4.1.2. Review assigned crew member accomplishments and currencies prior to authorizing crew members to participate in MDT.

4.4.1.4.1.3. Provide each crew member with written documentation specifying the sortie types and events the crew member is authorized to fly.

4.4.1.4.2. HHQ flying personnel maintaining BMC status are exempt from academic ground training, chemical warfare (CW) training, and special training programs within authorized mission areas.

4.4.1.4.2.1. HHQ Crew members will:

4.4.1.4.2.1.1. Review accomplishments and currencies for accuracy.

4.4.1.4.2.1.2. Submit qualification/authorization documentation to the supporting SQ/CC or operations officer prior to flying with that squadron.

4.4.1.4.2.1.3. Evaluate the demands of each mission scenario and ensure that their ability/ proficiency will not be exceeded.

4.4.1.4.3. HHQ instructor crew members may perform instructor duties with the concurrence of the OG/CC, if qualified and current for the applicable missions/events.

4.4.1.4.4. HHQ staff crew members may participate in tactical training events. Each crew member will present documentation summarizing currencies, egress training, flight qualifications, etc., to the unit where flying is performed.

4.4.1.5. Active Duty Crew Members Flying with AFRC Units.

4.4.1.5.1. Wing/group air advisor rated personnel on duty with operational training units will maintain CMR/instructor status, as appropriate, and may be qualified as a SEFE.

4.4.1.5.2. Active duty crew members other than assigned advisors are authorized to fly with reserve component units IAW AFI 11-401 AFRC supplement 1, unit interfly agreements and AFRC policy.

4.4.1.5.3. Crew members on exchange programs from active duty units are authorized mission oriented sorties IAW the specific OPlan that establishes the exchange. Operations Group commanders may authorize their participation IAW their specific experience and qualification.

4.4.1.5.4. HHQ staff crew members may participate in tactical training events. Each crew member will present documentation summarizing currencies, egress training, flight qualifications, etc., to the unit where flying is performed.

4.4.1.6. Aircrew members assigned/attached to test units (also including ACC staff, Det 13, ACC/TRSS and Det 3, 29 TSS) are exempt from academic ground training, Chemical Warfare (CW) training, and special training programs within authorized mission areas.

4.4.1.7. Evaluators. Evaluators may fly as a crewmember. Operations Group Stan/Eval (OG/OGV) Evaluators may log up to 50% of their requirements from the evaluation sortie (also see [Attachment 2](#)). Currencies must be updated in the seat and remaining 50% of RAP requirements/sorties must be accomplished as a primary crewmember in the seat (preferred) and/or as an instructor.

4.5. Currencies/Recurrencies/Requalifications:

4.5.1. Currency. **Table 4.5.** defines currency requirements for all B-52 crew members.

4.5.1.1. 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.

4.5.2. Recurrency. Recurrency is required whenever a crew member exceeds a currency requirement in this volume. If a primary crew position is manned by a non-current crew 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 must be an instructor for the pilot to perform touch-and-goes.)

4.5.2.1. Overdue training requirements must be satisfied before the crew 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., life support 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:

4.5.2.1.1. Up to 6 months. Training as directed by the squadron commander and a proficiency demonstration of the non-current event to a like specialty instructor.

4.5.2.1.2. 6 months through 1 year. Training as directed by the squadron commander. Individuals need to requalify only in events required by their training level. Flight evaluation by an evaluator is required only for non-current items.

4.5.2.1.3. 1 year through 39 months at the end of a non-flying assignment or 48 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.

4.5.2.1.4. Over 39 months at the end of a non flying assignment or 48 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.

4.5.3. Loss of/Requalification to Instructor Status. Instructors will be decertified if:

4.5.3.1. They fail 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.

4.5.3.2. They become 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.

4.6. Regression:

4.6.1. CMR/BMC Regression for Failure to Meet Lookback. Lookback is based on the calendar month. Only RAP training and Contingency Operations sorties (See paragraph **4.8.9.**) may be used for lookback. If a crew member does not meet lookback requirements throughout the training cycle, SQ/

CCs can either: Regress the crew member to N-CMR/N-BMC status, as applicable; or remove the crew member from a CMR manning position; or initiate action to remove the crew member from active flying status.

4.6.1.1. Failure to meet 1-month RAP/Contingency Operations sortie lookback requires a review of the crew member's 3-month sortie history. If the 3-month lookback has been met, crew members may, at SQ/CC discretion, remain CMR/BMC. Failure to meet the 3-month lookback will result in probation or regression to N-CMR/N-BMC as appropriate. The crew 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 a crew 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.**)

4.6.1.2. CMR Crew members regressed to N-CMR for lookback, must complete a squadron commander approved re-certification program to return the crew member to CMR standards. BMC aircrew regressed to N-BMC must complete a SQ/CC directed re-certification program. Upon completion of the re-certification program, CMR/BMC crew members must also meet the subsequent 1-month lookback requirement prior to reclaiming CMR/BMC status. The sorties and events accomplished during the re-certification program may be credited toward their total/type sortie and event requirements for the training cycle as well as for their monthly sortie requirement.

4.6.1.3. 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.

4.6.2. 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 unless waived by the SQ/CC. To regain CMR/BMC, the crew member must 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.

4.6.3. Failure of Evaluations. Crew members who fail an aircraft qualification, mission, or instrument evaluation will be handled IAW AFI 11-202V2 and AFI 11-2B-52V2. Crew members will regress to N-CMR or N-BMC, as applicable. These crew members will remain N-CMR/N-BMC until successfully completing required corrective action, a re-evaluation, and are re-certified by the SQ/CC.

4.7. End of Cycle Training Requirements. Crew members who fail to complete sortie 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 paragraph **4.8.** to determine if some of these requirements can be prorated. Additionally, refer to paragraph **1.12.** for waiver authority.

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

4.7.2. Aircrew who fail to meet non-RAP 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.

4.7.3. Failure to meet RAP Sortie Type requirements will result in:

- 4.7.3.1. Regression to N-CMR/N-BMC if the SQ/CC determines the sortie type deficiency is significant. To regain CMR/BMC, the aircrew will complete all deficient sortie types. These sorties may be counted against the total requirements for the new training cycle
- 4.7.3.2. Continuation at CMR/BMC if total RAP sorties and lookback are maintained and sortie type deficiencies are deemed insignificant by the SQ/CC.
- 4.7.4. Failure to accomplish sorties required for Special Capabilities/Qualifications will result in loss of that qualification. The SQ/CC will determine re-qualification requirements.

4.8. Proration of End of Cycle Requirements : The SQ/CC may prorate all training requirements as necessary when Duties Not Involving Flying (DNIFs), emergency leaves, non-flying TDY/exercises, combat/contingency deployments, and/or (AFRC) mandatory training required by civilian employment preclude training for a portion of the training period. Ordinary annual leave will not be considered as non-availability. Extended bad weather which precludes the unit from flying for more than 15 consecutive days may be considered non-availability. The following guidelines apply:

- 4.8.1. Proration will only be used to adjust for genuine circumstances of training non-availability, not to mask training or planning deficiencies.
- 4.8.2. 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.
- 4.8.3. If IQT or MQT is re-accomplished, a crew member's training period will start over at a prorated share following completion of IQT/MQT training.
- 4.8.4. EXAMPLE: A crew 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).
- 4.8.5. 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.
- 4.8.6. Newly assigned/converted crew members and crew members achieving CMR/BMC after the 15th of the month are considered to be in CT on the first day of the following month for proration/lookback purposes. A prorated share of RAP sorties must be completed in CT.
 - 4.8.6.1. 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.
- 4.8.7. A crew 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.
- 4.8.8. CMR crew members who attend FTU/USAFWS in TDY-and-return status and/or who participate in actual B-52 flying contingency operations may be reported throughout the TDY as CMR. Upon return, those crew members will accomplish a prorated share of sortie/event requirements (see [Table 4.4.](#)).

4.8.9. Contingency Operations. Contingency operations can have a positive or negative impact on a unit's CT program, as emphasis is on supporting the actual contingency. A potential lack of training opportunities while deployed can place a burden on the unit, forcing it to accomplish the majority of its CT program in a reduced period of time at home station. The following proration procedures are intended to provide flexibility in accomplishing the unit's CT program.

4.8.9.1. Normally, all sorties flown during contingency operations will be logged as contingency operations sorties. These sorties do not count toward annual RAP requirements, but may be used for lookback purposes. RAP events logged during contingency operations sorties do not count toward annual RAP requirements, but may be used to update currencies. Upon returning from contingency operations, units will prorate RAP sorties and events for the period of time each individual was deployed. In addition, proration is authorized for the deployment preparation and deployment recovery time where home station flying is reduced by the MAJCOM.

4.8.9.2. For AFRC units, individuals deployed for more than a 7-day period may prorate a 1-month portion of RAP sorties and events.

4.8.9.3. Upon return from contingency operations, proration is computed by calculating the sorties to be prorated for the entire deployment. The result is the allowable sortie proration. Negative numbers equate to zero. Events will be prorated at SQ/CC discretion based on the events accomplished during valid RAP sorties.

4.9. Regaining CMR/BMC Status:

4.9.1. If CMR/BMC status is lost due to failure to meet the end of cycle weapons qualifications and/or event requirements, re-qualification is IAW paragraph 4.6.2.

4.9.2. If CMR/BMC status is lost due to failure to meet lookback IAW paragraph 4.6., the following applies (timing starts from the date the crew member came off CMR/BMC status):

4.9.2.1. Up to 90 Days. As a minimum, the crew member will accomplish SQ/CC directed re-certification program. In addition, all RAP event currencies must be regained.

4.9.2.2. 91 through 180 Days. Same as above, and additional training (to include ground training) as directed by the SQ/CC.

4.9.2.3. 181 Days and Beyond. Re-accomplish MQT. Initial vault cycles are not required to be re-accomplished unless currencies have expired.

4.10. Example of the Lookback, Regression, Proration, and Requalification Process:

4.10.1. Capt Smith is an experienced CMR crew member in ACC with a 1 and 3 month lookback requirement of 3 and 9 RAP sorties respectively, as of 31 Jan. His sortie counts for December and January was four and three sorties, respectively. On Feb 3, he flew a RAP sortie prior to departing for a non-flying TDY staff tour for 2 months. This was the only sortie Capt Smith flew in the month of February. He reported back for flight duty on 6 Apr. What is his status throughout his TDY and on his return?

4.10.1.1. The SQ/CC wanted to list Capt Smith as a countable CMR crew member for reporting purposes throughout the TDY. Therefore, on 1 Mar, his Flt/CC performed the mandatory 1-month lookback (Feb) on Capt Smith. He only flew one RAP sortie, failing the 1-month lookback. The Flt/CC then performed a 3-month lookback (Dec, Jan, and Feb). This showed that he flew only

eight sorties for this period. Had he flown one more sortie, his SQ/CC could continue Capt Smith at CMR. However, with eight sorties, Capt Smith did not meet the 3-month lookback for a CMR crew member. The SQ/CC could regress Capt Smith to N-CMR, but instead elected to put him on probation, still carrying him as CMR.

4.10.1.2. On 1 Apr, Capt Smith's 1-month lookback was zero sorties. The SQ/CC must now regress Capt Smith to N-CMR. In April, the SQ/CC will have to place him in a squadron commander directed re-certification program, IAW paragraph 4.6. Upon completing this program, Capt Smith will need to re-establish his 2 month lookback by 1 May (If he completes the Sq/CC directed program prior to 15 Apr). 4.10.1.3. If he had returned on 22 Mar, and had last landed the jet 48 days ago, he could fly a sortie to regain landing currency. For CMR purposes, Capt Smith would need to fly three RAP sorties to recapture his 1-month lookback and get off probation. Although Capt Smith was still CMR in Mar, the SQ/CC flew him with an IP on his first sortie in order to regain his landing currency.

4.10.1.3. At the end of the training period on 30 Sep, the SQ/CC prorated 2 months off of Capt Smith's total requirements. In spite of this proration, Capt Smith was deficient in four RAP sorties (36 out of 40). The SQ/CC could regress Capt Smith to N-CMR, if deemed significant.

Table 4.1. WST/ATD Training Cycle Requirements.

MISSION	POSITION	CMR	BMC	BAQ	Notes
INDEPENDENT WST/SQ14	ALL	10	5	5	1,2,3,5
INDEPENDENT T4/ST04	EW	30	15	5	1,2,3,5
CONV INTEGRATED/SQ15	ALL	5	As Req	-	1,2,3,4
NUCLEAR INTEGRATED/SQ16	ALL	3	As Req	-	1,2,3,4
SPATIAL DISORIENTATION/SD01	AC/P	2	2	2	3,6

NOTES:

1. For AFRC and units without a WST, the minimum requirement is 2 EP/Instrument simulators. 1 conventional integrated simulator is desired. Each EP/Instrument simulator period will be scheduled one per half of the training period.
2. Instructors may take credit for instructing a trainer.
3. Units will develop WST/ATD training profiles to meet mission requirements.
4. All integrated simulator missions require all crew positions filled.
5. EWs may dual log INDEPENDENT WST when accomplishing an INDEDEPENDENT T4, but may not log an INDEPENDENT T4 when accomplishing an INDEPENDENT WST.
6. Accomplish 2 Spatial Disorientation (SD) scenarios in the simulator (WST) per training cycle. These 2 simulators will count as Non-RAP events.

Table 4.2. Proration Allowance.

CONSECUTIVE 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
346 - 375	12
376 - 405	13
406 - 435	14
436 - 465	15
466 - 495	16
496 - 525	17
526 - 555	18
556 - 585	19
Over 586	20

Table 4.3. ACC/AFRC Crew Member Currencies (CMR/BMC/BAQ).

EVENT	POSITION	I/E	INSTRUCTOR	AFFECTS CMR/BMC	NOTES
CONVENTIONAL WEAPON DELIVERY/WE30	AC/P/RN/N	45/45	90	YES	8, 10
NUCLEAR WEAPON DELIVERY/WE31	AC/P/RN/N	60/60	90	YES	7, 8, 11
EA THREAT ACTIVITY/EA52	EW	45/60	60	YES	
EA MUTES ACTIVITY/EA01	EW	45/60	60	NO	
TGP ACTIVITY/TP00	RN	60	90	YES	9, 10
INSTRUMENT APPROACH/AP00	AC/P	45/60	60	NO	1
TA/EVS NAVIGATION LEG/ TA01	AC/P/RN/N	60/60	60	NO	5
LOW ALTITUDE TRAINING/LA01	AC/P/RN/N	90/90	120	NO	6,12
NIGHT TA/EVS NAV LEG/TA03	AC/P	90/90		NO	2, 5, 6
TAKEOFF /TO00	AC/P	45/45	60	NO	
LANDINGDAY/LD01	AC/P	45/45	60	NO	
NIGHT LANDING/ LD02	AC/P	90/90	90	NO	
TOUCH AND GO/ LD03	AC/P	45/45	60	NO	3
AR/AR01	AC	45/45	90	YES	
NIGHT AR/AR02	AC	90/90	120	NO	4
NVG EXERCISE/ VT36	AC/P	120/180	180	NO	
CSRL BOMBING EX / BR14	RN/N	120/120		NO	

NOTES:

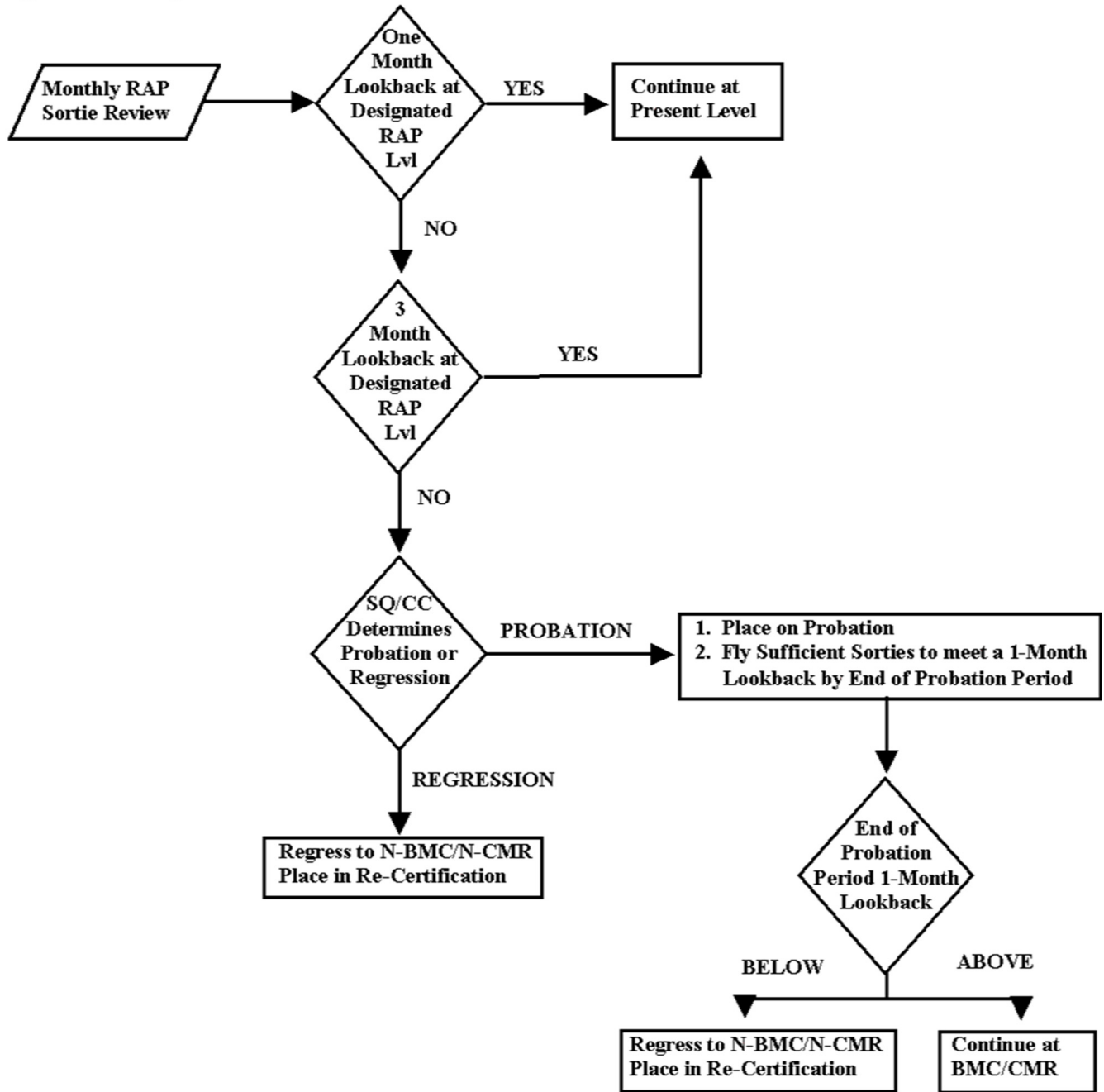
1. See AFI 11-202V3, MAJCOM Supplement, for additional guidance.
2. Updates day TA/EVS navigation leg currency.
3. Must be current for Takeoff. Updates landing currency.
4. 180 days for ACC Staff, FTU, 340WPS/USAFWS, and 49 TES Instructor Pilots
5. Applies only to crew members that maintain TA qualification.
6. N/A ACC Staff, FTU, 340WPS/USAFWS, and 49 TES Instructor Pilots
7. For flying crew 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 Radar Navigators will qualify and maintain currency in the AGM-86B and 129 within 8 months of assuming NAF/OV duties.
8. Losing currency in these weapons/special capabilities does not preclude individuals from employing other weapons 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 crew members maintaining Low Level qualification.

Table 4.4. ATD Credit for Continuation Training Requirements.

Event/Applicable Aircrew Position	WST	CPT	T4
The following events may be accomplished for currency in the designated ATD. Within the preceding 12 months the individual ATD must have been certified in each specific event through SIMCERT. Event credit will only be awarded if the <u>ATD is certified Code 1 for each event through SIMCERT.</u> Checkride completion may be accomplished per AFI 11-202V2 and AFI 11-2B-52V2 for events certified Code 1. An "X" under a specific ATD indicates in which ATD that event is creditable. This table only applies to non-RAP and RAP Events in CT.			
High/Med/Nuclear Bomb Run/AC,P,RN,N	X		
AGM-86B/129 Procedures /AC,P,RN,N	X		
AGM-86C/D Launch Procedures/AC,P,RN,N	X		
JDAM/WCMD Release/AC,P,RN,N	X		
Simulated Missile Jettison/RN,N	X		
CSRL Bombing Exercise /RN,N	X		
Low Altitude Mine Run / AC,P,RN,N	X		
High/Med/ Conventional Bomb Run /ALL	X		
AGM-86B/129 Retargeting Exercise /RN,N	X		
AGM-86B/129 Manual SAIR Exercise /RN,N	X		
AGM-86C/D Flex Targeting Exercise /RN,N	X		
AGM-86C/D Missile Retargeting Exercise /RN,N	X		
AGM-86C/D Auto Retargeting Exercise /RN,N	X		
JDAM/WCMD Multi-Wave Release /AC,P,RN,N	X		
JDAM/WCMD Retargeting Exercise /RN,N	X		
JDAM/WCMD Jettison Procedures /AC,P,RN,N	X		
Simulated Pylon Jettison /AC,P,RN,N	X		
Proficiency Exercise /EW	X		X
MUTES Blue Grey Defensive Scenario /EW	X		X
MUTES ECM Activity /EW	X		X
Airborne Radar Approach /AC,P,RN,N	X		
Non-Precision Approach /AC,P	X		
VOR/TACAN Approach /AC,P	X		
ASR Approach /AC,P	X		
Missed Approach /AC,P	X		
Precision Approach /AC,P	X		
ILS Approach /AC,P	X		

Event/Applicable Aircrew Position	WST	CPT	T4
PAR Approach /AC,P	X		
Flaps Up Approach & Go Around /AC,P	X		
Degraded Systems Navigation Leg /RN,N	X		
Cartridge Start Procedures /AC,P	X		
Ground Based Radar Jamming /RN,N	X		
High Speed Departure /ALL	X		
Point Parallel Rendezvous /AC,P, RN,N	X		
Doppler Out Exercise /RN,N	X		
Alternate Navigation Systems Exercise /RN,N	X		
Weapons Control Panel Inoperative Exercise /RN,N	X		
Radar Navigator Management Panel Inoperative Exercise /RN,N	X		
Processors Inoperative Exercise /RN,N	X		
High/Medium Altitude Defensive Action Bomb Run /RN,N	X		

Figure 4.1. Regression Flow Chart.



Chapter 5

WEAPONS DELIVERY/EMPLOYMENT QUALIFICATION

5.1. General. This chapter outlines requirements for attaining initial qualification and maintaining qualification for applicable CMR/BMC crew members in the employment of air-to-surface 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 as determined by the OG/CC.

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. 340WPS/USAFWS qualification will be accomplished IAW Weapons Instructor Course (WIC) syllabus and Instructor Weapons Officer Upgrade (IWUG) syllabus.

5.2. Initial Weapon Qualification:

5.2.1. Every crewmember must accomplish initial qualification in each applicable class of weapons: unguided munitions (Mk-82, Mk-84, CBU-89), guided munitions (GBU-31, GBU-12, CBU-105) and missiles (AGM-86C/D, AGM-158) requiring qualification at 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 event does not invalidate qualification in others.

5.2.1.3. Reliability Criteria. A reliable hit is predicated upon achieving the desired Probability of Damage (PD) per target type and number/type of weapons as defined by JMEM and NWP documents. Reliability will be determined by resolving the impact scores of single releases to the actual Probability of Damage (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/D and guided weapon scoring criteria will be in accordance with unit developed training guides. The scoring criteria listed in [Table 5.1](#). Weapons Scoring Criteria, may be used when PD computations from JMEM/NWP are not readily available.

5.2.2. Initial Qualification Training—Guided Weapons (Inertial Aided Munitions (IAMs), MIL-STD 1760-Controlled).

5.2.2.1. All crewmembers will accomplish initial academics ground training prior to any flight training. Correct coordination, procedures, and employment are the training focus, not hit criteria, until the capability is available to B-52 aircraft.

5.2.2.2. Orientation: Familiarization with in-flight operations. Specific Mission Tasks: preflight, operating limitations, switchology. Cover the following activity where applicable: preplanned target attack, waypoint mission, direct attack releases focusing on the differences between types of release/employment, and target modification.

5.2.2.3. Proficiency and Tactics: Introduction of tactics and tactical employment. Include mission planning proficiency to include proficiency in UNIX Mission Planning System (MPS) and Aircraft/Weapons/Equipment (A/W/E) operation for simulated and live weapons.

5.2.2.4. Tactical Employment: Demonstrate proficiency in tactical employment of weapon in a threat environment, including the effects of defensive maneuvers. Demonstrate proficiency in both pre-planned full load/multi-wave releases and multi-weapon dynamic targeting. Demonstrate proficiency in multi-DPI (single target with multiple DPIs), and multi-target area attacks (multiple targets with multiple DPIs).

5.3. CT Qualification: These criteria 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. Crewmembers must accomplish recurring qualification in each weapon class: unguided munitions (Mk-82, Mk-84, CBU-89), guided munitions (GBU-31, GBU-12, CBU-105) and missiles (AGM-86C/D, AGM-158) applicable to their training level.

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 qualification will be maintained by completing the minimum number of RAP Tasking Memorandum tasked conventional deliveries during the training period. The fiscal realities of launching missiles, dropping Cluster Bomb Units (CBUs) etc., will preclude their actual release for record. 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. Cruise missile activity is creditable in the WST.

5.3.3. Failure to qualify in one weapon does not invalidate qualification in others. SQ/CCs may declare a crew 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 qualification. The crew 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. Targeting Pod (TGP) Qualification Criteria. These criteria establish minimum standards for radar navigators to maintain a measurable TGP qualification standard for employment with laser-guided and inertially-aided munitions (IAM) 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. Crewmembers must accomplish recurring qualification for Laser Guided Bomb (LGB) and IAM (i.e., GBU-31, GBU-103, etc.) as applicable to their training level.

5.4.1. 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.

5.4.2. 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**.

Table 5.1. Weapons Scoring Criteria.

DELIVERY TACTIC	TYPE RELEASE	
	INTEGRATED/SYNCH	OTHER
HIGH ALTITUDE	550 FT	1850 FT
LOW ALTITUDE	350 FT	1450 FT

NOTES:

1. For RBS releases add 200 feet at low altitude and 300 feet at high altitude. Projected termination of AN/TPQ-43 (Seek Score) Radar Bomb Scoring (RBS) System is Oct 06.
2. 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. TCG Hit Criteria.

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 3-1V19 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 is within AFTTP 3-1V19 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%)

Table 5.3. TGP/LGB Hit Criteria.

TGP/LGB HIT CRITERIA
Release requirements
Aircraft position/altitude confirmed accurate Offset Aimpoint or Target Direct Aiming (Buffers Confirmed) GPS/INS Solution Verified BRP or ORP accurately computed, FCI/TTG confirmed DMPI within the targeting pod narrow field of view (NFOV) during lase Release parameters within T.O. guidance
TCG accuracy confirmed within AFTTP 3-1V19 criteria before Release Point update.
Lasing Requirements
Continuous or Delayed Lasing technique as required Lase for last 8 seconds TOF minimum 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 to squadron commander certification, unless otherwise specified by this instruction or another 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, or

6.2.1.3. 10 flights in the B-52, if previously qualified as an 11Fxx or 11Bxx Air Force Specialty Code (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 3-3.19 and AFTTP 3-1.19). 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 - objectives, 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), conventional 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, etc.).

6.3. Mission Lead Upgrade Program (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 must be experienced in their respective crew position before entering training.

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

- ML responsibilities – MCC/ML/FL relationship, unit training objectives.
- 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.
- 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.
- Conduct of missions - control of weapons employment, application of commanders intent, ROE, SPINs and training rules (IAW AFTTP 3-3.19, 3-1.19), as well as responsibilities to SQ/CC.
- Flight training will be conducted in accordance with a program approved by the SQ/CC.

6.3.2. 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 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.

6.3.2.1. **MLUG-1**, Surface Attack Tactics – 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, integration/communication with MCC and/or other package assets and mission reconstruction and debriefing.

6.3.2.2. **MLUG-2**, Surface Attack Tactics – TST/CAS. Mission Objectives: Practice leading a 2-ship night weapons delivery mission. Specific Mission Tasks: Briefing, same as MLUG-1 with additional considerations for weapons allocation, real time deconfliction, weaponeering and Collateral Damage Estimate (CDE).

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, 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, etc.).

6.4. Mission Commander (MCC) Upgrade. This program establishes the minimum guidelines for upgrade to MCC.

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 Prerequisites. Squadron commanders/operations officers will consider judgment, technical expertise, experience, and unit supervisor's recommendations when selecting crew 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.

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.

6.4.3.2. JMEM/Automated Weaponeering Optimization Program (AWOP)/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 3-1.1, .2, and .19 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. 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, etc.).

6.5. Night Vision Goggle Training (NVG):

6.5.1. Program Entry. NVG qualification training may begin when the crew member has attained proficiency in flight operations.

6.5.2. Academics (IP/AC/P) GA19. Squadron instructors will provide academic and initial in-flight instruction in NVG operations per this volume, Det 13, ACC TRSS, training guide, AFTTP 3-3.19, 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. Flight profiles will be tailored 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. If the Night Vision Goggle Training Course at the Air Force Research Laboratory, Warfighter Training Research Division is available for advanced instructor training at unit expense (contact DSN 474-6140 for course scheduling).

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 will use NVGs to the maximum extent possible during all night sorties.

6.6. Pre-Deployment Spin-Up Training.

This training should be conducted prior to deploying in support of contingency operations (if time permits) or exercises. 340WPS, 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 crew 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. Emphasis will be placed on training needed for missions not accomplished in daily operations. This training will be conducted IAW all applicable regulations.

6.6.1. Ground Training. Crew members will complete 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. Spin-up training will be tailored to ensure all deploying crew members are proficient, current, and qualified in all expected mission tasking.

6.7. Supervised Activity Certification:

6.7.1. The procedures listed below qualify non-instructor B-52 aircraft commanders to supervise pilots in touch-and-go landings, air refueling.

6.7.2. An instructor pilot will fly with and recommend each aircraft commander cleared to supervise his pilot's touch-and-go landings, air refueling, and visual formation. The squadron commander approves and designates these pilots in writing. Aircraft commanders may be further certified to supervise any pilot in these events.

6.7.3. The instructor pilot completes a TAR on each individual flown with and files it in the individual's training folder. The squadron commander approves and designates this on a Letter of Xs.

6.8. Dual Seat Qualification:

6.8.1. This program is to be used for training non-instructor aircraft commanders/radar navigators to right seat mission ready status and assigning them to a numbered crew as a copilot/navigator

(num-bered crew assignment is N/A for AFRC). Annual RAP training events can be logged from either seat the individual occupies. A dual seat qualified AC/RN must accomplish recurring qualification checks (IAW AFI 11-2B-52V2).

6.8.2. Individual training requirements may be accomplished from either crew position. This is designed to maintain proficiency in critical events required to safely operate the aircraft and effectively perform the unit's missions. The exercise will be accomplished in the opposite seat to which the individual is assigned. Dual qualified crew members will update currency from either crew position.

6.8.3. Current Radar Navigators will demonstrate proficiency in right seat activity to an instructor of like specialty. As a minimum the Radar will demonstrate proficiency in Navigator duties during weapons delivery activity. Once proficiency is demonstrated the instructor will recommend dual seat qualification to the squadron commander. The squadron commander will designate dual seat qualified Radar Navigators on a Letter of Xs.

6.8.4. The minimum right seat items required for an Aircraft commander to achieve dual seat qualification/CMR/BMC status are: Four ATD sessions concentrating on Engines operation, Electric Systems operation, Instrument procedures, and Fuel Systems operation.

6.8.5. All in-flight supervisory requirements/ restrictions for co-pilots (i.e., takeoff, landing, touch-and-go, and refueling) apply. Dual seat qualified pilot's may perform touch and go's from the right seat, as long as the left seat aircraft commander is certified to supervise co-pilot touch-and-goes.

6.8.6. 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 will be documented on 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 X's should be made to reflect appropriate qualification status.

6.8.7. Dual seat training will not occur within the exercise area(s) of a FLAG/HHD sortie. This does not preclude dual seat qualified crew members from accomplishing these sorties.

6.9. Opposite Seat Training:

6.9.1. Opposite Seat Training may be conducted with a qualified instructor, or experienced P/RN with SQ/CC approval. 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 sortie. This does not preclude dual seat qualified crew members from accomplishing these sorties.

6.10. Low Level Qualification Training.

6.10.1. 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.

6.10.2. 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.

6.10.2.1. 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.

6.10.2.2. 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.

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

6.10.2.4. 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.

6.10.2.5. 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.

6.10.3. 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-52 Vol 3 limitation (B-52: 300 AGL Day/500 AGL night), FLIP AP 1/B restriction, or route clearance plane letters. Unit scheduling shall coordinate with maintenance for flights below 3000 ASL (corrosion prevention).

6.11. Visual Refueling Formation Qualification.

6.11.1. This program is designed to qualify crewmembers 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.

6.11.2. The qualification program will consist of the following:

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

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

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

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

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

6.12. Laser Guided Bombs (LGB). All crewmembers will accomplish LGB, initial academics ground training prior to any flight training. LGB missions will provide, as a minimum, the training program outlined below:

6.12.1. Initial Qualification:

6.12.1.1. Ground Training. (ALL) Academic training encompassing laser operations and theory, mission planning considerations, LGB preflight, buddy lasing communications/procedures, and employment/tactics.

6.12.1.2. Flight Training. (AC/CP/RN/N) The flight training program will consist of a minimum of two LGB sorties (LGBS). One sortie will include coordination with ground assets and one with airborne assets. An actual weapon release is required to complete initial qualification training (on either sortie). The flight training program for EW will consist of a familiarization sortie.

6.12.2. Continuation Training. This training will be accomplished in accordance with this volume and the RAP Tasking Memorandum. A minimum of one sortie per training cycle will be accomplished with an actual release.

6.13. JASSM Initial Qualification Training

6.13.1. All crewmembers will accomplish AGM-158, JASSM, initial academics ground training prior to any flight training.

6.13.2. JASSM initial qualification training will consist of a minimum of 2 events for RN and N. AC, P, EW, require only one familiarization event but must meet the objectives of JASSM 2 as described in paragraph 6.13.2.2. All crew members require weapon pre-flight and mission planning familiarization.

6.13.2.1. JASSM 1, Orientation Mission Objectives. Familiarization with in-flight operations. Specific Mission Tasks: Preflight, operating limitations, switchology. Accomplish the following JASSM activity: Auto Launch In-Zone (preplanned target), Manual launch In-Range focusing on the differences between an in-range and in-zone release, target modification (Direct Target), and Jettison procedures.

6.13.2.2. JASSM 2, Proficiency and Tactics—Mission Objectives: Demonstrate proficiency in tactical employment of JASSM in a Stand-Off, low threat environment. After this sortie the crew member will comprehend the effects of defensive maneuvers on the LAR. If threat emitters are not collocated with the training area being used, pop-up threats will be simulated by instructor(s) on board the aircraft. Specific Mission Tasks: Same as JASSM 1. JASSM 2 may be performed in conjunction with JASSM 1 provided mission duration and training availability allow.

6.14. Targeting Pod. All crewmembers will accomplish applicable initial academics ground training prior to any flight training. Ground and flight training/qualification will be IAW the B-52 Targeting Pod Upgrade Training Plan (TRSS Det 13 website).

6.15. Crewmember 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.

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. Performed 60 RAP effective 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 checkride).

6.15.1.2. Aircraft Commander. Pilots may be upgraded to AC IAW the FTU syllabus (Prerequisites are found in the FTU syllabus).

6.15.1.3. AC Flight Lead Upgrade (FLUG). FLUG training will be IAW paragraph 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. Performed 60 RAP effective 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 paragraph 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 paragraph 6.4. of this instruction.

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.

6.15.2.1.2. Performed 60 RAP effective sorties 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 checkride).

6.15.2.2. Radar Navigator. Navigator will be upgraded to RN IAW the FTU syllabus (Prerequisites are found in the FTU syllabus).

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. Performed 60 RAP effective 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 paragraph 6.3. of this instruction.
- 6.15.2.5. Instructor Radar. RNs 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 paragraph 6.4. of this instruction.
- 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. Performed 60 RAP effective 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 paragraph 6.4. of this instruction.
- 6.15.4. **Simulator Hours toward Experienced.** Hours logged in the ATD accomplishing RAP Tasking Memo approved training events can be counted as “hours” when determining experience level. See **Table 4.6.** and associated notes (in current RAP Tasking Memo) for guidance on approved ATD transfer events and logging procedures. Approved ATD hours will not exceed 20% 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 crew 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 20% allowance.
- 6.15.5. SQ/CC may elect to retain an individual meeting the minimum requirements as inexperienced if designation as experienced is not warranted. Designation of crewmembers 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.

CARROL H. CHANDLER, Lt Gen, USAF
DCS, Air, Space & Information
Operations, Plans & Requirements

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

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NOTE: List of reference publications is provided only as an initial reference. Publication information may change as requirements change and the list may not include all applicable directives.

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
ACM—Advanced Cruise Missile
ACMI—Air Combat Maneuvering Instrumentation
ACT—Air Combat Tactics
ADOTS—AFRC Deployable Operations Training System
AETC—Air Education and Training Command
AF—Air Force
AFCA—Air Force Communications Agency
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
AILA—Airborne Instrument Landing Approach
AIR—Air Inflatable Retarder
ALCM—Air Launched Cruise Missile
ANG—Air National Guard

AOA—Angle of Attack
AOC—Air Operations Center
AR—Air Refueling
ARC—Air Reserve Components
ARDA—Airborne Radar Directed Approach
ARM—Anti-radiation Missile
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
BAQ—Basic Aircraft Qualification
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
CSAR—Combat Search and Rescue
CST—Combat Survival Training
CT—Continuation Training
CV—Vice Commander
CW—Chemical Warfare
CWD—Chemical Warfare Defense
CWDS—Combat Weapons Delivery Software
CWT—Composite Wing Training

D—Demonstration
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—Duty 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
DTC—Data Transfer Cartridge
DTR—Data Transfer Receptacle
DTOS—Dive Toss
DTUC—Data Transfer Unit Cartridge
E—Experienced Crew 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
IAM—Inertially-Aided Munitions
IAW—In Accordance With
ICWT—Initial Chemical Warfare Training
ID—Identify/Identification
IEWO—Instructor EWO
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
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
JCTS—Joint/Composite Training Sortie
JDAM—Joint Direct Attack Munition
JETT—Jettison
JFT—Joint Force Training
JMEM—Joint Munitions Effectiveness Manual
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
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
LGB—Laser-Guided Bomb
LGBS—Laser-Guided Bomb Sortie
LEES—Low ERP Emitter Search
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
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 Enroute Altitude
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
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
NTS—Nuclear Training Sortie
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
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 Damage
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 Control 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
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 crew 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 crew 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.

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. Crew members are not authorized to perform RAP-tasked combat event/sorties 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 paragraph 4.3.

Basic Mission Capable (BMC)—A status of a crew member who has satisfactorily completed training prescribed to perform the unit mission but who does not maintain CMR status. The SQ/CC may authorize the performance of RAP-tasked combat events/sorties after completion of MQT or applicable portions of MQT. This category includes USAFWS instructors. (Refer to paragraph 4.3.)

Camera Attack—A weapons delivery during which ordnance is not released but all attack switchology and conditions are satisfied.

Certification—Procedure used to document competency in a particular task which requires an AF Form 1381, AF Form 4348 or MAJCOMs approved unit certification document signed by an authorized official documentation or the process of certifying crew members for nuclear tactical employment IAW ACCI 10-450V2. Not interchangeable with “qualification,” which requires AF IMT 8/8a documentation.

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.

Collateral Sorties—Sorties not directly related to combat employment training but necessary for accomplishment of unit training programs, such as ferry flights etc. These sorties are not required for RAP reporting purposes.

Combat Mission Ready (CMR)—A status of a crew member who has satisfactorily completed training prescribed to be fully qualified to perform the command or unit operational mission. In flying operational squadrons, this category includes operations officers and squadron commanders. (Refer to paragraph 4.3.)

Composite Force Training (CFTR)—Scenarios employing multiple flights of different types of aircraft, each under the direction of its own flight leader, performing the same or different roles.

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

Critical Phases of Flight—Takeoff, rejoin to close formation (inside 1 NM to close formation for non-fighter aircraft), close formation, air-to-air refueling, initial buffet demonstration, actual live or inert

weapon deliveries, simulated weapons deliveries (other than level deliveries), tactical maneuvering/ACBT where the bank angle exceeds 30 degrees, low altitude flight, landings, and emergencies.

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

Degraded Release—The technique of determining the release point utilizing the capability of the OAS computers without updates from the radar or GPS. The INSs may be updated through inputs from visual, EVS aided, etc. INS/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 desired learning objectives will indicate mission success on training missions via completion of specific mission tasks. An example DLO would read, "To identify and react to all factor threats." The corresponding mission task would read, "Electronic Warfare Officer correctly identify and direct successful maneuvers."

EC Range Event—In-flight operations conducted on an EC range with fixed or mobile surface to air emitters operating and detection/threat reactions emphasized.

Electronic Scoring Site (ESS)—Sites capable of Radar Bomb Scoring (RBS), EC range training and special training.

Emergency Procedures Evaluation (EPE)—An evaluation of crew 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-52, Vol 2.

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)—Normally requires a minimum of three weapons deliveries for Precision Guided Munitions (PGMs), Air to Ground Missiles (AGMs), and bombing events. This also includes sortie types.

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

High Altitude—Conventionally, an altitude above 25,000 feet.

Initial Qualification Training (IQT)—Training to qualify the crew 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 of like specialty, 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 until completion of IQT.

Integrated Release—The technique 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/Composite Training Sortie (JCTS)—Sortie emphasizing dissimilar, multi-ship, surface attack tactics to develop proficiency in the following areas: Dissimilar aircraft planning, Offensive Counter Air (OCA) considerations, multi-axis attacks, aircraft and weapons deconfliction, and Multi-ship egress. Major exercises provide the best opportunity for this type of training, however, any dissimilar multi-ship mission that allows adequate planning, airspace, and debriefing fulfills this requirement.

Long Duration Sortie—Any sortie planned to exceed the maximum flight duty period specified in Chapter 9 of AFI 11-202V3 (i.e. 16 hours for the B-52).

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

Medium Altitude—A height between 5,000 and 25,000 feet.

Mission Commander (MCC)—The MCC is responsible for planning, coordinating, briefing, executing, and debriefing joint/composite force employment packages. Mission commanders are authorized to lead joint/composite force missions. (See paragraph 6.4.)

Mission Qualification Training (MQT)—Training required to achieve a basic level of competence in unit's primary tasked missions. This training is a prerequisite for mission ready status. Mission capable crew members must complete the appropriate tactical qualifications necessary to perform their assigned duties.

Night—The time between the end of evening 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.

Offensive Systems Mission Trainer (OSMT)—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—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 ACC bomber aircraft, allocated to avionics system initialization and alignment, system drift rate computation, and taking position and altitude updates.

Qualification (QUAL)—Crew member has demonstrated capability to put appropriate ordnance on target according to criteria established for that event in [Chapter 5](#)

Radar Synchronous—The technique of determining the release point solely through the use of the OAS computers updated by radar crosshairs with INS or GPS inputs to the bombing solution.

Requalification Training (RQT/TX)—Training necessary to requalify a crew member in the aircraft.

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.

Tactical Deception (TD)—Any activity designed to mislead the enemy operational commander by manipulating, distorting, or falsifying evidence, thereby inducing the enemy to act in a manner favorable to our interests or desires. TD actions to support operational missions. It is not accomplished as a stand alone activity.

Verification—Applies to procedure aimed at verifying and refreshing crew members tactical employment knowledge, emphasizing conventional/nuclear operations according to the unit's wartime tasking. Verification is conducted in both initial and follow-on phases. Initial verification phase is a formal board proceeding convened to verify individual crew member's knowledge. Continuation training is to reinforce, refresh, and update crew members on unit wartime mission/tasking, tactics, and procedures. Conventional see [Attachment 3](#) and for nuclear see ACCI 1-450v2.

Weapons Systems Trainer (WST)—A device that provides an artificial training or tactics environment in which operators learn, develop, improve, and integrate mission skills associated with their crew position in a specific defense system.

Attachment 2

GLOSSARY OF EVENTS

A2.1. Mission/Sortie Definitions.

A2.1.1. RAP Sorties (SRTY/SRTYS) SR00.

A2.1.1.1. Direct Attack Sortie (DATS) SR70. A training sortie designed to emphasize mission profile training utilizing direct attack munitions. Units are encouraged to use mixed loads on these sorties to maximize crew training. Any internal/external weapon load is allowable provided either external or internal stations are loaded with direct attack munitions (actual or simulated). Unit weapons officers are encouraged to develop realistic weapons load mixes based on possible OPLAN and contingency tasking. Log with other applicable RAP sortie events. As a minimum this sortie will include

A2.1.1.1.1. EA threat activity (reflecting the unit's AOR) or Airborne Intercept Training

A2.1.1.1.2. Defensive action Bomb Run.

A2.1.1.1.3. An actual weapon release employing a conventional direct attack training shape or actual weapon is desired. Direct attack weapons will include all conventional gravity weapons, guided and unguided.

A2.1.1.1.4. Secure Voice / Have Quick / Voice SATCOM exercise is desired.

A2.1.1.2. Stand-Off Attack Training Sortie (SOATS) SR71: A training sortie designed to emphasize mission profile training utilizing stand-off attack munitions. Units are encouraged to use mixed loads on these sorties to maximize crew training. Any internal/external weapon load is allowable provided either external or internal load is simulated with stand-off attack munitions. Unit weapons officers are encouraged to develop weapon load mixes based on possible OPLAN and contingency tasking. Log with other applicable RAP sortie events. EA threat activity or Airborne Intercept Training is desired, but as a minimum, this sortie will include:

A2.1.1.2.1. A simulated weapon release employing conventional stand-off attack munitions is required. Stand-off attack weapons include all conventional missiles.

A2.1.1.2.2. Secure Voice/Have Quick/Voice SATCOM exercise is desired.

A2.1.1.3. Counter-sea Training Sortie (CSTS) SR72. A training sortie that emphasizes the B-52 maritime mission. Sortie profile will provide aerial mining and/or required activity accomplished per applicable OPLAN.

A2.1.1.4. Nuclear Training Sortie (NTS). SR42 (N/A: Det 2, TRSS Det 13, USAFWS and AFRC) A training sortie designed specifically to emphasize the crew coordination required to accomplish the unit's nuclear mission. Log only with CSS and IS RAP sortie events. Credit may be awarded provided; AFSATCOM/MILSTAR or MRT training activity, ALCM/ACM launch procedures, missile retargeting, and manual SAIR is accomplished with at least three of the following events accomplished or on special test missions (i.e. BUSY LUGGAGE, GLOBAL SHADOW/CRUISE):

A2.1.1.4.1. AR.

A2.1.1.4.2. Quick Taxi/EWO Departure Exercise or Alert Force Response Exercise.

A2.1.1.4.3. Nuclear gravity weapons delivery.

A2.1.1.4.4. Airborne Intercept Training (AIT/FIE).

A2.1.1.4.5. EC Event (A/S).

A2.1.1.4.6. ARA Approach.

A2.1.1.4.7. Authentication Documentation Exercise.

A2.1.1.5. Combat Skills Sortie (CSS) SR30. Building block sortie which contains events and tactics in any qualification level. Crews should concentrate on basic combat skills. A CSS may contain but is not limited to air refueling/rendezvous, EMCON procedures, tactics, communications procedures, weapons delivery, EA threat activity, low level navigation, transition training, and formation. A minimum of three of these areas must be accomplished in order to award credit for this event.

A2.1.2. Non-RAP Sorties (NSRTY) SR01.

A2.1.2.1. Instructor Sortie (IS) SR12-E, SR13-P, SR14-R. An event logged by an instructor when performing instructor duties during the sortie, or a portion thereof. The instructor qualification must be required and 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.

A2.1.2.2. Night Sortie. SN00 A training sortie 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 2 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:

A2.1.2.2.1. Night Vision Goggle Exercise

A2.1.2.2.2. Air Refueling

A2.1.2.2.3. Formation

A2.1.2.2.4. Weapon Delivery (High or Low)

A2.1.2.2.5. Defensive Action Bomb Run

A2.2. 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 ACC Sup to AFI 11-401. Event is defined in one of the following manners:

A2.2.1. A specific type of weapon delivery (defined by aircraft flight path, ordnance delivered, delivery method, or target struck) performed during a sortie.

A2.2.2. 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.

A2.2.3. Accomplishment of a specific training element, function, or task (i.e., AR, Landing, etc.).

A2.3. Weapons Delivery:

A2.3.1. 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. All deliveries will be recorded, but not necessarily as a "record" delivery. There are two types of deliveries:

A2.3.1.1. 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.

A2.3.1.2. 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.

A2.3.2. 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):

A2.3.2.1. Record Keeping:

A2.3.2.1.1. Non-Record. Basic or Tactical weapons delivery accomplishments not credited toward weapons qualification provided the crew member declares non-record prior to beginning event.

A2.3.2.1.2. 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. All delivery attempts should be record attempts unless declared "non-record" prior to release. Additional guidelines are:

A2.3.2.1.3. Basic. Must be scored on a ground scored range or as appropriate.

A2.3.2.1.4. Tactical. A minimum of 50% must be accomplished on a ground scored range or as appropriate.

A2.3.2.2. RAP Tasking:

A2.3.2.2.1. 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.

A2.3.2.2.2. QUAL. Weapons tasked at QUAL must be tactical, record deliveries, excluding initial qual. QUAL tasking demonstrates the crew 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](#).

A2.3.3. Miscellaneous weapons delivery definitions to be considered for event descriptions:

A2.3.3.1. 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 crew members as gross errors unless pass was dry because of safety interests, system malfunctions, basic delivery requirements, or directed for flight integrity purposes.

A2.3.3.2. 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.

A2.3.3.3. Multiple Release. More than one weapon released against the same target on a single pass.

A2.3.3.3.1. Intentional. The crew member must advise the range officer prior to delivery and designate which impact to be scored.

A2.3.3.3.2. Inadvertent. Ordnance which was released without command by the crew members. Impact will not be scored.

A2.3.3.3.3. System Malfunction. An undeclared multiple release caused by a verified system malfunction. Score is void after system malfunction verification, otherwise, unintentional rules apply.

A2.3.3.3.4. Unintentional. Ordnance released due to crew member's error. Will be scored as gross error regardless of impact point.

A2.3.3.4. No Spot. A weapons release during which no impact was observed. No score or error will be assigned.

A2.3.3.5. 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 crew members.

A2.4. Events, The following listing of events is to be used 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.

A2.4.1. Takeoffs/Landings

A2.4.1.1. Takeoff (TO). TO00 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.

A2.4.1.2. Simulated Engine Loss on Takeoff TO25. Creditable during a touch and go landing.

A2.4.1.3. Total Landings LD00 Creditable only to the pilot flying, all landings should be dual credited to this event.

A2.4.2. Approaches (AP). AP00 Creditable only to the pilot flying.

A2.4.2.1. Pilot Proficiency Exercise. P070 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.

A2.4.2.1.1. Three instrument approaches, one of which must be precision.

A2.4.2.1.2. No flap approach and go around.

A2.4.2.1.3. 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.

A2.4.2.1.4. Simulated loss of engine on takeoff.

A2.4.2.1.5. Visual pattern or circling approach.

A2.4.2.2. Airborne Radar Directed Approach (ARDA). AP41. Log in accordance with T.O. 1-1B-52H-1. Will be logged with a non-precision approach.

A2.4.2.3. Flaps Up Approach AP67. Pilots must fly the approach to log.

A2.4.2.4. Visual Pattern AP68. 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.

A2.4.2.5. Simulated 6 Engine Approach and Go-Around Asymmetric AP62. A six engine approach, simulating two outboard engines out on one side.

A2.4.2.6. Simulated 6 Engine Approach and Go-Around Symmetric AP63 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.

A2.4.3. Air Refueling (AR). These training events address rendezvous and refueling as independent events. To receive credit for one, the other does not have to be accomplished.

A2.4.3.1. Total AR. AR00 Any air refueling is creditable when at least 10 minutes of toggles engaged (5 minutes IP) time is accomplished. Toggles engaged time does not apply to Higher Headquarters Directed (HHD) or multiple receiver missions. Credit only to the pilot flying.

A2.4.3.2. Formation RZ and Refueling RA66. Accomplish this activity with a bomber formation. IAW AFI 11-2B-52V3 and AFTTP 3-3.19 (formerly ACCM 3-3V19).

A2.4.3.3. Manual Boom Latching (MBL) AR56. 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.

A2.4.3.4. Anchor Refueling AR57. Refueling accomplished in an anchor orbit.

A2.4.4. Formation RA67. A minimum of 30 minutes of formation is required.

A2.4.4.1. Formation Position Change RA69. Accomplish as directed in AFI 11-2B-52V3.

A2.4.4.2. Formation EMCON 3 VT38. Two or more aircraft required. Any position is creditable. Radio silent operations procedures will be used the entire flight to include preflight. This does not preclude required ATC reporting procedures on peacetime training missions. The use of other emitters is as directed by the plan supported or held to a minimum consistent with safe navigation and mission accomplishment IAW AFTTP 3-1/3.19 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.

A2.4.4.3. Formation Departure and Join-Up RA56. Creditable to all aircraft in formation.

A2.4.5. Command and Control Events:

A2.4.5.1. SATCOM/MILSTAR RB63. Requires proper configuration for SATCOM operation, and completion of at least one successful airborne transmission with an agency outside of the formation. Only one event may be logged per sortie.

A2.4.5.2. MRT Exercise RB41. Requires proper configuration for MRT operation. Only one event may be logged per nuclear training sortie.

A2.4.5.3. Voice SATCOM (VSAT) RC05. Requires proper configuration for SATCOM operation, and completion of at least one successful airborne transmission. Only one event may be logged per sortie.

A2.4.5.4. Have Quick RA87. To receive credit, the crew 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 sortie.

A2.4.5.5. Secure Voice RB67. To receive credit, the crew 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 sortie.

A2.4.5.6. Combat Track II/Evolutionary DownLink (EDL) CT02 (CT II). CT II requires proper configuration of the Combat Track II/EDL communications system and successful utilization of the system in flight. Only one event may be logged per sortie. May be logged in ACC/A3T approved unit trainer/Communications Laboratory.

A2.4.6. Low Altitude Events:

A2.4.6.1. Low Altitude Nav Leg RB29. Day/VMC only. To receive credit, at least 20 minutes must be flown at a low altitude or safe clearance altitude (SCA). The SCA will be determined during mission planning and provide a minimum of 1000 feet clearance from the highest obstacle within published corridor or 4 NM of the aircraft's planned flight path (in work areas, the SCA should be set based on highest obstacle within the confines of the area). SCAs will be determined for a maximum of 25 NM segments along the planned route of flight. During night or IMC operations crews will use the published IFR altitudes for published IR routes and published MSAs for SUA or as determined in AFI 11-202 Vol 3 or AFI 11-2B-52 Vol 3.

A2.4.6.2. Day TA/EVS Nav Leg TA01. To receive credit, at least 20 minutes of actual TA must be flown. Log a TA leg for each 20 minutes of TA flown.

A2.4.6.3. Night TA/EVS Nav Leg TA02. Accomplished at night. To receive credit, at least 20 minutes of actual TA must be flown. Log a TA leg for each 20 minutes of TA flown.

A2.4.6.4. Night Mountainous TA/EVS Navigation Leg TA03. A night TA/EVS navigation leg flown in mountainous terrain.

A2.4.6.5. Low Altitude Stream RB30. Creditable to all aircraft in the stream.

A2.4.7. Electronic Combat Events (EC):

A2.4.7.1. EA Threat Activity RA52. 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.

A2.4.7.2. Chaff RA42. In-flight dispensing of chaff in response to an actual or simulated threat or a dispenser exercise. Event requires actual release and logging is limited to one per sortie per EW. May be logged during a dispenser exercise if at least 6 bundles are dispensed.

A2.4.7.3. Flare RA61. In-flight release of self-protection flares as a threat response or dispenser exercise. Event requires actual release and logging is limited to one per sortie.

A2.4.7.4. Proficiency Exercise EC35. An equipment calibration and interference check performed in accordance with flight manual procedures.

A2.4.7.5. MUTES EA Activity RB45. Log when receiving any Multiple Threat Emitter System (MUTES) EA activity. Dual log with other appropriate runs.

A2.4.7.6. Formation EA RA68. An EA run accomplished in formation. Dual log with other appropriate activity.

A2.4.7.7. MUTES Blue/Grey Defense Scenario RB44. A MUTES/Mini-MUTES scenario designed to simulate penetration of and withdrawal from areas defended by blue/grey threats. Log with EA Threat Activity and MUTES EA Activity.

A2.4.7.8. Defensive Maneuvers Profile VT44. Accomplish at least three 3-1 maneuvers. Maneuvers should be accomplished in an air work area concentrating on proper execution of the maneuver. This training should not be accomplished with actual threats as the emphasis is on learning to fly the maneuver (stick and rudder skills) not learning to employ the maneuver in a threat environment. 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.

A2.4.7.9. Low Altitude EC RB24. (AFRC if applicable) EA Threat activity that is accomplished in the low altitude environment.

A2.4.7.10. Simulated Equipment Malfunction Run RB69 (SEMR). May be logged with EA Threat Activity. Accomplish and schedule in accordance with ACCI 10-707.

A2.4.8. Run Types:

A2.4.8.1. Radar synchronous 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.

A2.4.8.2. High/Medium Altitude Defensive Action Bomb Run RA91. 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 AFTTP 3-1. 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 throughout the training cycle.

A2.4.8.3. Low Altitude Defensive Action Bomb Run RB31. This event is designed to allow maximum use of defensive actions to counter threats during actual or simulated weapons delivery. Defensive actions IAW AFTTP 3-1 procedures will be used. This must be accomplished at an operational ESS site or under an airborne threat. The crew must receive EC signals to receive credit. After departing the IP, the crew will notify the ESS of the defensive action bomb run. The crew is authorized to descend below the minimum site tracking altitude based on tactical considerations commensurate with the minimum AFI 11-2B-52V3 authorized TA clearance plane settings. Bomb runs will be camera scored and credited if the site is unable to score the bomb releases

A2.4.9. Weapons Delivery (WD) RC06. 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.

A2.4.9.1. Formation Bombing RA64. Accomplish per AFI 11-2B-52V3 and AFTTP 3-1.19. Creditable to all aircraft in the formation. Crews will make every effort to score each aircraft in the formation by any means available at TTR sites.

A2.4.9.2. High/Medium Altitude Conventional Bomb Run RA88. A bomb run accomplished at any altitude above 5000 feet using conventional (unguided) bombing procedures.

A2.4.9.3. Mine Run. RB25 The aircraft DBRIC must be configured for mine laying operations.

A2.4.9.4. Actual Weapon (AW) Release RA09. May be accomplished at high or medium, altitude using live weapons, inert shapes, or other training weapons. Dual log with type of bomb run accomplished.

A2.4.9.5. Full Scale Weapons Delivery RA72. To receive credit, one of the following conditions must be satisfied: full external load of weapons; full internal load; or full loads internal and external (actual or simulated weapons). Release all weapons on one target, or release internals on one target and externals on another target. Log with Actual Weapons Release and High Altitude Conventional Bomb Run or Low Altitude Conventional Bomb Run (as appropriate).

A2.4.9.6. Laser Guided Bomb Activity PG15. A delivery stressing AFTTP 3-1.19, 3-3.19 procedures. These procedures should be used as guidelines and not the only means for LGB tactics. This event may only be logged once per sortie.

A2.4.9.7. JDAM Release RJ17. Any JDAM release using published procedures. This event may only be logged once per sortie and is not dual logged with an RA88.

A2.4.9.8. WCMD Release RJ20. Any WCMD release using published procedures. This event may only be logged once per sortie and is not dual logged with an RA88.

A2.4.9.9. JDAM/WCMD Actual Release RJ19. 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 sortie.

A2.4.9.10. JDAM/WCMD Jettison Procedures RJ18. Accomplish the JDAM/WCMD jettison procedures checklist. May be accomplished after all bombing activity is completed. This event may only be logged once per sortie.

A2.4.9.11. J-Series Split Load Procedures RJ21. The actual or simulated employment of different versions of J-series weapons (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.

A2.4.9.12. JASSM Launch JM01: Simulated or actual launch utilizing published JASSM procedures. Only one event may be credited per sortie.

A2.4.9.13. JASSM Direct Targeting JM02: Utilize published direct targeting procedures for at least one JASSM. Only one event may be credited per sortie.

A2.4.9.14. JASSM Jettison Procedures JM03: Utilize published JASSM jettison procedures. Accomplished after all JASSM activity is complete. Only one event may be credited per sortie.

A2.4.9.15. AGM-86C/D Launch Procedures RA16. Simulated launch accomplished at any altitude. Only one event may be credited per sortie.

A2.4.9.16. AGM-86C/D Missile Retargeting Exercise RA17. Accomplish missile retargeting procedures for at least one missile. This procedure may be accomplished using retargeting (entire mission), or mission substitution (individual missiles) procedures. This event may be logged only once per sortie.

A2.4.9.17. AGM-86C/D Flex Targeting Exercise RC21. Accomplish using flex targeting procedures for at least one missile. This event may be logged only once per sortie.

A2.4.9.18. AGM-86C/D Direct Targeting Exercise RC22. Accomplish using direct targeting procedures for at least one missile. This event may be logged only once per sortie.

A2.4.9.19. Manual SAIR Exercise MS08. Accomplish Manual SAIR procedures for either ALCM, CALCM, or ACM on at least one missile. Only one event may be credited per sortie.

A2.4.9.20. Simulated Bomb Bay Missile Jettison RB68. 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. Calculate fuel ballast requirement to jettison. May be accomplished in the WST.

A2.4.9.21. Laser Spot Search/Track Procedures (LSST) TG04. Must take place in laser operations approved airspace. Work with another platform (TGP - equipped airframe, terminal air controller or GFAC with laser capability) to use the TGPs LSST function. 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 LSST communications procedures. LSST can be initiated by either platform. Event is complete when the other platforms laser has been captured and target is identified.

A2.4.9.22. IR marker procedures TG03. Must take place in laser operations approved airspace. Can be accomplished with a FAC/A qualified personnel or TAC qualified ground personnel. 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.

A2.4.9.23. LGB employment (self-designation) TG01. Must take place in laser operations approved airspace. Use AFTTP 3-1.19 LGB employment procedures or interim command guid-

ance. The targeting pod will be used to designate the target throughout the weapon's time of fall. One actual LGB release is required for each qualified radar navigator.

A2.4.9.24. LGB employment/formation (buddy-designation procedures) TG02. Must take place in laser operations approved airspace. It is preferred to work with another B-52, but work with another platform (TGP-equipped airframe, terminal air controller or JTAC with laser capability). Obtain target coordinates using targeting pod and pass to wingman. The wingman will manually input the coordinates to prosecute the attack. Designate for wingman upon his release.

A2.4.9.25. TGP employment with JDAM/WCMD/GW TG05. Does not require special use airspace. Can be conducted without laser operations. Use AFTTP 3-1.19 procedures or interim command guidance. Use TGP monitor for target identification and verification. Conduct passive or laser measurements for coordinate updates as required. Include discussion on magnitude of TLE that can be recognized and either accepted (GP weapons, area targets, JDAM pattern attacks on area/soft targets, etc.) or must be removed (point targets, collateral damage concerns, friendly troop location, etc). If necessary, manually update the OAS weapons solution for a typical B-52 attack.

A2.4.9.26. Multi Target Cuing (MTC) TG08. MTC is credited when multiple "flags" are planted, tracked (within or beyond the current FOV), prioritized, centered, and when at least one TCG is accomplished on a centered "flag" and verified by the operator.

A2.4.9.27. TGP Activity TG00. Log any time Targeting pod is used during flight for training activity to update currency.

A2.4.10. Tactics Events:

A2.4.10.1. DAT Retargeting KC041: accomplish retargeting procedures for at least one conventional gravity or J-Series weapon. Only one event per weapon type may be credited per sortie.

A2.4.10.2. SOAT Retargeting Exercise RH407: accomplish conventional missile retargeting procedure for at least one conventional missile. This procedure may be accomplished using retargeting (entire mission), or mission substitution (individual missiles) procedures. Only one event per weapon type may be credited per sortie.

A2.4.10.3. Time Sensitive Targeting TS01: an event performing a tactical weapons delivery (actual or simulated) against an unplanned, highly 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. CAS may be used to fill the TST requirement.

A2.4.10.4. CAS Retargeting KA616: accomplish targeting procedures emphasizing CAS procedures for at least one conventional weapon. 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 should work with actual GFACs or FAC(A)s whenever possible. Only one event may be credited per sortie.

A2.4.10.5. Night Vision Goggles (NVG) Exercise VT36. 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.

A2.4.10.6. Ground Base Jamming Exercise RA78. 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 3-1.19.

A2.4.10.7. Doppler Out Exercise RA51. 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.

A2.4.10.8. Alternate Navigation Systems Exercise (AltNavSysEx)/RA32. Take-off will be accomplished with the IMEs off. The IMEs will remain off from takeoff through the first hour of the flight. Heading will be resolved using alternate true heading calibration. The GPS may be turned on, but will not be integrated with the OAS.

A2.4.10.9. Radar Navigator Management Panel Inoperative Exercise RB61. 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.

A2.4.10.10. Weapons Control Panel Inoperative Exercise RC08. Accomplish an AGM-86B/86C/D/129/158 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.

A2.4.10.11. OAS Recycle Exercise RB57. Recycle of 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.

A2.4.10.12. 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.

A2.4.10.13. Show of Force Exercise (SoFEx) SF01. An exercise designed to train crews for lower than normal cruise altitude operations demonstrating US resolve that involves increased visibility of US deployed forces in an attempt to defuse a specific situation. Requires special attention to terrain avoidance, threat recognition/mitigation, maneuvering and increased CRM (emphasizing: hazardous terrain assessment, radar presentation, aircraft performance at low altitude, threat recognition/assessment, maneuvers and CRM).

A2.4.10.14. Moving Target Laser Guided Bomb Attack: LGB attack against a target in motion. In lieu of AFTTP 3.1 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).

A2.4.10.15. Terminal Attack Control with Targeting Pod: These training events 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) control culminating in actual or simulated weapons release.

A2.4.10.16. Urban Target Attack with Targeting Pod: These training events 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) control culminating in actual or simulated weapons release. Training in urban environments emphasizes target identification, attack axis limitations, and avoiding collateral damage, in close proximity to and coordination with friendly forces. One event, culminating in actual or simulated weapons release, may be logged per target.

A2.4.10.17. EMCON Procedures EC01. Sortie utilizing EMCON procedures/techniques in each compartment from FENCE In to FENCE Out. Emphasis should be focused on limiting radar emissions during gravity weapon releases, minimizing radio emissions, and other EMCON techniques IAW AFTTP 3-1/3.19. Dual log with Formation EMCON 3.

A2.4.11. EWO Events: (N/A AFRC)

A2.4.11.1. Alert Force Response 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. A minimum of three aircraft must be scheduled to perform this exercise simultaneously to receive credit for this event.

A2.4.11.2. Quick Taxi/EWO Departure Exercise DP06 A unit tailored training exercise designed to provide aircrews the necessary skills to respond to a Single Integrated Operational Plan (EWO) launch or conventional dispersal message. The objective of this exercise is to minimize the amount of time required to launch the entire formation. 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:

A2.4.11.2.1. Aircraft cocked to simulate alert status without weapons.

A2.4.11.2.2. Flaps up.

A2.4.11.2.3. Launch message (general purpose launch message addressed to formation).

A2.4.11.2.4. Cartridge Start.

A2.4.11.2.5. Alert start, free flow taxi, formation departure with an emphasis on 30 second spacing between aircraft in the formation.

A2.4.11.2.6. Minimum of two aircraft.

A2.4.11.2.7. 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.

A2.4.11.2.8. High Speed Departure.

A2.4.11.3. Cartridge Start Procedures (CartridgeSt) RA38. 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.

A2.4.11.4. High Speed Departure (HiSpDept) RB01. Departure flown at 325 KIAS or as required for EWO mission until initial level-off altitude.

A2.4.11.5. Nuclear Bomb Run.BR04 Do not dual log with conventional activity.

A2.4.11.6. CSRL Bombing Exercise BR14. A bombing exercise using high, medium, or low altitude nuclear CSRL bombing procedures and one CSRL bomb jettison. Dual logged with type of bomb run accomplished. Creditable in the WST.

A2.4.11.7. AGM-86B/129 Launch Procedures RA14. Simulated launch accomplished at any altitude. Only one event may be credited per sortie.

A2.4.11.8. AGM-86B/129 Missile Retargeting Exercise RC24. Accomplish Missile Retargeting Procedures for either ALCM or ACM 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 sortie.

A2.4.11.9. PLZT training RC07. Flash blindness Protection 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.

A2.4.11.10. Simulated Pylon Jettison RB70. 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. May be accomplished in the WST.

A2.4.12. Miscellaneous Events:

A2.4.12.1. Airborne Aircrew Chemical Warfare Defense Ensemble Exercise (ACWD) LL07. 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., P or CP, 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, a crew 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 crew 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.

A2.5. Ground Events.

The following is a listing of ground events to be used for fulfilling tasked requirements. In the absence of guidance, units will determine the content of tasked events.

A2.5.1. Nuclear Functional Training:

A2.5.1.1. Nuclear Surety Training (GS55). To ensure applicable crew 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.

A2.5.1.2. EWO Study (GS42). To provide the crew 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).

A2.5.1.3. Command Control Procedures (CCP) (GS56). To ensure positive control (PC) crew members are proficient in command control and operational reporting procedures. Crew members will review any procedural changes in EAP-STRAT Volume V, Aircrew Emergency Action Procedures. Additionally, crew 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. Crew members who fail a tape test will be identified to the unit OG/CC and require immediate retraining to include:

A2.5.1.3.1. Thoroughly briefing the identified area of weakness using source documents and training aids as necessary to ensure complete understanding.

A2.5.1.3.2. Retesting the deficient area to verify comprehension.

A2.5.1.3.3. Crew members who fail re-examinations will be recommended for immediate removal from alert status and decertification as required.

A2.5.1.3.4. Crew 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 ACC/IG Operational Readiness Inspections satisfy all requirements for recurring aircrew CCP training for the calendar month in which the inspection is conducted. Curriculum development and Instructor: Command Post.

A2.5.1.4. Unit Mission Briefing UB01. To ensure crew members are familiar with the sortie requirements and operational procedures applicable to the unit mission at the crew member's base of assignment. Crew members will initially be given a comprehensive briefing regarding the EWO commitments, sortie requirements, and operational procedures applicable to the unit

mission. This will include comprehensive discussion on topics outlined in ACCI 10-450, and a review of the individual unit's mission. Curriculum development: Unit EWO study officer.

Attachment 3

VERIFICATION GUIDE

(SEE 3-1/3-3.19 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 crew 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 (EIs).
- b. Required reports and reporting procedures.

Attachment 4

LONG DURATION TRAINING

A4.1. General. Long Duration sorties are defined in [Attachment 1](#). Long Duration missions are not intended to be a crew training requirement only, but rather a requirement for the entire unit, allowing each part of the warfighting team an opportunity to gain valuable experience. The benefit of these missions is to provide units with practice in joint operations, foreign country coordination, nonstandard mission planning and range activities, international flight planning, physiological aspects of long duration flights, aircraft phase flow, weapons load training, and OPSEC.

A4.2. Command Relations. The execution order for HHD missions will specify command relations. Units coordinating their own long duration training must make their own arrangements. Contact ACC/A3X for assistance if required. For most training missions OPCON will remain with CDRUSJFCOM. The combatant commander has TACON for exercises purposes whenever forces not assigned to that combatant commander undertake exercises in the combatant commander's AOR. TACON begins when the forces enter the AOR, and is terminated at the completion of the exercise after departing the AOR. TACON provides direct authority over exercising forces for purposes relating to that exercise only; it does not authorize operational employment of those forces. Specified elements of ADCON (force protection and concurrent UCMJ authority) are also granted to the combatant commander for deployment/diverts into the AOR. The preceding command relation guidance also applies to Global Power missions.

A4.3. Public Affairs. Many long duration missions will attract media attention, and this is encouraged. All public affairs questions should be routed to the Office of Public Affairs, HQ ACC/PA, DSN 574-5007.

A4.4. Crew Rest and Flight Duty Limitations.

A4.4.1. Crew Rest: Aircrew and DNIF cover aircrew will be identified no later than 72 hours prior to launch. The aircrew will be relieved of non-mission related duties 48 hours prior to launch. Units will consider using preflight crews to minimize crew duty day. Post-flight crew rest should be proportionate to the length of the flight duty period. Longer flight duty periods will require longer crew rest periods. For all long duration sorties post-flight rest requirement is a minimum of 24 hours, plus one half hour for every time zone crossed in flight.

A4.4.2. Maximum Flight Duty Period: Maximum flight duty period for all sorties is defined in AFI 11-202V3, Table 9.1. and ACC Sup 1. For HHD missions including Global Power missions, the approved EXORD constitutes approval to exceed these duty day limitations as required to accomplish the mission unless a maximum duty day is specified in the EXORD. For non-HHD missions units must request a duty day waiver from ACC/A3, if required.

A4.4.3. Units are encouraged to use any reasonable means to shorten an extended crew duty day, such as using preflight crews, minimizing show times, etc. Additionally, during the planning of long duration missions, planners should review TOTs and the way in which these will impact aircraft launch and recovery times. Every attempt should be made to minimize conflict with crew circadian rhythms. Where possible, avoid scheduling critical phases of flight during normal sleep periods (such as 2300 through 0600 hours home-base time).

A4.4.4. Crew Chief Work and Rest Plan. The crew chief is responsible to the aircraft commander. The aircraft commander, in conjunction with the en route station chief of maintenance, will determine how long the crew chief can safely perform aircraft recovery actions. The crew chief must have the opportunity for 8 hours sleep in each 24-hour period. See AFI 21-101, Maintenance Operations and Management Policy, for detailed guidance.

A4.5. Human Factors/Physiological Issues.

A4.5.1. Unit planners will contact unit flight surgeons upon initiation of planning. Factors to be considered include pre- and post-flight crew rest, use of medication, required human factors briefings and scheduling of in-flight activities. The unit flight surgeon will act as liaison with Air Force Research Laboratory and request on scene assistance as needed. The mission fatigue timeline and other related aircrew fatigue management documents may function as source documents for guidance.

A4.5.2. Unit flight surgeons will ensure medications (Go Pills) are used IAW current AF/A3 and ACC/A3/SG message guidance and HQ ACC/SG guidelines.

A4.5.3. Unit flight surgeons will also ensure aircrews receive briefings on human performance and physiological issues related to long duration missions.

A4.5.4. The OSS wing life support officer will develop a long duration flight equipment package (i.e. noise reduction headsets, piddle packs, mattress, sleeping bag, etc.). Use of quick-don masks is authorized to satisfy AFI 11-202V3, oxygen requirements for long duration flights. Use of long duration flight equipment, to include quick-don oxygen masks, is restricted to periods of high altitude cruise flight. Ejection seat requirements for high altitude cruise removal of parachute/torso harness in AFI 11-202V3, must be complied with.

A4.5.5. It is highly recommended that units contact Air Force Research Laboratory, Biodynamics and Protection Division (DSN 240-8140) for missions exceeding 24 hours. The Biodynamics and Protection Division can provide a mission fatigue management timeline. The timeline will provide information on sleep/wake cycles and light (night/ day) levels expected for route of flight. Requirements for the timeline are latitudes and longitudes of route of flight, T/O and land times, AR times, and low altitude times faxed to them (DSN 240-2761) at least 24 hours in advance (do not send sensitive data).

A4.6. Theater Instructions. The following entry/exit procedures will be used by all bomber aircraft operating in the specified AOR. They should help minimize in-flight communications. These procedures do not replace any required exercise-specific reporting instructions.

A4.6.1. EUCOM AOR: The following procedure will be used by aircrew employing to or transiting the EUCOM AOR. Crossing 45W longitude eastbound, aircrew will check in via CTII, VSAT or establish a phone patch via HF radio (or other suitable means) with the 32 AOC, (DSN 314-478-8831/4156/) call sign: WOLFHOUD at Ramstein Air Base, Germany. Pass in-flight report to include, time of crossing, aircraft status, and ETA to target. The 32 AOC will provide a weather update and confirm range availability if within the EUCOM AOR. This does not replace the need to communicate directly with the specific range for final confirmation and for the aircrew to comply with all range procedures. Keep the 32 AOC advised of any deviations to the original planned operation (use of an alternate range, weather divert, etc.). Contact the 32 AOC passing longitude 45W westbound to CONUS with an in-flight MISREP. If unsuccessful, pass reason. If exiting eastbound/ entering westbound,

make exit/entry report at 30E longitude to the 32 AOC. Units will coordinate with the 16 AF AOC NLT 7 business days prior to mission launch to confirm and coordinate the mission SPINS.

A4.6.2. PACOM AOR: Upon entering the PACOM AOR, aircrew will contact the Kenney Headquarters Pacific Air & Space Operations Center (PAOC) directly or via phone patch through the ACC Command Center (DSN 574-1555) with an advisory on mission status, intentions, and other pertinent information. The PAOC will pass along information or provide assistance as required in support of the mission (weather, range status, message relay, etc.). The same procedure will apply when the missions leave the AOR. Units will call the PAOC 24/7 Chief of Combat Operations (CCO) at DSN 315-448-0844 or Comm (808) 448-0844 on mission planning day to confirm the impending mission and obtain PAOC contact information.

A4.6.3. CENTCOM: The following procedure will be used when employing in or transiting the CENTCOM AOR. Two weeks prior to the mission, the unit POC will contact the CENTCOM POC (CCJ3-P (Non JCS Exercise) DSN 968-6340 or CCJ3-E (JCS Exercise) DSN 968-6298) to detail command and control authority and specific communication requirements (call sign of controlling agency, SATCOM frequencies, DSN #, and number of reports required). Contact the CAOC SODO (DSN 318 436-4293) via HF radio (or other suitable means) upon entry and exit of the CENTCOM AOR and continuously monitor directed frequencies throughout the mission. Ensure you report aircraft status, location, and any other pertinent information. The controlling agency will pass along information as required that may apply to the mission (weather, range status, etc.). Contact CENTCOM/CCJ3, DSN 968-6340/6298 (FAX: 968-5829) on mission planning day to confirm the impending mission and coordinate details.

A4.6.4. SOUTHCOM: The following procedures will be used for aircrew employing to or transiting the SOUTHCOM AOR. Amplifying information can be found on the AFSOUTH SIPRNET website <http://12af.davismonthan.af.smil.mil/ussouthaf/>. NLT 30 days prior to the mission, the unit POC will contact the AFSOUTH A3X (DSN 228-0209/7355) to conduct initial coordination. Simultaneously, the aircrew will also contact the AFSOUTH CAOC MAAP Cell (DSN 228-2065/5968) to coordinate inclusion in the AFSOUTH ATO and any other CAOC issues. During mission planning day the aircrew should contact the AFSOUTH CAOC Duty Officer (DSN 228-5029/5974) to get further updates/restrictions, coordinate details and to confirm the mission. Upon crossing 29N latitude southbound, 95W longitude eastbound or 20E longitude westbound, aircrew will establish contact on AFSOUTH C2 nets IAW procedures outlined in the AFSOUTH Special Instructions, Appendix 1 "Communications and Frequency Assignments". Aircrews should continuously monitor directed frequencies throughout the mission and will report aircraft status, location, and any other pertinent information. The controlling agency will pass along information as required that may apply to the mission (weather, base/range status, etc.).

A4.6.5. NORTHCOM AOR. Follow ICAO/FAR procedures for entering/exiting the North American Air Defense Identification Zone (ADIZ).

A4.6.6. OTHER AORs: There is no preferred procedure for entering and exiting other AORs. It is highly dependent on the individual country being entered and the exercise. Expect instructions from the specific unified command HQ on the specific entry/exit procedures.

A4.7. Global Power Program. Global Power is the unclassified nickname for HQ ACC tasked bomber out-of CONUS long-range conventional strike deployment-employment capabilities needed to respond to

the spectrum of Air Expeditionary Force engagement scenarios. Global Power by itself is unclassified, although the exercises it is connected with may be classified.

A4.7.1. Office of Primary Responsibility is HQ ACC/A3X, 205 Dodd Blvd., Suite 101, Langley Air Force Base, Virginia, 23665-2789; DSN 574-7411. E-mail address is acc.a3x@langley.af.smil.mil.

A4.7.2. The following requirements are the minimum training events needed to receive credit for a Global Power mission. The requirements are based on likely power projection scenarios to support Air Expeditionary Force taskings that must respond across the spectrum of engagement options.

A4.7.2.1. Each unit must launch a sortie that is planned to transit international airspace, enter another combatant commander's AOR, accomplish an ADIZ penetration, and then strike targets on an overseas range, depending on the deployment-employment scenario. Mission planning should include multiple targets in a medium to high threat environment and varied mission tasks.

A4.7.2.2. Each sortie must be a minimum of 13 hours to ensure the crew's experience the physiological effect of long duration flight. The length of the Global Power mission will depend upon the actual overseas range and the employment/deployment scenario.

A4.7.2.3. All Global Power missions should attempt to carry weapons with a planned release on an overseas range. While weather and airborne maintenance problems may prevent weapons release, units will receive GP credit if they launched with the intent of releasing weapons on a range. When mission scenario dictates, plan to release a mixed weapons load.

A4.7.2.4. In-flight planning re-planning and target reassignment. Flexibility is a key ingredient to Global Power mission profiles. Each unit must be prepared to conduct airborne re-planning and target reassignment to the maximum extent possible.

A4.7.2.5. Global Command, Control and Communication Systems. HQ ACC will exercise "real world" command relations to the maximum extent possible (refer to [A4.3](#) for basic guidelines). Ensure all communication systems available (Voice SATCOM, Combat Track II and other secure communication systems) are exercised on all Global Power training sorties.

A4.7.3. Mission Options. The following options reflect the most likely use of bombers across the spectrum of engagement:

A4.7.3.1. Round-robin missions: bombers launch from home station, conduct an employment mission to an overseas range, and then land at home station. This option is the most demanding on aircrew and air refueling assets.

A4.7.3.2. Deployment-employment missions: bombers launch from the CONUS, release weapons on an overseas range, then land at a bomber FOL.

A4.7.3.3. Higher headquarters directed deployments: All JCS directed missions, combatant commander request for forces (participation in the EUCOM, PACOM, SOUTHCOM, or CENTCOM AOR), and JCS exercise deployment sorties en route to overseas location, regardless of mission profile, will be considered Global Power missions.

A4.7.4. Funding. HQ ACC/A3X manages the Global Power fund cite (PE11897) and has the authorization to fund TDY, per diem, and billeting costs of operation and maintenance personnel supporting the mission. ACC/A3X will approve funding for GP missions on a case-by-case basis. The GP fund cite is not authorized for air shows or airlift requests.

A4.7.5. Scheduling. HQ ACC/A3X will schedule, coordinate, and manage all Global Power missions. It will interface with overseas MAJCOMs, numbered air forces, and individual bomber units. Presently, Global Power taskings are contained in the ACC CPO. Due to the dynamic nature of many exercises, dates may change, but this annual schedule will provide the framework units need to plan and will be changed only IAW the process identified in the ACC CPO. If a unit has an alternative plan they would like to execute in a particular quarter, they should inform ACC/A3X with adequate lead-time so that proper coordination may proceed. Global Power missions that require short-notice airlift/in-flight refueling must be avoided. ACC/A3X will schedule each bomber squadron for a minimum of two Global Power missions per AEF cycle in the CPO. It is recommended that one of the two Global Power missions be scheduled to occur within three months of AEF vulnerability. Participation in higher headquarters overseas exercises also qualifies for Global Power credit.

A4.7.6. Individual Bomber Unit Responsibilities.

A4.7.6.1. Units will develop local guidance and procedures for all aspects of Global Power missions.

A4.7.6.2. Appoint an OSS primary and alternate POC to interface with HQ ACC on all long duration/Global Power matters. Ensure ACC/A3X has a current name, message address, DSN number, and E-mail address (if applicable) for the OSS POC. All unit contact with ACC/A3X will be coordinated through the OSS POC. Units will also designate a primary and alternate project officer for each Global Power/long duration mission to ensure proper coordination and information flow between all concerned. Both primary and alternate project officers must maintain total working knowledge of all aspects of their assigned mission.

A4.7.6.3. Maintain HQ ACC/A3X (AFRC-Also include AFRC/A3OX) as "info" addressee on all message traffic associated with Global Power. Similarly info the concerned overseas MAJCOM and parent NAF.

A4.7.6.4. Normally, units will work range requests, fighter intercepts, ECM, and so on, through the exercise office of the particular overseas MAJCOM. Range guide information is available from other MAJCOM exercise offices or HQ ACC/A3X to assist in planning for overseas range use.

A4.7.6.5. Units will consult the ACC CPO to determine the type of exercise the Global Power mission will support (i.e. JCS, MAJCOM, etc.) in order to ensure the correct Air Refueling Support Priority (IAW AFI 11-221, *Air Refueling Management (KC-10 and KC-135)*, Attachment 1) can be assigned. Contact ACC/A3X if there is any question on the priority level to be assigned.

A4.7.6.5.1. "Horse blanket" requests are critical to ensure air refueling will happen where and when needed. Short-notice tanker requests should be avoided to the maximum extent possible. Unit will ensure they submit tanker requests with the proper priority level IAW AFI 11-221, Attachment 1. "Horse blanket" conferences are normally due the last week of the first month of the quarter for the following quarter. The following is a guideline for "Horse blanket" air refueling requests:

A4.7.6.5.1.1. Jan thru Mar Global Power missions: request air refueling support the third week in October.

A4.7.6.5.1.2. Apr thru Jun Global Power missions: request air refueling support the third week in January.

A4.7.6.5.1.3. Jul thru Sep Global Power missions: request air refueling support the third week in April.

A4.7.6.5.1.4. Oct thru Dec Global Power missions: request air refueling support the third week in July.

A4.7.6.5.2. Because Global Power missions are tanker-intensive, units should consider any and all options to reduce the in-flight refueling requirements.

A4.7.6.6. Units will consult/comply with the DOD Foreign Clearance Guide and COMACC OMNIBUS Plan - 96 for applicable guidance.

A4.7.6.7. Unit Intel Office will submit a threat advisory support request message IAW ACCI 14-250 NLT 10 working days prior to launch date. Unit Intel personnel will become familiar with procedures listed in the most recent edition of this instruction as well any published guidance detailing advisory support procedures.

A4.7.6.8. Units may explore options to use if the mission cannot be accomplished as planned. However, alternate missions should be kept as simple as possible due to the complexity of the primary mission. Training events will be limited to the minimum required to accomplish the specific mission taskings and operational training.

A4.7.6.9. Provide a detailed summary of planned employment activity to ACC/A3X NLT 3 weeks before the sortie date. This information may be provided via fax or e-mail to make the three-week suspense. However, ensure both HQ ACC (AFRC-Also include AFRC/A3OX) and the parent NAF get the same information. Unit POCs will also contact HQ ACC/A3X 48 hours prior to mission launch to update the three-week report. This may be done via telecom, fax, or e-mail. This summary will include:

A4.7.6.9.1. Date of launch (local date)

A4.7.6.9.2. Takeoff time (Zulu and local times)

A4.7.6.9.3. Landing time (Zulu and local times, and date)

A4.7.6.9.4. Landing location, if not home station

A4.7.6.9.5. Duration

A4.7.6.9.6. Number of aircraft in formation

A4.7.6.9.7. Number of airborne/ground spares

A4.7.6.9.8. Weapons carried: Type and number

A4.7.6.9.9. All activity planned; include bombing altitude and weapon tactics, fighter or ECM activity, etc.

A4.7.6.9.10. Range name/location

A4.7.6.9.11. Target number and TOT (Zulu and local times, and date)

A4.7.6.9.12. Threat Advisory Support Activity, actual and simulated

A4.7.6.9.13. Emergency/divert fields

A4.7.6.9.14. Air refueling information: Number of times; pounds on-loaded per aircraft per refueling; tanker unit and type; A/R tracks; each ARIP.

A4.7.6.9.15. Route description (general verbal description of the route to facilitate development of a briefing slide).

A4.7.6.9.16. Return mission information if deploying (Same format as above).

A4.7.6.10. In-flight reports must be made to the unit command post. These reports, as a minimum, will include a takeoff report, end air refueling report, a strike report, and a landing report. Also, a report will be made anytime unplanned circumstances significantly affect the outcome of the mission, such as in-flight emergency, divert, release system malfunction, weather, navigation problems, and so on. Crew judgment is the key when deciding what needs to be reported. The unit command post will relay all in-flight reports to the HQ ACC Command Post, who will then up-channel reports to the ACC/A3. For USAFE AOR ask your command center to forward any pertinent information to the USAFE Command Center (UCC), (DSN 480-8200/8202/8203/8258).

A4.7.6.11. Within 3 days after the mission, a call must be made to ACC/A3X with a verbal report on the mission. This is not an official after-action report but a generalized "how it went" briefing. All information on the pre-mission (3-week) report should be updated with the actual mission results to include threat advisory support results. EXCEPTION: if anything occurs during the mission that needs to be briefed to the ACC Staff (diversion, emergency, diplomatic incident, etc.), call ACC Command Center, DSN 574-1555, immediately. If in doubt, call.