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Flying Operations

B-2 AIRCREW TRAINING

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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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 to perform duties in the B-2. This instruction does not apply to Air National Guard (ANG) or Air Force Reserve Command (AFRC) units and members. MAJCOMs/DRUs/FOAs are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to HQ USAF/XOOT, through HQ ACC/DOTO, 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 to HQ USAF/XOOT, HQ ACC/DOTO, 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 publication 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 33-360V1, *Publications Management Program*. See paragraph **1.3.** of this volume for guidance on submitting comments and suggesting improvements to this publication. Maintain and dispose of all records created as a result prescribed processes IAW AFMAN 37-139, *Records Disposition Schedule.*

This instruction 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 instruction are Title 37 USC 301a, Incentive Pay; Public Law 92-204 (Appropriations Act for 1973), Section 715; Public Law 93-570 (Appropriations Act for 1974); Public Law 93-294 (Aviation Career Incentive Act of 1974); Air Force Instruction 11-401, *Flight Management*; and E.O. 9397. System of records notice F011 AF XO A, Air Force Operations Resource Management Systems (AFORMS) applies. The reporting requirements in this instruction are exempt from licensing in accordance with paragraph 2.11.10 of AFI 33-324, *The Information Collections and Reports Management Program*; *Controlling Internal, Public, and intra agency Air Force Information Collections*.

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 publications office:

Publications: ACCI 11-301, ACCI 11-464, ACCI 10-450V2, ACCI 14-105, ACCI 14-250, ACCI 33-151, ACCI 10-207, ACCI 11-T38, and ACCI 11-450.

SUMMARY OF REVISIONS

This revision incorporates Interim Change IC 2001-1. This interim change (IC) 02-1 includes numerous administrative changes throughout the document. All changes except one are the result of the recently approved B2IQT (Universal Pilot) syllabus. Graduates of B2IQT are now fully qualified in the left and right seat. Mission commander upgrade and weapons qualification changes were made to reflect this dual-qualification syllabus. Paragraph **6.3.** Long-Duration Qualification Training in the WST was changed to place emphasis on preflight/inflight fatigue countermeasures to include supervised use of approved pharmaceuticals administered by an authorized flight surgeon. (|) indicates revisions from the previous edition.

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CHAPTER 1

GENERAL GUIDANCE

1.1. Abbreviations, Acronyms, and Terms.

See **Attachment 1**.

1.2. Responsibilities:

1.2.1. HQ ACC/DO is designated as the responsible agency for this instruction IAW AFPD 11-2, Aircraft Rules and Procedures. HQ ACC/DO will:

1.2.1.1. Chair semiannual ACC Realistic Training Review Boards (RTRBs) to review ground and flying training requirement/programs for CAF units. RTRB participants will include applicable ACC component representatives. MAJCOM/DOs with major weapons systems for which ACC is lead command will be invited to send representatives and/or inputs.

1.2.1.2. Process all change requests.

1.2.2. All applicable 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/DOTO, who in turn will forward to HQ USAF/XOOT for approval. Provide HQ USAF/XOOT and all MAJCOM DOs a copy of approved supplements to this instruction.

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

1.2.3. Direct reporting units (DRU) will:

1.2.3.1. Provide standard instructional texts to support operational weapons/tactics training. Forward two copies of each to the MAJCOM and NAF/DO (AOG)/OV, and five copies to each CAF wing/group.

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.

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 flyer will train. Upon request, provide MAJCOM/DOT with a list of BMC and CMR designated manning positions NLT the beginning of each training cycle. Review programs and manning position designations annually.

1.2.4.4. If applicable, forward supplements to this instruction to MAJCOM for review. Review supplements annually.

1.2.4.5. Identify training shortfalls that adversely impact combat capability. Units are required to submit anticipated shortfall reports each quarter to MAJCOM/DOT (info copy to NAF/DO (AOG)) (due 31 Jan, 30 Apr, 31 Jul) and a summary shortfall report at the end of the training cycle (due 31 Oct). Prior to submitting the annual report, units are reminded to prorate incomplete training, as detailed in **Chapter 4**, **Chapter 5**, and **Chapter 6** of this volume and the RAP Tasking Message. (For training report format see **Attachment 4**, Training Shortfall Report.) Negative reports are required. **NOTE:** For ACC units, this report may be submitted on the HQ ACC/DOTO homepage.

1.2.5. SQ supervision will:

1.2.5.1. Ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned/attached aircrew.

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.

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 aircrew will maintain qualification versus familiarization.

1.2.5.6. Determine utilization of BMC aircrew.

1.2.5.7. Determine how many and which BMC and CMR aircrews 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 breadth and depth of supervisory review of weapon delivery recordings.

1.2.5.10. Assist the wing/group in developing unit training programs.

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

1.2.5.12. Ensure aircrew participate only in sorties, events, and tasks for which they are adequately prepared, trained, and current.

1.2.5.13. Ensure T-38 Companion Trainer Program (CTP) properly supports B-2 combat crew capability.

1.2.6. Individual aircrew 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 instruction.

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

1.3. Processing Changes:

1.3.1. Forward recommendations for change to this instruction to MAJCOM DOT on AF Form 847, **Recommendation for Change of Publication**.

1.3.2. MAJCOMs will forward approved recommendations to HQ ACC/DO through HQ ACC/DOTO.

1.3.3. HQ ACC/DO will:

1.3.3.1. Coordinate all changes to the basic instruction with all applicable MAJCOM/DOs .

1.3.3.2. Process recommendation for change.

1.3.3.3. Forward recommended interim changes (IC) and revisions to HQ USAF/XOOT for HQ USAF/XO approval.

1.3.3.4. Address time-sensitive changes by immediate action message.

1.3.4. MAJCOM DOs will determine training requirements for their subordinate units. These training requirements will be approved by HQ ACC/DO. This includes making changes, additions, or deletions to this instruction at anytime. These changes may be made via MAJCOM supplement, RAP Tasking or immediate change messages.

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

1.4.1. IQT and RQT provide the training necessary to initially qualify a crewmember in a basic position and flying duties without regard to the unit's mission. The B2IQT (Universal Pilot) syllabus qualifies new crewmembers to perform left or right seat duties in the B-2. Normally, MQT training is accomplished in conjunction with IQT. However, at completion of IQT/RQT, any further MQT training will be accomplished at the unit. Upon completion of IQT or RQT, the crewmember attains Basic Aircraft Qualification (BAQ) status. Except for general officers above wing level, BAQ is not a long-term qualification status. Waiver authority for any aircrew member, other than general officers above the wing level, to remain BAQ for longer than 6 months is MAJCOM DO.

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. Aircrew maintain BAQ status until they complete MQT. Completion of MQT or an FTU instructor course is a prerequisite for BMC and CMR.

1.4.3. There are two aspects of CT. The first consists of aircrew training in the basic flying skills contained in **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) is the CT program designed to focus training on capabilities needed to accomplish a unit's core tasked missions. Following completion of IQT/RQT and MQT, aircrew are trained in all the basic missions of the unit, unless excepted in **Chapter 3**. The crewmember 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 to be qualified and proficient in all of the primary missions tasked to their unit and weapon system.

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 the 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. Approximately 50% of the aircrew selected for CMR must be inexperienced and should be given priority.) CMR aircrew 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 appropriate authority. While N-CMR, aircrew may perform missions (including exercises and contingencies) in which they are current, qualified, and either familiar or 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 unit and weapons system.

1.4.4.4. BMC Positions. All other active duty 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, FTU 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 aircrew 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 aircrew 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 re-certification program is complete.

1.4.4.5. N-CMR/N-BMC. Aircrew that regress to N-CMR/N-BMC status will accomplish the requirements IAW paragraph **4.7.1.2.**

1.4.4.6. Specialized Training. Specialized training is training in any special skills necessary to carry out the unit's assigned missions that is not required by every aircrew. Specialized training consists of upgrade training such as Package Commander (PC) upgrade, formation upgrade, Terrain Following (TF), etc., as well as CT, to maintain proficiency and qualification in unit tasked special capabilities and missions. Specialized training is normally accomplished after a crewmember 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 instruction 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 and validate training programs when/where tasked by the HQ ACC/DO. Other MAJCOMs may submit requests for training program support to the HQ ACC/DO. 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, etc.).

1.5.4. Inflight Supervision: 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 may be required.

1.5.5. Aircrew are not required to accomplish ground and/or ancillary training except as required by this instruction or AFI 36-2201, *Developing, Managing, and Conducting Training.*

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

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

1.6.1. 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.

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, however, minor variances are authorized. Variances in sorties/mission types may be used as a basis for regression by the SQ/CC. Qualification in a mission is determined by the SQ/CC considering 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 is 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. Confirmation that the progressed crewmember can complete the prorated number of sortie/event requirements remaining at CMR by the end of the training cycle.

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

1.6.5.5. Squadron CC certification.

1.6.6. SQ/CCs will determine and assign aircrew that will maintain special capabilities or qualifications, including in-unit Mission Commander upgrade. Specialized training is normally accomplished in addition to baseline CMR/BMC sortie/event requirements.

1.6.7. CMR and BMC aircrews 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 one 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.

1.6.10. The aircrew training cycle is 12 months--1 Oct through 30 Sep. Units will complete training requirements during the appropriate training cycle unless where specifically excepted.

1.7. Training Sortie Program Development:

1.7.1. RAP sortie and event requirements (see **Attachment 2**) apply to CMR and BMC aircrew as well as those carrying special capabilities or qualifications and are IAW the RAP tasking message. 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 message takes precedence over this instruction, and may contain an updated sortie requirement or missions/events not yet incorporated in **Attachment 2**.

1.7.2. Non-RAP requirements are in addition to RAP requirements. These sorties ensure basic aircrew skills are maintained. These sorties ensure that aircrew maintain their skills necessary 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. 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 airshows. For the annual training cycle, 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. 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-effective sorties are logged appropriately.

1.8. Training Records and Reports:

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

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

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

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

1.8.1.4. AFMAN 37-139, *Records Disposition Schedule*.

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

1.8.1.6. AFM 171-190V2, *Air Force Operations Resource Systems (AFORMS): Users Manual*, Sections A through K.

1.8.1.7. 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 **AFORMS** "NO DATE" events with either the date it was accomplished in FTU, or the unit mission certification date.

1.9. Weapons Delivery Recording:

1.9.1. Aircrew should use and assess all available training documentation such as Aircraft Video Tape Recorder (AVTR) tapes or Teleoptical Scoring System (TOSS) on all tactical missions. Aircrew should review their tapes with their flight member.

1.9.2. As a guide, the following AVTR items should be reviewed: weapons parameters, accuracy, adherence to Training Rules (TR), flight discipline, and tactical employment.

1.10. Aircrew Utilization Policy:

1.10.1. Commanders will ensure that wing/group tactical aircrew (API-1/2/6s) fill authorized positions IAW unit manning documents and that crewmember status is properly designated. The overall objective is that aircrew perform combat-related duties. Supervisors may assign aircrew to valid, short-term tasks (escort officer, FEB/mishap board member, etc.), but must continually weigh the fac-

tors involved, such as level of aircrew tasking, flying proficiency, currency, and experience. For inexperienced aircrew, 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 crewmembers are weapons and tactics officer, programmer, flying safety officer, Supervisor of Flying (SOF), mobility/contingency plans, training (except AFORMS 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, 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 crewmember API-1/2 manning is 100 percent or better. CCs will ensure wing/group staff aircrew (API-6s) perform duties justified in MAJCOM manpower standards documents and authorized in UMDs.

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

1.11. Sortie Allocation Guidance:

1.11.1. Inexperienced API-1/2 aircrew should receive sortie allocation priority over experienced aircrew. Priorities for sortie allocation are as follows:

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

1.11.1.2. Combined Formal Training 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 and TES 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 Aircraft Inventory (PAI) are authorized one SQ equivalent of additional API-6s during the conversion period. However, total wing staff flying the new aircraft shall not exceed total authorized for final conversion equipage.

1.11.3. For wings consisting of both FTU and operation units, it is highly desired one of the following aircrew maintain formal instructor status: WG/CC, WG/CV, OG/CC, OG/CD.

1.11.4. API-8 rated personnel and Test Unit aircrew flying authorizations will be IAW AFI 11-401 and MAJCOM guidance. They will fly the BMC sortie rate, however they are not required to complete BMC specific missions/events or meet monthly lookback requirements. Units should provide assigned API 6/8 flyers adequate resources to maintain minimum training requirements. However, API-6/8 flyer support will not come at the expense of the flying squadron's primary mission. API 6/8 flyers will accomplish non-RAP requirements with allotted BMC sorties. If attached units cannot meet attached flyer requirements, they must request relief IAW AFI 11-401, ACC Sup. Units requiring flying hour adjustments for attached API-8 and applicable API-6 flyers must request program changes IAW ACCI 11-103.

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.

1.12. Waiver Authority:

1.12.1. Unless specifically noted otherwise in the appropriate section, waiver authority for requirements of the RAP Tasking Message 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/DOT , unless otherwise stated.

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

1.12.3. Waivers to this instruction will be valid until end of training cycle.

1.13. Test Units:

Test programs may supplement or change the requirements of this volume as dictated by their individual mission and test requirements.

Table 1.1. Annual B-2 RAP Sortie Requirements (Inexperienced/Experienced).

Cycle	CMR (Inexperienced/Experienced)	BMC (Inexperienced/Experienced)
RAP Total (1)	26/24	18/16
3-Month Lookback	6/6	4/4
1-Month Lookback	2/2	1/1
NOTE 1. Current RAP sortie requirements are based on the selection of highly qualified aircrew for B-2 Initial Qualification. Expect sortie requirements to increase as aircrew experience level decreases.		

Table 1.2. B-2 Annual Sortie Requirements for other than API-1/2.

API Level	CT Status	Unit's Aircraft Code	Organization Level	Maximum Sortie Allowance (Inexperienced/Experienced)
6	CMR	CC	Any	As required by qualifications
6	BMC	CC	Wing	CMR Rate
6 (FTU IP)	BMC	CC or TF	Wing	As required by PFT
6	BMC	Any	Test Unit	As determined by test program requirements
Any	BAQ	Any	Any	BMC Rate

API Level	CT Status	Unit's Aircraft Code	Organization Level	Maximum Sortie Allowance (Inexperienced/Experienced)
8	BMC	CC, or TF, or CB	Above Wing	As required by qualifications

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), Requalification (RQT), Flight Instructor Course (FIC) and Basic Qualification Training (BQT). This training normally will be conducted during formal syllabus courses at the formal training unit (FTU) whenever possible. In exceptional circumstances, when FTU training is not available within a reasonable time period, Formal Training may be conducted at the local unit IAW provisions of this chapter. This local Formal Training normally will be conducted using appropriate USAF Training Course syllabus tracks, flow programs, and requirements. When local Formal Training is authorized, the gaining MAJCOM assumes responsibility for the burden of providing this training locally.

2.2. Waivers: Request waivers IAW approved syllabus. Waivers will be considered only for exceptional circumstances and/or extensive experience and background in the weapon system. MAJCOM/CC is the approval authority for non-formal course IQT for colonel selectees and above to be conducted at the unit to which the officer is assigned.

2.3. Prerequisites: Units and individual aircrew members must ensure all entry prerequisites and requirements are met. Course prerequisites will be IAW the appropriate B-2 syllabus and Education and Training Course Announcements (ETCA) **https://etca.keesler.af.mil/**, *USAF Formal Schools*. Individuals arriving at the FTU without having all prerequisites met or waived may be denied entry into training.

2.4. Ground Training: Ground training may be tailored to the individual's background and experience or to local conditions. However, available and current reference materials such as AFTTP 3-1V23, *Mission Employment B-2*, instructor guides; and audiovisual programs should be used as supporting materials to the maximum extent possible.

2.5. Flying Training:

2.5.1. Training will be completed within the time specified by the approved syllabus. Failure to complete training within the specified time limit requires notification through channels to MAJCOM DO (ACC info HQ ACC/DPPTC/DOTO and the gaining unit) with crewmember's name, rank, reason for delay, planned actions, and estimated completion date.

2.5.2. Formal course syllabus mission objectives and tasks are minimum requirements. However, additional training events, based on student proficiency and background, may be incorporated into the program with authorization of the FTU SQ/CC. Additional training due to student non-progression is available within the constraints of the formal course syllabus and may be added at the discretion of the SQ/CC.

2.6. Initial Qualification Training (IQT): Qualifies new aircrew members to perform left or right seat duties in the B-2. Prerequisites and time limitations are listed in ETCA **https://etca.keesler.af.mil/** and the B2IQT (Universal Pilot) syllabus. B2PIQT and B2MCIQT syllabi have been rescinded but are still referenced throughout this instruction where applicable.

2.7. Basic Qualification Training (BQT):

2.7.1. BQT is designed for senior rated officers as well as a small number of non-senior officers in certain wing staff positions, graduates of USAF TPS, and test personnel. Course prerequisites are listed in ETCA **https://etca.keesler.af.mil/** and the B-2 Basic Qualification Training (BQT) Syllabus. BQT graduates will be BAQ qualified pilots and must fly with an instructor until completion of Mission Qualification Training (MQT).

2.7.2. All formal training courses conducted at FTUs for senior officers (colonel selectees and above) not assigned to Whiteman AFB command positions require approval at the following levels (OPR: HQ ACC/DOTO):

2.7.2.1. Colonel and Colonel Select: HQ ACC/DOT

2.7.2.2. Brigadier General Select and Above: HQ ACC/DO

2.7.3. Senior officers must meet course entry prerequisites and will complete all syllabus requirements unless waived IAW syllabus directives (the syllabus waiver authority normally is HQ ACC/DOT).

2.7.4. Senior officers in training at the FTU are in formal training status. Unit duties will be turned over to appropriate deputies or vice commanders until training is completed. Exceptions to this policy must be approved by MAJCOM/CC.

2.8. Requalification Training (RQT):

2.8.1. Requalified noncurrent B-2 crew members. Prerequisites and time limitations are listed in ETCA **https://etca.keesler.af.mil/** and the B-2 RQT syllabus.

2.8.2. Individuals requiring requalification training may not be assigned as BMC until completion of MQT.

2.8.3. Units will assign requalified crew members to an active flying position for a minimum of 18 months.

2.9. Mission Commander Upgrade Training (MCUT): Qualifies B-2 pilot graduates of the B2PIQT syllabus (qualified in left seat duties only), for right seat/mission commander duties. MCUT is conducted at the FTU. Prerequisites and time limitations are listed in ETCA **https://etca.keesler.af.mil/**. Pilot graduates of the B2IQT (Universal Pilot) syllabus will accomplish Mission Commander (MC) Upgrade IAW paragraph **6.9.**

2.10. Flight Instructor Course (FIC):

2.10.1. FIC prepares unit personnel for instructor qualification. FIC attendance is a prerequisite for flight instructor status. Prerequisites and time limitations are listed in ETCA **https://etca.keesler.af.mil/** and the B-2 FIC syllabus. Attending another aircraft's FIC does not satisfy B-2 FIC requirements.

2.10.2. The FTU is responsible for ensuring the initial instructor evaluation is completed IAW AFI 11-202V2 and AFI 11-2B-2V2, *B-2--Aircrew Evaluation Criteria*. Exceeding the specified time period requires Operations Group (OG)/CC directed additional training. Failure to complete an initial

instructor evaluation for any reason requires appropriate action IAW AFI 11-402, *Aviation and Parachutist Service Aeronautical Ratings and Badges*; and AFI 11-202V2.

2.10.3. Following satisfactory completion of upgrade requirements, the OG/CC will personally interview the upgrading IP and review IP responsibilities, scope of duties, authority and philosophy prior to the IP performing instructor duties.

2.11. Faculty Training Course (FTC): A formal training program designed to qualify B-2 instructors for faculty duties in the FTU. Upon course completion, graduates are fully qualified FTU flight instructors. The B-2 FTC syllabus is a wing syllabus not listed in ETCA.

2.12. (added). Air Refueling Familiarization Training: Accomplished prior to start of B-2 IQT. Provides introduction to air refueling procedures for aircrew members not previously qualified in aerial refueling. Training requires approximately 10 days. Only prerequisite is pilot must be selected to enter B-2 IQT. The B-2 Air Refueling Familiarization Training syllabus is a wing syllabus not listed in ETCA.

2.13. (added). B-2 Lead In Weapons, Tactics And Intelligence Training: Accomplished prior to start of B2IQT at the discretion of 394 CTS/CC. Provides introduction to tactical aspects of the B-2 mission for aircrew members not previously qualified in tactical aircraft. Training requires approximately 5 days. Only prerequisite is pilot must be selected to enter B-2 IQT. The B-2 Lead In Weapons, Tactics And Intelligence Training syllabus is a wing syllabus not listed in ETCA.

CHAPTER 3

MISSION QUALIFICATION TRAINING

3.1. General: Mission Qualification Training (MQT) is a training program that upgrades aircrew to BMC or CMR in order to accomplish the unit's mission. B-2 MQT is primarily an FTU training program that is included in IQT, or RQT. Some unit training normally is required to complete MQT. In unusual circumstances, MQT training normally accomplished at the FTU may be accomplished by the bomb squadron with OG/CC approval. For test aircrew, MQT will normally be accomplished by the respective test unit, and qualification training will be determined by SQ/CC. Applicable portions of MQT may be used to create a requalification program for aircrew who have regressed from BMC or CMR to specifically address deficiencies which caused regression. MQT will train aircrew to accomplish the unit mission. All training events accomplished to the required proficiency level during IQT/RQT are creditable (if applicable) for MQT. Accomplish waived FTU proficiency items prior to declaring the individual BMC/CMR. MQT events not accomplished during the IQT syllabus should adhere to the guidance in paragraph **3.4.** below. Units are allowed to tailor this program for all aircrew, based on experience, currency, documented performance, and formal training.

3.1.1. Qualifications and flight evaluations may be accepted from other MAJCOMs, provided they meet MAJCOM and unit standards.

3.1.2. MQT requirements for upgrading FTU graduates may be reduced commensurate to the quality and quantity of MQT received at the FTU. If these graduates received a mission evaluation at the FTU, they do not require an initial local mission evaluation. Instead, their local MQT program should consist only of ground and flying training unique to the unit. Upon completion of this training, the aircrew will be certified BMC or CMR by the SQ/CC.

3.1.3. All MQT (including conventional verification and nuclear certification for CMR) will be completed within 90 calendar days after completion of squadron inprocessing (6 months from BQT completion). Notify the HQ ACC/DO if unable to complete the required training within this time limit. Training is complete upon SQ/CC certification.

3.1.3.1. For nuclear certification, see ACCI 10-450V2, *Nuclear Committed Aircraft--Nuclear Planning*.

3.1.3.2. For conventional verification, each crewmember will demonstrate to a formal board satisfactory knowledge of the unit's assigned mission. Board composition will be established by the SQ/CC. Required board composition is SQ/CC or Operations Officer (Chairman), squadron weapons officer, assigned flight commander, squadron intelligence representative. Electronic combat officer, plans representatives, and other board members as determined by the SQ/CC are desired. All squadron pilots are highly encouraged to attend. Suggested briefing guide is at **Attachment 3**.

3.1.4. Aircrew in MQT will not fly on Flag or Global Power missions.

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

3.2. Ground Training: Units will develop blocks of instruction covering areas pertinent to the mission as determined by the SQ/CC. Training accomplished during IQT may be credited towards this requirement. This training should include:

3.2.1. Unit Tasking

3.2.2. Air Weapons Training

3.2.3. Unit tactics and employment

3.2.4. Aircrew Life Support Continuation Training IAW ACCI 11-301, *Aircrew Life Support Program*

3.2.5. Nuclear Emergency Action Procedures

3.2.6. Flash Blindness Protection

3.2.7. Nuclear Surety Training

3.2.8. Small Arms Training

3.3. Simulator Training: MQT aircrew will fly the missions outlined below as typical RAP profiles. Each training device mission will include selected critical action emergency procedures and instrument procedures.

3.3.1. WST MQT-1--Conventional Weapons Employment Procedures. Heavyweight takeoff, weapons deliveries (to include GATS), jettison procedures, Defensive Management System (DMS) activity, emergency divert procedures, and hung ordnance procedures.

3.3.2. WST MQT-2--Nuclear Weapons Employment Procedures. Alert start, base escape launch, air alignment, terrain following procedures, TF flyup procedures, DMS activity, nuclear weapons delivery and malfunction procedures, and divert procedures.

3.4. Flying Training: In the event MQT was not completed at the FTU, the unit(s) must prepare a training program designed to mission qualify individuals and prevent regression of proficiency. The appropriate missions from those listed below will be used to upgrade to BMC or CMR. Squadron-developed MQT programs should use profiles typical of squadron missions.

3.4.1. A SQ supervisor or IP is required for MQT sorties. The SQ/CC will determine the proper flight position of the supervisor/IP.

3.4.2. At a minimum a conventional and a nuclear sortie must be accomplished, one of which must be flown at night. As a guide, units will fly these sorties as the RAP mission profiles listed in **Attachment 2 A2.4.** For mission commanders, the conventional sortie will include an actual weapons release, optional for pilots. A minimum of one of these sorties will be flown in formation.

3.4.3. Mission Evaluations are flown IAW AFI 11-202V2 and local standardization/evaluation criteria on a mission representing the unit's primary mission tasking. This evaluation is normally accomplished in conjunction with an instrument/qualification evaluation at the completion of IQT.

3.5. Transferring Between Units: BMC or CMR individuals transferring between units will complete MQT as determined by the gaining unit SQ/CC. This 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. Additionally, crew members must also complete all the Nuclear Functional Training in **Table 4.1.**

CHAPTER 4

CONTINUATION TRAINING

4.1. General: This chapter outlines ground and flying training requirements for CMR, BMC, and BAQ aircrew. Refer to **Chapter 6**, Specialized Training, for additional training program specifics. Aircrew must be qualified IAW AFI 11-202V1 and AFI 11-202V2. Additionally, they must complete BQT, IQT, or RQT to fly in BAQ status, and MQT to fly in BMC or CMR status.

4.2. Ground Training: Unit commanders will ensure aircrew accomplish academic training requirements. Commanders may direct additional training as necessary to ensure all aircrew 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 may be credited toward CT requirements for the training cycle in which it was accomplished. Refer to **Table 4.1.** for specific events and requirements.

4.2.1. The unit 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 the applicable regulations.

4.2.2. Ancillary Training is required for all Air Force personnel. Frequency for this training will be IAW **Table 4.1.** There are four ancillary training categories: Aircrew Training, Mobility Training, Air Force Awareness Program Training, and Nuclear Functional Training. Failure to accomplish this training does not affect BAQ/BMC/CMR status except as noted in **Table 4.1.**

4.2.3. Mobility Training:

4.2.3.1. Intelligence. The intelligence training program will be closely aligned with the unit's weapons and tactics 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, aircrew training will include:

4.2.3.1.1. Escape and Recovery (E&R). E&R training will prepare aircrew for the possibility of evasion, captivity, and escape in hostile territory.

4.2.3.1.2. Collection and Reporting (C&R). C&R training will enable aircrew to initiate aircrew-originated reports (Inflight 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).

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

4.2.3.2. ISOPREP Review. Review of isolated personnel report according to AFI 14-105, *Unit Intelligence Mission and Responsibilities*. The purpose is to generate (if necessary), review, and ensure accuracy of aircrew isolated personnel reports.

4.2.3.3. Small Arms Training. Aircrew will maintain qualification on all unit assigned small arms. Training will be according to AFI 36-2226, *Combat Arms Training and Maintenance (CATM) Program*.

4.2.3.4. Chem Warfare Training. IAW AFPD 32-40, AFI 32-4001 (ACC Sup 1), and AFI 32-4002.

4.2.4. Aircrew Training:

4.2.4.1. Aircraft Servicing. Ensure aircrew have the knowledge to service and reconfigure the aircraft for launch. .

4.2.4.2. Communications Training. Units will establish a communications training program to satisfy CT requirements. Conduct training IAW ACCI 33-151, *Combat Crew Communications*; and AFI 10-207ACC1, *Command and Control*.

4.2.4.3. Crew Resource Management (CRM). IAW AFI 11-290, *Cockpit/Crew Resource Management Training Program*. Waiver authority for this requirement is the OG/CC.

4.2.4.4. Flying Safety Training. Conducted by the wing/group flying safety office IAW AFI 91-202, *The US Air Force Mishap Prevention Program*. Commanders or appropriate ops supervisors will ensure that any aircrew member not attending the training will read and sign-off the training notes.

4.2.4.5. Instrument Refresher Course. IAW AFMAN 11-210, *Instrument Refresher Course (IRC) Program*; and AFI 11-202V2, as supplemented.

4.2.4.6. Life Support Training. Aircrew Life Support Continuation Training (ALSCT). Includes the training directed by AFI 11-301, *Aircrew Life Support Program*, and mandated in **Table 4.1.** of this volume. Life Support training consists of egress, ejection, hanging harness, and personal survival equipment. Water/local area/combat survival training includes applicable Escape and Evasion training and Resistance training and self-aid/buddy care.

4.2.4.7. Physiological Training. IAW AFI 11-403, *Aerospace Physiological Training Program*, and MAJCOM supplements. Total grounding until training is completed.

4.2.4.8. Simulator Training:

4.2.4.8.1. Table 4.3. depicts the minimum Aircrew Training Device (ATD) training requirements. HQ ACC/DOT will determine the minimum number/type of ATD missions that require supervision. Units should determine additional CT training device supervision requirements based on expected employment tasking and mission training objectives. Pilots maintaining CMR will accomplish at least one Weapons System Trainer (WST) each month, or at least three WSTs every 3 months. In addition, CMR pilots will accomplish at least one Terrain Following Navigation Leg event, to include 20 minutes of TF flight, a minimum of once a month. TF Flyup and Recovery procedures should be emphasized.

4.2.4.8.2. 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.

4.2.4.8.3. Simulator Certification (SIMCERT) will be done by 29 TSS. The 29 TSS will certify the ATD to command standards before crediting transfer of task learning from the ATD to

the aircrew. Events certified as code 1 through SIMCERT may be used to complete selected annual RAP and non-RAP event requirements. In addition, checkride completion may be accomplished per AFI 11-2B-2V2 for events certified code 1 through SIMCERT.

4.2.4.9. Situational Emergency Procedures Training (SEPT):

4.2.4.9.1. This training is not an evaluation, but a review of abnormal/emergency procedures and aircraft systems operations/limitations during realistic scenarios. SEPTs should be accomplished in small flight-sized groups so all members may participate to the fullest extent possible. One crewmember should present an abnormal/emergency situation and the group should discuss actions necessary to cope with the malfunction and carry the scenario to a logical conclusion. Critical action procedures and squadron special interest items should be emphasized.

4.2.4.9.2. This training will be accomplished each calendar month. Failure to accomplish by the end of the month will result in grounding until subsequently completed.

4.2.4.9.3. Formal course student SEPTs may satisfy the monthly SEPT requirement for the IP who administers this training.

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

4.2.4.9.4.1. SQ/CC or DO involvement in the selection of a monthly SEPT topic.

4.2.4.9.4.2. Develop SEPT scenarios using B-2 mishaps/incidents as baseline cases.

4.2.4.9.4.3. Discuss at least one EP for each phase of flight during the SEPT session.

4.2.4.9.4.4. Accomplish two SEPTs each training period with an IP or SQ supervisor to include minimum fuel and emergency divert training.

4.2.4.10. Supervisor Safety Training. Conduct training IAW AFI 91-301, *Air Force Occupational and Environmental Safety, Fire Prevention and Health (AFOSI) Program*.

4.2.4.11. Verification (Conventional). (Required for CMR aircrew; BMC aircrew as determined by SQ/CC.) Continuation verification updates aircrew on their squadron's wartime mission. Each crewmember will participate in a squadron initial/continuation verification every 18 months as a briefer, board member, or seminar participant. Aircrew may also receive recurring verification credit by serving as a member of a mission planning cell designated exercise. Suggested briefing guide is at **Attachment 3**.

4.2.4.12. Weapons/Tactics Academic Training. Units will establish a weapons/tactics academic training program to satisfy MQT and CT requirements. Training is required in each training cycle. Audiovisual programs may be used in place of academic instruction.

4.2.4.12.1. Academic instructors should be USAF Weapons School graduates, if possible.

4.2.4.12.2. Instruction should include (as applicable), but is not limited to:

4.2.4.12.2.1. Conventional weapons to include description, operation, parameters, fuzing, limitations, preflight, tactics, normal and emergency procedures/techniques.

4.2.4.12.2.2. Specialized training emphasizing effective employment to include targeteering/weaponeering methods, Joint Munitions Effectiveness Manual (JMEM)/Combat Weapons Delivery Software (CWDS), frag deconfliction, hung stores procedures, wartime ROE/SPINS, and on-scene commander (OSC) procedures for CSAR operations.

4.2.4.12.2.3. Defensive Management System (DMS) related threat system information to include threat analysis, capabilities, limitations, strengths, weaknesses, and vulnerabilities.

4.2.4.12.2.4. B-2 signature management to include AFTTP 3-1V1, *Mission Employment Tactics General Planning and Employment Considerations*, techniques/procedures, surface-to-air, air-to-air threats, and Air Force Tactics Techniques and Procedures 3-1 V23.

4.2.4.12.2.5. Nuclear weapons to include description and effects, safety and security, operation, options, delivery considerations, preflight, arming/dearming, normal and emergency procedures, safe escape, and flash blindness protection.

4.2.5. Air Force Awareness Program Training:

4.2.5.1. Protection of the President and Others. IAW AFI 71-101V2, *Protective Service Matters*.

4.2.5.2. US/Russia Prevention of Dangerous Military Activities. Initial, refresher, and pre-deployment training for the Prevention of Dangerous Military Activities will be conducted to ensure that all aircrew are familiar with the agreement and the implementing provisions contained in the CFCSI 2311.01. Training requires a review of the "Procedures for the Prevention of Dangerous Military Activities Between the US and Russia" section of the Flight Information Handbook.

4.2.5.3. Survival, Evasion, Resistance, and Escape (SERE) Code of Conduct Continuation Training (CoCCT). SERE CoCCT will be conducted IAW AFI 36-2209, *Survival and Code of Conduct Training*; ACCI 11-301, *Life Support Program*; and ACCI 14-105, ACC *Unit Intelligence Mission and Responsibilities*. SERE CoCCT will be a coordinated Intelligence, Life Support, and Survival effort.

4.2.5.4. Law of Armed Conflict. IAW AFI 51-401, *Training and Reporting to Ensure Compliance with the Law of Armed Conflict*.

4.2.5.5. Military Equal Opportunity Newcomers' Orientation. IAW AFI 36-2707, *Nondiscrimination in Programs and Activities Assisted or Conducted by the Department of the Air Force*.

4.2.5.6. Substance Abuse. IAW AFI 36-2701.

4.2.6. Nuclear Functional Training. Refer to **A2.6.1.**

4.2.7. Test Unit Requirements . All ground training, to include **Table 4.1.** and WST training in **Table 4.3.**, will be determined by the Test SQ/CC.

4.3. Flying Training: All aircrew will accomplish the requirements shown on **Table 4.2.** Failure to accomplish these requirements 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. Instrument/Qualification Evaluation IAW AFI 11-202V2 and AFI 11-2B-2V2.

4.3.1.2. Currencies (as applicable) IAW paragraph **4.6.**

4.3.1.3. BAQ aircrew will fly a supervised sortie (with a squadron supervisor or IP) at least once every 90 calendar days. 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. Mission Evaluation IAW AFI 11-202V2 and AFI 11-2B-2V2.

4.3.2.2. Currencies (as applicable) IAW paragraph **4.6.**

4.3.2.3. BMC aircrew fly RAP sorties and/or events as required by the RAP Tasking Message and as authorized by the SQ/CC, based on their B-2 experience and proficiency.

4.3.2.4. Ground training requirements related to applicable RAP sorties/events.

4.3.2.5. Unit developed training programs for spin-up prior to participation in exercises and deployments/combat missions.

4.3.2.6. Sortie rate (lookback) IAW **Table 1.1.** and paragraph **4.7.1.** (N/A API-8 above the wing level).

4.3.3. Combat Mission Ready (CMR) Requirements:

4.3.3.1. Performance satisfactory to the SQ/CC.

4.3.3.2. Mission Evaluation IAW AFI 11-202V2 and AFI 11-2B-2V2.

4.3.3.3. Sortie rate (lookback) IAW AFI 11-2B-2V1, **Table 1.1.**, and paragraph **4.7.1.**

4.3.3.4. RAP sorties, mission types, and events, including weapons qualifications IAW the procedures set forth in this instruction and the MAJCOM RAP tasking message.

4.3.3.5. Currencies (as applicable) IAW paragraph **4.6.**

4.3.3.6. Ground training IAW **Table 4.1.**

4.3.3.7. Weapons qualification.

4.3.4. Special Capabilities/Qualification requirements:

4.3.4.1. Specialized training IAW **Chapter 6** and guiding syllabi.

4.3.4.2. Sortie requirements IAW the RAP tasking message.

4.3.4.3. Failure to accomplish the requirements specified in this document or the RAP tasking message requires loss of designation/qualification.

4.3.4.4. Recertification/Requalification is IAW paragraph **4.7.**

4.3.5. Designated Test Unit Requirements:

4.3.5.1. Aircrew members assigned/attached to Test units will fly at the BMC rate and maintain Non-RAP BMC event and currency requirements as shown on **Table 4.2.** and **Table 4.5.**

4.3.5.2. The squadron commander of the test unit will certify the aircrew member's capability to perform the specific test function.

4.4. Special Categories:

4.4.1. Flight Surgeon (FS). Due to the limited number of B-2 sorties, flight surgeons will not fly in the B-2. Flight surgeons are encouraged to perform WST missions and fly in Companion Trainer Program (CTP) aircraft.

4.4.2. MAJCOM and NAF API-8 Aircrew:

4.4.2.1. Mission Directed Training (MDT) for 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/DO (AOG)/OV are reviewing authorities for assigned personnel. They will:

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

4.4.2.1.2. Review assigned crewmember accomplishments and currencies prior to authorizing aircrew to participate in MDT.

4.4.2.1.3. Provide each crewmember with written documentation specifying the sortie types and events the crewmember is authorized to fly.

4.4.2.2. HHQ flying personnel maintaining BMC status are exempt from non-grounding academic ground training and special training programs within authorized mission areas. Specific currencies will be provided to the host squadron and HHQ supervisors will determine crewmember qualifications to participate in squadron scenarios for MDT.

4.4.2.3. HHQ Aircrew will:

4.4.2.3.1. Review accomplishments and currencies for accuracy.

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

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

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

4.4.2.5. HHQ staff aircrew may participate in tactical training events. Each crewmember will present documentation summarizing currencies, egress training, flight qualifications, etc., to the unit where flying is performed.

4.4.3. FTU Instructor: (Also attached FTU instructors) FTU instructor is not a RAP category, however, FTU instructors must maintain combat capability. Therefore, FTU instructors will fly at the BMC experienced rate to include lookback specified in **Table 1.1.** (note: OG/CC may designate an FTU instructor as CMR IAW paragraph **1.4.4.2.**). To maintain BMC, FTU instructors will normally be verified to perform the unit's conventional mission and will maintain the currency and event totals specified in **Table 4.2.**, **Table 4.5.**, and the RAP Tasking Message. An FTU instructor that is non-current or unqualified will be considered N-BMC and will be reported as such until the currency/qualification is regained. FTU syllabus sorties should normally be logged as the appropriate RAP sorties. Instructors may log a Collateral Sortie if the instructor determines that adequate mission training was not received.

4.5. Multiple Qualification/Currency:

4.5.1. MAJCOM DO may authorize qualification in more than one mission design series (MDS) aircraft for crewmembers only when such action is directed by command mission requirements and is economically justifiable. This authority cannot be delegated below MAJCOM level. Unless required for unit mission accomplishment, commanders must not permit crewmembers qualified in primary mission aircraft to maintain qualification in support aircraft. Individuals assigned to positions covered by paragraphs **4.4.** or **4.5.2.** have MAJCOM DO approval, and do not need to submit specific requests.

4.5.1.1. Submit multiple qualification requests through command channels to MAJCOM DOT. All requests must contain full justification. Approval for multiple qualification requests must be provided to the appropriate host base flight management office; flight accomplishments are not authorized until aircraft assignment is updated into AFORMS.

4.5.1.2. Individually authorized multiple qualifications are valid as long as the individual is assigned to the specific position, and aircraft requested, or rescinded by MAJCOM DO.

4.5.2. Multiple qualification is authorized for pilots and instructor pilots participating in the Companion Trainer Program (CTP) or maintaining tactical aircraft qualification in the applicable companion trainer/chase aircraft.

4.5.3. Multiple qualification is not appropriate for senior wing supervisors of units with different types of aircraft. Wing commanders will qualify in only one of their wing's aircraft. Either the WG/CV or OG/CC should qualify in another of the wing's aircraft (not the same one selected by the WG/CC). (For ACC: See ACCI 11-450, *Orientation Flight Programs*, for policy on Senior Supervisor Familiarization Flights.)

4.5.4. Aircrew will satisfy at least 50 percent of the sorties requirements of their primary aircraft in that aircraft (N/A CTP). If ACC aircrew are CMR, they will meet all RAP sortie/event requirements of the primary aircraft. In addition, aircrew will fly an equitable distribution of emergency patterns, instrument sorties, penetrations, non-precision approaches, and precision approaches in each MDS to fill their non-RAP requirements.

4.5.5. Aircrew maintaining multiple qualification will fly at least once each 45 days in each aircraft. They will comply with all other currency requirements for each aircraft.

NOTE: B-2 crewmembers dual qualified in the T-38 under the provisions of the B-2 Companion Trainer Program, will complete both MDS annual training requirements.

4.6. Currencies/Recurrencies/Requalification:

4.6.1. Currency. **Table 4.5.** defines currency requirements for all B-2 aircrew. If a crewmember loses a particular currency, that sortie/event may not be performed except for the purpose of regaining currency as noted.

4.6.1.1. Nuclear surety training, if applicable, must be accomplished once every 12 months IAW AFR 122-1, *Air Force Nuclear Certification Process*, (example: training accomplished on 10 Aug must be repeated before 1 Sep the following year). Individuals delinquent in nuclear surety training will not perform alert duty, nuclear generate, or have access to nuclear weapons.

4.6.2. Recurrency:

4.6.2.1. Recurrency is required whenever a crewmember does not meet currency requirements of this instruction.

4.6.2.2. Overdue training requirements must be satisfied before the crewmember is considered qualified to perform tasks applicable to that type of training. Training annotated as affecting CMR status will require regression to N-CMR 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.

4.6.2.3. Regaining currency is based on time elapsed from the date the individual became noncurrent.

4.6.2.3.1. Up to 180 Days. Training as directed by the squadron commander and a proficiency demonstration of the noncurrent event to an instructor.

4.6.2.3.2. 180 through 365 Days. Training as directed by the squadron commander. Individuals need to requalify only in events required by their training level. Once certified proficient in the noncurrent event by an instructor, a flight check by an evaluator is required. This evaluation need include only those noncurrent items that would be evaluated during an initial qualification check. An AF Form 8, **Certificate of Aircrew Qualification**, will be used to document accomplishing the non-current items. A crewmember's qualification zone may be reset if all items normally evaluated on an initial qualification check are accomplished.

4.6.2.3.3. Over 365 Days. Individuals noncurrent over 1 year will be requalified in accordance with paragraph **2.8.** and individuals noncurrent over 5 years will be requalified in accordance with paragraph **2.6.**

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

4.6.3.1. They fail a flight check. To regain instructor status, the instructor must successfully complete a flight evaluation IAW AFI 11-202V2 and AFI 11-2B-2V2.

4.6.3.2. They fail a qualification, instrument, or mission examination. To regain IP status, the IP must successfully re-accomplish the written exam.

4.6.3.3. They become noncurrent 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 decertification. If the SQ/CC does not elect this option or if the instructor becomes noncurrent in events/sorties which do not require removal from CMR/BMC status, instructor status may be retained, but the IP will not instruct in that event/sortie until the required currency is regained.

4.7. Regression:

4.7.1. CMR/BMC Regression for Failure to Meet Lookback. Only RAP training and Contingency Operations sorties may be used for lookback. If a crewmember does not meet lookback requirements throughout the training cycle, SQ/CCs can either: Regress the crewmember to N-CMR/N-BMC status, as applicable; Remove the crewmember from a CMR manning position; or Initiate action to remove the crewmember from active flying status.

4.7.1.1. Failure to meet 1-month RAP/Contingency Operations sortie lookback requires a review of the crewmember's 3-month sortie history. If the 3-month lookback has been met, aircrew may, at SQ/CC discretion, remain CMR/BMC. Failure to meet the 3-month lookback will result in regression to N-CMR/BMC status as appropriate, or the crewmember may be placed in probation status for 1 month at the SQ/CC's discretion. If probation is chosen, the only way to remove a

crewmember from probation and preserve the current status is to reestablish a 1-month lookback by the end of the probation period (see **Figure 4.1.**).

4.7.1.2. CMR aircrew regressed to N-CMR for lookback must complete a SQ/CC approved program to return the crewmember to CMR status. BMC aircrew regressed to N-BMC must complete a SQ/CC directed program. Upon completion of the program, CMR/BMC aircrew must also meet the subsequent 1-month lookback requirement prior to reclaiming CMR/BMC status. The sorties and events accomplished during the program may be credited towards their total/type sortie and event requirements for the training cycle as well as for their monthly sortie requirement.

4.7.1.3. Lookback computations begin the calendar day following completion of MQT. The aircrew must maintain 1-month lookback until 3-month lookback is established.

4.7.2. Regression for Weapons Qualification. Failure to maintain RAP tasked weapons qualification at the end of the training cycle for events tasked as Qual at CMR/BMC, will require regression to N-CMR/N-BMC unless waived by the OG/CC. To regain CMR/BMC, the crewmember must re-achieve initial qualification 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 cycle.

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

4.8. End of Cycle Training Requirements: Aircrew who fail to complete sortie and/or event requirements of this instruction by the end of the training cycle may require additional training depending on the type and magnitude of the deficiency. Refer to paragraph **4.9.** to see if some of these requirements can be prorated. In all cases, report training shortfalls IAW paragraph **1.2.4.5.**

4.8.1. 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.

4.8.2. Aircrew who fail to meet annual 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. Failure to meet non-RAP sortie and/or event requirements for BQ results in supervised status until successful training is accomplished, as determined by the SQ/CC.

4.8.3. Failure to meet RAP Sortie Type Requirements will result in one of the following:

4.8.3.1. 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 requirements. These sorties may by counted against the total requirements for the new training cycle.

4.8.3.2. Continuation at CMR/BMC if total RAP sorties and lookback are maintained and the sortie type deficiencies are deemed insignificant by the SQ/CC.

4.8.4. Failure to accomplish sorties required for Special Capabilities/Qualifications will result in loss of that qualification. The SQ/CC will determine requalification requirements.

4.9. Proration of End-of-Cycle Requirements: At the end of the training cycle, the SQ/CC may prorate all training requirements when DNIFs, emergency leaves, non-flying TDY/exercises, FTU training, com-

bat/contingency deployments, and/or (ARC) mandatory training required by civilian employment preclude training for a portion of the training period. Normal 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 as non-availability. The following guidelines apply:

4.9.1. Proration will only be used to adjust for genuine circumstances of training nonavailability, not to mask training or planning deficiencies.

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

4.9.3. If IQT or MQT is reaccomplished, a crewmember's training cycle will start over at a prorated share following completion of IQT/MQT.

4.9.4. For example, Capt Jones 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 2 months proration from his training cycle (2 months for the 73 cumulative days of non-availability for flying.)

4.9.5. 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.

4.9.6. Newly assigned/converted aircrew and aircrew 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.

4.9.7. 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.

4.9.8. An aircrew's last month on station prior to departing PCS may be prorated. 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.

4.9.9. CMR aircrew who attend USAFWS in TDY-and-return status may be reported throughout the TDY as CMR. Upon return, these aircrew will accomplish a prorated share of sortie/event requirements (see **Table 4.4.**).

4.9.10. 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.

4.9.10.1. Normally, all sorties flown during contingency operations will be logged on AF Form 1522 as contingency operations sorties. These sorties do not count toward annual RAP requirements, but may 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 return 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 deployment preparation and deployment recovery time where home station flying is reduced by the MAJCOM.

4.9.10.2. As the training quality of missions flown at contingency locations may vary considerably, OG/CCs are authorized to allow sorties that provided valid training to be logged as RAP sorties. Events accomplished on these sorties count toward RAP event requirements, and these sorties/events may not be prorated upon return to home station.

4.9.10.3. Upon return from contingency operations, proration is computed by calculating the sorties to be prorated for the entire deployment, and then subtracting the number of valid RAP sorties as authorized by the OG/CC. 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.

4.10. Regaining CMR/BMC Status:

4.10.1. If CMR/BMC status is lost due to failure to meet the end of cycle weapons qualifications and/or event requirements, requalification is IAW paragraph **4.7.2.**

4.10.2. If CMR/BMC status is lost due to failure to meet lookback IAW paragraph **4.7.**, the following applies (timing starts from the date the crewmember came off CMR/BMC status):

4.10.2.1. Up to 90 Days. (per paragraph **4.7.1.2.**)

4.10.2.2. 91-180 Days. Same as above, plus qualification and tactical written examinations.

4.10.2.3. 181 Days and Beyond. Reaccomplish MQT.

4.10.3. If a WST was not accomplished during the past month, at least one WST is required before regaining CMR status.

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

4.11.1. Capt Smith is an inexperienced CMR pilot in ACC with a 1- and 3-month lookback requirement of two and six RAP sorties, respectively. On 3 Feb, he flew a RAP sortie prior to departing for a non-flying TDY staff tour for 2 months. He reported back for flight duty on 6 Apr. What is his status throughout his TDY and on his return?

4.11.1.1. The SQ/CC wanted to list Capt Smith as a countable CMR pilot 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, Feb). This showed that he flew only five sorties for this period. Had he flown one more sortie, his SQ/CC could continue Capt Smith at CMR. However, with five sorties, Capt Smith did not meet the 3-month lookback for a CMR pilot. The SQ/CC could regress Capt Smith to N-CMR, but instead elected to put him on probation, still carrying him as CMR.

4.11.1.2. On 1 Apr, Capt Smith's 1-month lookback (Mar) was zero sorties. The SQ/CC must now regress Capt Smith to N-CMR. The SQ/CC will have to place him in a recertification program. Upon completing this program, Capt Smith will then need to accomplish a WST in April and reestablish his 1-month lookback by 1 May. Failing to do so would force him to be reported N-CMR 1 more month until the next lookback process on 1 June.

4.11.1.3. At the end of the training cycle 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 one RAP sortie

type category. The SQ/CC could regress Capt Smith to N-CMR, if deemed significant. After accomplishing the tailored re-certification program (the deficient sorties), the SQ/CC would re-certify Capt Smith to CMR. This training sortie counts for the new training cycle.

Figure 4.1. Regression Flow Chart.

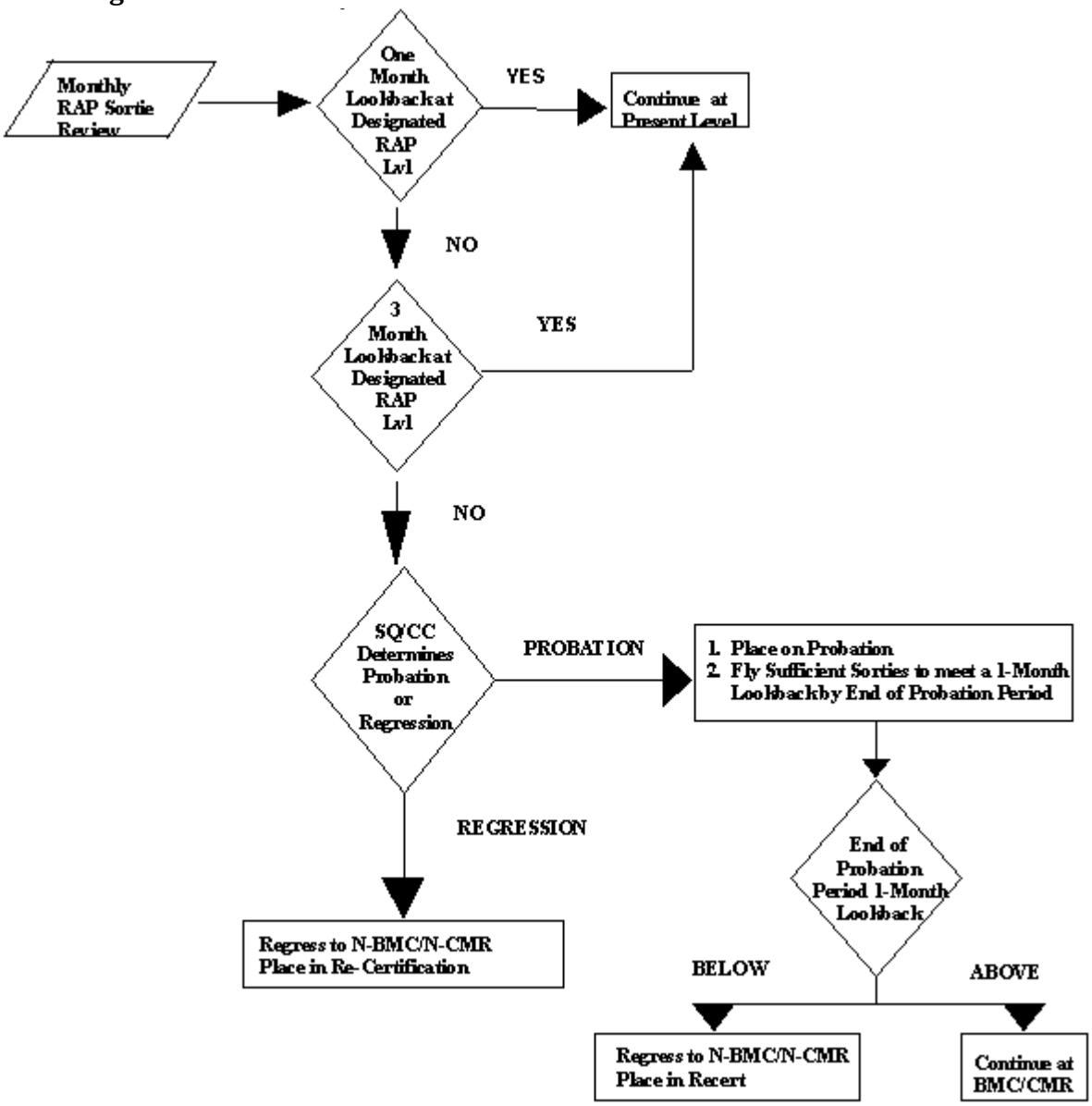

Table 4.1. Ground Training.

NOTE: Waiver authority for ground training is IAW the reference directive. This list is intended as a single source reference. Where discrepancies exist, the reference directive takes precedence. Ground training accomplished during IQT/MQT may be credited towards CT requirements for the training cycle in which it was accomplished.

MOBILITY TRAINING **These items required for mobility units or units that generate in place.**				
SUBJECT	**FREQUENCY**	**REFERENCE DIRECTIVE**	**GROUNDING**	**AFFECT CMR/BMC**
Chemical Warfare Defense Training-Ground Crew Ensemble	Initial and Refresher 12 Months	AFPD 32-40, AFI 32-4001 and AFI 32-4002	No	No
Handgun Training	Initial & Qualify with Requal every 24 Months	AFI 36-2226	No	Yes
ISOPREP Review	6 Months	AFI 14-105	No	Yes
Anti-Hijacking Training	24 Months	AFI 13-207 (FOUO)	No	No
Intelligence Training	12 Months	AFI 14-105 and AFI 14-105 Sup 1	No	Yes
Anti-Terrorism/ Force Protection Training	12 Months	AFI 31-210	No	No
Law of Armed Conflict	12 Months	AFI 51-401 AFPD 51-4	No	No
AIRCREW TRAINING **NOTE:** This category does not affect CMR/BMC except as noted. If a crewmember is TDY, and egress or hanging harness training capability does not exist at the TDY location, training will be accomplished prior to the first flight after return to home station. BMC aircrew may be qualified in Nuclear/Conventional missions. These aircrew will accomplish appropriate Conventional or Nuclear training.				

SUBJECT	FREQUENCY	REFERENCE DIRECTIVE	GROUNDING	AFFECT CMR/BMC
Aircraft Servicing	12 Months	AFI 11-2B-2V1	No	Yes (No BMC)
Communications	12 Months	ACCI 33-151	No	Yes
CRM	24 Months	AFI 11-2B-2V1, **Chapter 4**, and AFI 11-290	Yes (Waiverable by OG/CC)	No
Flying Safety Training	3 Months	AFI 91-202, ACC Sup 1, para 5.4	No	No
Physiological Training (Altitude Chamber)	Every 3 or 5 years as applicable	AFI 11-403	Yes	No
Instrument Refresher	PERIODIC	AFMAN 11-210 and AFI 11-202V2, as supplemented	No	No
Life Support Training		AFI 11-301 as supplemented		
a. Egress/ Ejection Training	180 Days		Yes	No
b. Hanging Harness	180 Days		Yes	No
c. Life Support Equip Training	12 Months		No	No
d. Combat Survival Training (CST)	24 Months		No	Yes
e. Water Survival Training	24 Months		No	No
f. Local Area Survival Training	Initial/PCS		Yes	No
Simulator (WST) Training	IAW **Table 4.3.**	AFI 11-2B-2V1, **Chapter 4**	No	Yes

SUBJECT	FREQUENCY	REFERENCE DIRECTIVE	GROUNDING	AFFECT CMR/BMC
Situational Emergency Procedures Training (SEPT)	1 Month	AFI 11-2B-2V1, **Chapter 4**	Yes	No
Supervisor Safety Training	Initial Only	AFI 91-301	No	No
Marshaling Exam	Initial/PCS	AFI 11-218	No	No
Verification (Conventional)	18 Months	AFI 11-2B-2V1, **Chapter 4**	No	Yes
Weapons/ Tactics Academics	12 Months	AFI 11-2B-2V1, **Chapter 4**	No	Yes
AIR FORCE AWARENESS PROGRAM TRAINING				
Fire Extinguisher Training	Initial/PCS	AFOSHSTD 91-56	No	No
Protection of the President and others	After PCS	AFI 71-101V2	No	No
US/Russia Prevention of Dangerous Military Activities	Initial/12 Months and Predeployment	Flight Information Handbook CFCSI 2311.01	No	No
Code of Conduct	24 Months	AFI 36-2209	No	No
Substance Abuse Education	After PCS	AFI 44-121	No	No
Military Equal Opportunity Newcomers' Orientation	After PCS	AFI 36-2707	No	No
NUCLEAR FUNCTIONAL TRAINING				
Nuclear Surety	12 Months	AFI 91-101	No	Yes (No BMC)
SIOP Study	90 Days	ACCI 10-450V2	No	Yes (No BMC)

SUBJECT	FREQUENCY	REFERENCE DIRECTIVE	GROUNDING	AFFECT CMR/BMC
Command Control Procedures	45 Days	EAP-STRAT, Vol 5 and ACCI 10-450V2	No	Yes (No BMC)
Preparation for SIOP Certification	18 Months or as required by SIOP revision	ACCI 10-450V2	No	Yes (No BMC)
SIOP Certification	18 Months or as required by SIOP revision	ACCI 10-450V2	No	Yes (No BMC)

Table 4.2. Non-RAP Training Cycle Requirements.

EVENT	POSITION	CMR I/E	BMC	BAQ
NON-PRECISION (See note)	P/(MC)	14/12 (12/10)	10	6
PRECISION (See note)	P/(MC)	14/12 (12/10)	10	6
Visual Approach	P/(MC)	6/6 (4/4)	4	
TAKEOFF	P/(MC)	14/10 (10/8)	8	4
LANDING	P/(MC)	30 (24)	24	8
LANDING NIGHT	P/(MC)	4/4	4	
SEO APPROACH	P/MC	6/6	6	2
SEO GO-AROUND	P/MC	4/4	4	2
SEO LANDING	P/MC	2	2	2
TOTAL SORTIES	P/MC	26/24	18/16	12
NOTE: May log up to 50% of these requirements in the WST for SIMCERT code 1 events (see B-2 Mission Accomplishment Report). Currencies may only be updated in the aircraft.				

Table 4.3. WST Training Cycle Requirements.

MISSION	CMR	BMC/	BAQ
EMERGENCY PROCEDURES	6	6	6
INSTRUMENT PROCEDURES	2	2	2
CONV MISSION PROFILE	6	3	N/A
NUCLEAR MISSION PROFILE	6	3	N/A
NOTE: Instructors may take credit for instructing a trainer, whether in the box or at the console. See event descriptions for required profile activity. **CMR pilots require at least one WST per month or three within the past 3 months to remain CMR.** In addition, CMR pilots will accomplish at least one Terrain Following Navigation Leg event, to include 20 minutes of TF flight, a minimum of once a month.			

Table 4.4. 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
315 -345	11
over 345	12

Table 4.5. Crewmember Currencies (CMR/BMC/BAQ).

EVENT	INEXP/BQ	EXP	AFFECTS CMR/BMC	NOTES
LANDING	45	45	NO/NO	
NIGHT LANDING	60	90	NO/NO	
BOMB RUN	45	60	YES/NO	
TAKEOFF	45	60	NO/NO	2
PRECISION APPROACH	45	45	NO/NO	
TERRAIN FOLLOWING	60	60	YES/NO	1
AR	45	90	YES/NO	
NIGHT AR	90	120	NO/NO	3

NOTES: (For recurrency, unless otherwise noted, reference paragraph **4.6.2.3.**)

1. Currency only applies to aircrew who are TF QUAL.
2. All aircrews may update takeoff currency while performing Touch and Go.
3. Must be day current to refuel at night unsupervised.

CHAPTER 5

WEAPONS DELIVERY/EMPLOYMENT QUALIFICATION

5.1. General: This chapter outlines requirements for attaining initial qualification and maintaining CT qualification for CMR pilots/mission commanders in the employment of air-to-surface weapons. Refer to "Glossary of Events" at **Attachment 2** for further guidance on weapons events. Weapons delivery/employment qualification is not required for Test aircrew.

5.1.1. The OG/CC has overall responsibility for establishing and maintaining the weapons qualification program.

5.1.2. Weapons qualification will be achieved by completing a minimum number of releases and achieving a minimum percentage of reliable hits during the training period.

5.1.3. (Added) Pilot graduates of the B2PIQT syllabus are required to maintain weapons qualification as a crew event.

5.1.4. (Added) Pilot graduates of the B2IQT (Universal Pilot) syllabus are required to maintain weapons qualification as an individual event.

5.1.4.1. (Added) Pilot graduates of the B2IQT (Universal Pilot) syllabus may log 50% of their weapons requirements as a crew event.

5.1.5. (Added) Pilots require same number and type of weapon events as Mission Commanders.

5.2. Initial Qualification: Pilots/mission commanders must accomplish initial qualification in any weapons event requiring qualification at CMR/BMC. Initial qualification achieved in IQT or MQT satisfies requirements for CT qualification, but not for CT event requirements. Initial qualification will carry over for consecutive tours in the B-2.

5.2.1. Initial qualification is satisfied when the pilot/mission commander has accomplished **6** record deliveries for RLA, BRA, Guided, and Standoff weapons. AVTR/WST scoring may be used, however, WST scoring will not exceed 50% of the required record deliveries per weapon category. Pilots/mission commanders must achieve a minimum hit rate of 50 percent on those deliveries. BRA releases involving multiple weapons will score only the DMPI weapon as a single hit and not each weapon in the train.

5.2.2. See **Attachment 2** for hit criteria for Rotary Launcher Assembly (RLA), Bomb Rack Assembly (BRA), Guided, and Standoff events.

5.3. CT Qualification: These criteria establish the minimum standards for pilots/mission commanders 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. Qualification criteria consists of **6** record deliveries for RLA, BRA, Guided, and Standoff weapons. Pilots/mission commanders must achieve an overall hit rate of 50 percent. BRA releases involving multiple weapons will score only the DMPI weapon as a single hit and not each weapon in the train.

5.3.1. CT weapons deliveries will be tactical deliveries simulating realistic employment of Unit Committed Munitions List (UCML) using published Dash-34 safe escape maneuvers, egress procedures,

etc. Consideration should be given to appropriate fuzing options, probability or destruction (PD), and safe separation criteria. CT air-to-surface weapons event requirements will be accomplished on scoreable tactical ranges to the maximum extent possible. To maintain a combat perspective in a peacetime environment, weapons deliveries should simulate realistic employment of live munitions/ SCLs.

5.3.2. Weapons qualification will be maintained by completing minimum number of record deliveries and also by achieving appropriate qualification percentage during the training period. AVTR scoring may be used.

5.3.3. At the end of the training cycle, each pilot’s/mission commander's weapons delivery scores will be reviewed to assess their qualification. If qualified, the pilot’s/mission commander's qualification is valid through the following training period.

5.4. Failure to Qualify: Failure to qualify in one event does not invalidate qualification in others. SQ/CCs may declare a pilot/mission commander unqualified in an event(s) and invalidate all previous record deliveries for that event at any time during a training cycle without affecting other weapons event qualifications. If qualification is required at CMR, failure to qualify will result in regression to N-CMR and entry into re-certification until re-qualification is accomplished. Re-qualification is accomplished by achieving a hit rate of 50% or better on a minimum of two record deliveries.

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 package commander checkout is creditable to simulator instructor checkout. Annotate in the individual training record when event is initially accomplished.

6.2. Formation Training: Formation training should place appropriate emphasis on 2-ship tactical employment. Initial Formation training will be conducted during IQT/MQT. In the event formation training is not accomplished during IQT/MQT, the following training will be accomplished.

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

6.2.1.1. FL Responsibilities. FL/wingman relationship, unit training objectives.

6.2.1.2. Mission Preparation. Mission objectives, Desired Learning Objectives (DLOs), wingman requirements and responsibilities, currencies, capabilities, delegation of mission planning duties, tactics, attack plan, and briefing preparation to include IFEs and emergency diverts.

6.2.1.3. 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.

6.2.1.4. Conduct of Missions. Control of flight, flight discipline, emergency procedures, training rules, lost wingman procedures (“blind” with and without communications), and responsibilities to SQ/CC.

6.2.2. Flight training will be conducted in accordance with a program approved by the SQ/CC. Training will include a minimum of two flights: one as flight lead and the other as wingman. The following events are required: lead takeoff, wing takeoff, rejoin, formation air refueling, lead changes, ”blind” procedures (with communications), station keeping, and formation breakup. The minimum supervision required for formation flight training is an instructor pilot in all trailing aircraft. Crewmembers upgrading to flight lead (MC’s only) are required to conduct a formation brief in order to complete checkout.

6.2.3. Certification. Following successful completion of program requirements, the SQ/CC will personally interview the upgrading crewmember and review flight lead responsibilities, scope of duties, authority, and philosophy. The SQ/CC will certify the formation qualified status, including any restrictions, in appropriate written format (letter of X's, gradesheets, AFORMS, etc.).

6.3. Long-Duration Qualification Training: A one-time, long-duration B-2 WST (minimum 24 hr duration) must be accomplished prior to an aircrew member’s first long-duration aircraft sortie. Emphasis should be placed on preflight/inflight fatigue countermeasures to include supervised use of approved pharmaceuticals administered by an authorized flight surgeon.

6.4. Package Commander (PC) Upgrade: This program establishes the minimum requirements for upgrade to PC.

6.4.1. PC Responsibility. The PC is responsible for planning, coordinating, briefing, executing, and debriefing joint/composite force employment packages. Package commanders, once certified, are authorized to lead joint/composite force missions.

6.4.2. PC Prerequisites. Squadron commanders/operations officers will consider judgment, technical expertise, experience, and unit weapons officer recommendations when selecting crew members for PC upgrade. Package Commanders will be instructors or experienced Mission Commanders.

6.4.3. Ground Training. Upgrading package commanders must satisfactorily complete the following unit-developed blocks of instruction prior to certification as a PC:

6.4.3.1. Mission Brief/Debrief techniques and procedures.

6.4.3.2. Weapons.

6.4.3.3. JMEM/Automated Weaponeering Optimization Program (AWOP)/CWDS.

6.4.3.4. Bomber Maneuvers.

6.4.3.5. Joint Theater Air Control Systems.

6.4.3.6. Air Tasking Order creation/breakout.

6.4.3.7. Mission Planning Procedures.

6.4.3.8. AFTTP 3-1, Volumes 1, 2 (*Mission Employment Tactics Threat Reference Guide and Countertactics*), and 23 review.

6.4.3.9. Integrated Air Defense Systems.

6.4.3.10. Joint/Composite Force Integration.

6.4.4. Flying Training. As a minimum, the PC candidate will plan, brief, fly, and debrief a minimum of one mission under the supervision of a unit weapons officer, SQ/DO or SQ/CC. File gradesheets and TARs in the individual's training folder.

6.4.5. Certification. Following satisfactory completion of the above requirements, the SQ/CC will certify the PC status, including any restrictions, in appropriate written format (letter of X's, gradesheets, AFORMS, etc.).

6.5. Pre-Deployment Spin-Up Training: This training will be conducted prior to deploying in support of contingency operations (if time permits) or exercises. The objective of this training is to ensure the aircrew's 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. Additionally, contact HQ ACC/DOXD for site survey requirements. 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.

6.5.1. Ground Training. Aircrew 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, Operational Control (OPCON), 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 exercise 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 inflight procedures, seasonal weather, other unique weather phenomena (e.g., space weather impacts), wind shear potential and characteristics (i.e., sea breeze front, low altitude jet stream potential, etc.), airfield restrictions, taxi routes, and operating data if available. The local Combat Weather Team can assist with weather training.

6.5.2. Flying Training. Spin-up training will be tailored to ensure all deploying aircrew are proficient, current, and qualified in all expected mission taskings.

6.6. Terrain Following (TF) Upgrade Program: Qualification in terrain following procedures is a special qualification. Only aircrew designated by the 509 OG/CC will be TF qualified. This program establishes the guidelines for aircrew to become qualified in day terrain following and night/IMC terrain following procedures.

6.6.1. Day Terrain Following Qualification (DAY TF QUAL). Terrain following qualification will normally be conducted by the unit to which the aircrew is assigned.

6.6.1.1. Prerequisites:

6.6.1.1.1. T-38 Low Level Qualified.

6.6.1.1.2. CMR crewmember or an IP.

6.6.1.2. Ground Training. Aircrew must complete the following IAW the 509 BW B-2A Terrain Following Upgrade Training Syllabus:

6.6.1.2.1. Complete review of TF section of flight manual.

6.6.1.2.2. Complete review of TF procedures, restrictions, and directives.

6.6.1.2.3. TF academics taught by a TF qualified IP.

6.6.1.2.4. A minimum of two WST missions emphasizing TF procedures, low level navigation, systems, TF ground/inflight checks, TF letdown, 3 TF flyups and auto TF with terrain contour. A TF WST mission will be accomplished within 30 days of the first TF flight.

6.6.1.3. Flying Training. IAW the 509 BW B-2A Terrain Following Upgrade Training Syllabus, the upgrading aircrew will fly two sorties emphasizing TF procedures to include TF ground/inflight checks, TF letdown, auto TF, TF flyup and recovery, and TF malfunctions. A minimum of 20 minutes of TF will be flown for the sortie to be considered effective. At least one sortie will be flown on a designated mountainous route. Minimum altitudes flown will be IAW AFI 11-2B-2V3.

6.6.2. Night/IMC Terrain Following Qualification (NIGHT/IMC TF QUAL). Night/IMC terrain following qualification will be conducted by the unit to which the aircrew is assigned.

6.6.2.1. Prerequisites:

6.6.2.1.1. Aircrew will be day TF current and qualified.

6.6.2.2. Ground Training. Aircrew must complete the following IAW the 509 BW B-2A Terrain Following Upgrade Training Syllabus:

6.6.2.2.1. Complete review of limitations and hazards associated with flying TF in night and/or instrument meteorological conditions with emphasis on basic CRM and night/IMC TF procedures.

6.6.2.2.2. Complete review of B-2A avionics anomalies and malfunctions that crews need to understand before flying night/IMC TF.

6.6.2.2.3. A minimum of one CPT and two WSTs emphasizing TF letdown, flyups, TF resumption checklist, TF malfunctions and night/IMC TF standards. Training in mountainous TF using night/IMC procedures is introduced. Place special emphasis on anticipated terrain conditions and crew workload distribution.

6.6.2.3. Flying Training. IAW the 509 BW B-2A Terrain Following Upgrade Training Syllabus, the upgrading aircrew will fly two sorties emphasizing night/IMC TF procedures to include TF ground/inflight checks, TF letdown, auto TF, TF flyup and recovery, and TF malfunctions. A minimum of 20 minutes of TF will be flown for the sortie to be considered effective. At least one sortie will be flown on a designated mountainous route. Minimum altitudes flown will be IAW AFI 11-2B-2V3.

6.6.3. Certification. Following satisfactory completion of the above requirements, the SQ/CC will certify the TF status, including any restrictions, in appropriate written format (letter of X's, gradesheets, AFORMS, etc.).

6.7. Dual Seat Qualification: Special flying qualification that will allow selected "B2MCIQT and B2MCUT trained" mission commanders to fly in either the left or right seat. At least one crewmember onboard will be a qualified mission commander or instructor pilot.

6.7.1. Prerequisites. Graduates of the B2IQT (Universal Pilot) syllabus are automatically dual seat qualified. Graduates of B2MCIQT and B2MCUT syllabi must be qualified and current B-2 mission commanders with squadron commander recommendation, approval through the training performance measures (TPM) process, <u>and</u>:

6.7.1.1. 50 post-MCIQT/MCUT hours or 6 months experience, whichever is greater, <u>or</u>

6.7.1.2. Previously qualified as a B-2 left-seat pilot with 3 months experience as a MC.

6.7.2. Ground Training. Two left-seat WST training sorties. Trainers will concentrate on left seat pilot duties, emergency procedures, and crew coordination. WST profiles must include:

6.7.2.1. Nuclear procedures.

6.7.2.2. Conventional guided weapons procedures.

6.7.3. Flight Training. One conventional or one nuclear RAP sortie, including air refueling, with IP. Air refueling may be waived for previously qualified left-seat pilots.

6.8. Visual Refueling Formation Qualification: (If not completed at FTU)

6.8.1. 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. Inflight visual formation qualification training must be done with an instructor pilot qualified in the maneuver to be performed.

6.8.2. The qualification program will consist of the following:

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

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

6.8.2.2.1. Fifteen minutes in position. This includes time spent inside one mile accomplishing a rejoin to the visual position.

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

6.8.3. Certification: Following satisfactory completion of the above requirements, the SQ/CC will certify the visual refueling qualification status, including any restrictions, in appropriate written format (letter of X's, gradesheets, AFORMS, etc.).

6.9. (Added) Mission Commander (MC) Upgrade: This program establishes minimum requirements for upgrade to mission commander for graduates of B2IQT (Universal Pilot Syllabus). The B-2 FTU will conduct mission commander upgrade training for all graduates of B2PIQT in accordance with paragraph **2.9.** and the B2MCUT syllabus.

6.9.1. (Added) Prerequisites:

6.9.1.1. (Added) B2IQT (Universal Pilot Syllabus) graduate.

6.9.1.2. (Added) 1000 total hours, or fighter 4-ship flight lead, or 300 post IQT B-2 hours.

6.9.2. (Added) Upgrade Program:

6.9.2.1. (Added) Squadron upgrade program managed through TPM process.

6.9.2.2. (Added) One documented WST emphasizing emergency procedures, CRM, and decision making.

6.9.2.3. (Added) One documented B-2 sortie flown in the right seat.

6.9.2.3.1. (Added) Flown with SQ/CC, SQ/DO, or SQ/ADO--must be an instructor.

6.9.2.3.2. (Added) Flown as lead of 2-ship.

6.9.2.4. (Added) Upon successful completion, individual is qualified as a mission commander. Flight lead upgrade will be conducted IAW paragraph **6.2.**Qualification status will be annotated in unit letter of X's.

ROBERT H. FOGLESONG, Lt General, USAF
DCS/Air & Space Operations

ATTACHMENT 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFPD 11-2, *Aircraft Rules and Procedures*

AFPD 11-4, *Aviation Service*

AFI 11-202V1, *Aircrew Training*

AFI 33-360V1, *Publications Management Program*

AFMAN 37-139, *Records Disposition Schedule*

ACCI 37-324S1, *The Information Management Collections and Reports Management Program*

AFI 36-2201, *Developing, Managing, and Conducting Training*

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

AFI 11-401, *Flight Management*

AFMAN 37-139, *Records Disposition Schedule*

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

AFM 171-190V2, *Air Force Operations Resource Systems (AFORMS): Users Manual*

AFTTP 3-1V23, *Mission Employment B-2*

AFI 11-2B-2V2, *B-2--Aircrew Evaluation Criteria*

AFI 11-402, *Aviation and Parachutist Service Aeronautical Ratings and Badges*

ACCI 10-450V2, *Nuclear Committed Aircraft--Nuclear Planning*

ACCI 11-301, *Aircrew Life Support Program*

AFI 14-105, *Unit Intelligence Mission and Responsibilities*

AFI 36-2226, *Combat Arms Program*

ACCI 33-151, *Combat Crew Communications Support Requirements*

AFI 10-207ACC1, *Command and Control*

AFI 11-290, *Cockpit/Crew Resource Management Training Program*

AFI 91-202, *The US Air Force Mishap Prevention Program*

AFMAN 11-210, *Instrument Refresher Course (IRC) Program*

AFI 11-403, *Aerospace Physiological Training Program*

AFI 91-301, *Air Force Occupational and Environmental Safety, Fire Protection and Health (AFOSH) Program*

AFTTP 3-1V1, *Mission Employment Tactics General Planning and Employment Considerations*

AFI 71-101V2, *Protective Service Matters*

AFI 36-2209, *Survival and Code of Conduct Training*

ACCI 14-105, ACC1 *Unit Intelligence Mission and Responsibilities*

AFI 51-401, *Training and Reporting to Ensure Compliance with the Law of Armed Conflict*

AFI 36-2707, *Nondiscrimination in Programs and Activities Assisted or Conducted by the Department of the Air Force*

ACCI 11-450, *Orientation Flight Program*

AFR 122-1, *Air Force Nuclear Certification Process*

AFTTP 3-1, Volumes 2 *Mission Employment Tactics Threat Reference Guide and Countertactics*

AFI 11-2B-2V3, *B-2--Operations Procedures*

AFI 31-210, *The Air Force Anti-Terrorism/Force Protection (AT/FP) Program Standards*

Abbreviations and Acronyms

A/A—Air-to-Air

AAW—Anti-Air Warfare (US Navy)

AB—Afterburner

AC—Aircraft Commander

ACBT—Air Combat Training

ACC—Air Combat Command

ADL—Aircraft Data Link

AF—Air Force

AFORMS—Air Force Operations Resource Management System

AFRC—Air Force Reserve Command

AFSC—Air Force Specialty Code

AGL—Above Ground Level

AHC—Aircraft Handling Characteristics

AI—Air Intercept, Air Interdiction

AILA—Airborne Instrument Low Approach

ALSCT—Aircrew Life Support Continuation Training

ANG—Air National Guard

AOA—Angle of Attack

AOC—Air Operations Center

API—Aircrew Position Indicator

AR—Air Refueling

ARA—Airborne Radar Approach

ARC—Air Reserve Components

ARP—Armament Recording Program

ASD—Average Sortie Duration

ATD—Aircrew Training Device

AVTR—Aircraft Video Tape Recorder

AWACS—Airborne Warning and Control System

AWOP—Automated Weaponeering Program

B—Basic (Initial)

BAI—Backup Aircraft Inventory

BAQ—Basic Aircraft Qualification

BDA—Battle Damage Assessment

BDU—Bomb Dummy Unit

BMC—Basic Mission Capable

BR—Bomb Run

BRA—Bomb Rack Assembly

BS—Bomb Squadron

C3—Command, Control, and Communications

C3I—Command, Control, Communications, and Intelligence

C&R—Collection and Reporting

CAF—Combat Air Forces

CALF—Chart Amendment Low Flying

CAP—Combat Air Patrol, Critical Action Procedures

CAS—Close Air Support

CAT—Category

CB-Coded—Designated Test Aircraft

CBI—Computer Based Instruction

CC—Commander

CC-Coded—Designated Combat Aircraft

CCIP—Constantly Computed Impact Point

CCRP—Continuously Computed Release Point

CDIP—Continuously Displayed Impact Point

CEP—Circular Error Probable

CFT—Cockpit Familiarization Trainer

CFTR—Composite Force Training

CHUM—Chart Update Manual

CIRVIS—Communication Instructions Reporting Vital Intelligence Sighting

CM—Countermeasures

CMR—Combat Mission Ready

CMS—Combat Mission Section

COMM JAM—Communications Jamming

CoCCT—Code of Conduct Training

COMSEC—Communications Security

CPT—Cockpit Procedures Trainer

CRM—Cockpit/Crew Resource Management

CRO—Criterion Referenced Objectives

CRT—Cathode Ray Tube

CSAR—Combat Search and Rescue

CT—Continuation Training

CV—Vice Commander

CW—Chemical Warfare

CWD—Chemical Warfare Defense

CWDS—Combat Weapons Delivery Software

DCA—Defensive Counter Air

DMPI—Desired Mean Point of Impact

DMS—Defensive Management System

DNIF—Duties Not Involving Flying

DOC—Designed Operational Capability

DP—Departures

DR—Dead Reckoning

DRU—Direct Reporting Unit

E—Experienced Crewmember

EA—Electronic Activity

E&R—Escape and Recovery

EC—Electronic Combat

ECCM—Electronic Counter Countermeasures

ECM—Electronic Countermeasures

ECO—Electronic Combat Officer

ECR—Electronic Combat Range

EEI—Essential Elements of Information

EO—Electro-Optical

EP—Emergency Procedure

EPE—Emergency Procedures Evaluation

ESS—Electronic Scoring Site

EW—Electronic Warfare

EWO—Electronic Warfare Officer

FAC—Forward Air Controller

FAM—Familiarization

FCP—Front Cockpit

FEB—Flying Evaluation Board

FEF—Flying Evaluation Folder

FL—Flight Lead

FLIR—Forward Looking Infrared

FLUG—Flight Lead Upgrade

FOT&E—Follow-on OT&E

FOV—Field of View

FP—First Pilot

FPA—Flight Path Angle

FPM—Flight Path Marker

FS—Fighter Squadron, Flight Surgeon

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

GAM—GPS Aided Munition

GATS—GPS Aided Targeting System

GBU—Guided Bomb Unit

GCI—Ground Controlled Intercept

GLO—Ground Liaison Officer

GP—General Purpose

GS—Ground Speed

HARB—High Altitude Release Bomb

HASD—High Altitude Systems Delivery

HHQ—Higher Headquarters

I—Inexperienced Crewmember

IAW—In Accordance With

ID—Identify/Identification

IFF—Identification Friend or Foe

IFR—Instrument Flight Rules

IIR—Imaging Infrared

ILS—Instrument Landing System

IMC—Instrument Meteorological Conditions

INFLTREP—Inflight Report

INS—Inertial Navigation System

INTREP—Intelligence Report

IOC—Initial Operational Capability

IP—Instructor Pilot or Initial Point

IPSIM—IP Simulator

IPUG—Instructor Pilot Upgrade

IQT—Initial Qualification Training

IR—Infrared

IRC—Instrument Refresher Course

ISD—Instructional Systems Development

JASSM—Joint Air-to-Surface Stand-Off Missile

JDAM—Joint Direct Attack Munition

JMEM—Joint Munitions Effectiveness Manual

JSOW—Joint Standoff Weapon

KCAS—Knots Calibrated Airspeed

KIAS—Knots Indicated Airspeed

KIO—Knock It Off

KTAS—Knots True Airspeed

LAO—Local Area Orientation

LAR—Launch Acceptability Region

LIMFACS—Limiting Factors

LOC—Limited Operational Capability

LOS—Line of Sight

LOW—A/A Low Altitude Air-to-Air

LOW—ALT Low Altitude

LOWAT—Low Altitude Training

MAJCOM—Major Command

MC—Mission Commander

MCM—Multi-Command Manual

MDS —Mission Design Series

MDT—Mission Directed Training

MDU—Multipurpose Display Unit

MEA—Minimum Enroute Altitude

MIJI—Meaconing, Intrusion, Jamming and Interference

mil —Milliradian

MIL—Military Power

MISREP—Mission Report

MITO—Minimum Interval Takeoff

ML—Mission Lead

MOA—Military Operating Area

MP—Mission Pilot

MQF—Master Question File

MRM—Medium Range Missile

MS —Mission Support

MSA—Minimum Safe Altitude

N/A—Not Applicable

NAR—Night Air Refueling

NAF—Numbered Air Force

NAV—Navigation

NCO—Non-Commissioned Officer

NGB—National Guard Bureau

NLT—Not Later Than

NT—Night

NVD—Night Vision Device

OCA—Offensive Counterair

OCA-S—Offensive Counterair Air-to-Surface

OG—Operations Group

OPR—Office of Primary Responsibility

OPS —Operations

OPSEC—Operations Security

OSS—Operations Support Squadron

OTD—Operations Training Development

OT&E—Operational Test and Evaluation

ORI—Operational Readiness Inspection

PACAF—Pacific Air Forces

P—Pilot/Proficient

PAI—Primary Aircraft Inventory

PAR—Precision Approach Radar

PC—Package Commander

PCS—Permanent Change of Station

PDAI—Primary Development/Test Aircraft Inventory

PFT—Programmed Flying Training

PGM—Precision Guided Munitions

PMAI —Primary Mission Aircraft Inventory

POAI—Primary Other Aircraft Inventory

PPB—Positive Pressure Breathing

PPG—Positive Pressure Breathing for G

PTAI—Primary Training Aircraft Inventory

PTT—Partial Task Trainer

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

RLD—Radar Level Delivery

RMU—Runway Monitoring Unit

ROE—Rules of Engagement (Combat only)

ROM—Runway Operations Monitor

RT—Radio Terminology

RTT—Realistic Target Training

RW—Reconnaissance Wing

SA—Situational Awareness, Strategic Attack

SAFE—Selected Area For Evasion

SAR—Search and Rescue

SAT—Surface Attack Tactics

SCAR—Strike Control and Reconnaissance

SCL—Standard Conventional Load

SCP—Set Clearance Plane

SEAD—Suppression of Enemy Air Defenses

SEAD-A—Suppression of Enemy Air Defenses-Anti-Radiation

SEAD-C—Suppression of Enemy Air Defenses-Conventional

SEAD-E—Suppression of Enemy Air Defenses-Electronic

SEFE—Stan/Eval Flight Examiner

SELO—Stan/Eval Liaison Officer

SEO —Simulated Engine Out

SEPT—Situational Emergency Procedure Training

SI—Simulator Instructor

SIF—Selective Identification Feature

SILS—Simulated Instrument Landing System

SIMCERT—Simulator Certification

SLD—Systems Level Delivery

SOCC—Sector Operations Control Center

SOF—Supervisor of Flying

SORTS—Status of Resources and Training System

SQ/CC—Squadron Commander

STR—Strategic Training Range

TA—Terrain Avoidance

TACAN—Tactical Air Navigation

TACS—Tactical Air Control System

TAI—Total Active Inventory

TAR—Training Accomplishment Report

TD—Tactical Deception (AFI 10-704)

TDY—Temporary Duty

TES—Tactics Eval Sq/Test & Evaluation Squadron

TEWS—Tactical Early Warning System

TF—Terrain Following

TF-Coded —Designated Training Aircraft

TFR—Terrain Following Radar

TGM—Training Guided Munitions

TGT—Target

T.O.—Technical Order

TOD—Time of Detonation

TOT—Time Over Target

TR—Training Rules

TX—Requalification

UCML—Unit Committed Munitions List

UE—Unit Equipped

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

UTE—Utilization Rate

VID—Visual Identification

VFR—Visual Flight Rules

VLD—Visual Level Delivery

VMC—Visual Meteorological Conditions

VR—Visual Recognition

VTR—Video Tape Recorder

WD—Weapons Delivery

WDL—Weapon Data Link

WG—Wing

WIC—Weapons Instructor Course

WS—Weapons School

WSO—Weapon Systems Officer

WST—Weapon System Trainer

WSTO—Weapons 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 Instruction (CBI), 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.

Aircraft Handling Characteristics (AHC)—Training for proficiency in utilization and exploitation of the aircraft flight envelope, consistent with operational and safety constraints, including, but not limited to high/maximum AOA maneuvering, energy management, minimum time turns, maximum/optimum acceleration and deceleration techniques and confidence maneuvers (AFI 11-214).

Aircrew Training Device (ATD)—The ATD is intended to enhance, not replace actual flight training. ATDs do this by allowing aircrew to practice tactics, malfunctions, and emergency procedures which

cannot be practiced inflight. 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.

Attrition Sortie—A sortie planned and launched as a RAP training sortie, Non-RAP sortie, or collateral sortie, that, due to some circumstance (weather, IFE, maintenance, etc.), fails to accomplish the planned mission. It is imperative that units log these sorties properly. Improper accounting of these sorties will result in improper sortie allocation, stresses to the unit schedule, and negative impacts to the quality of unit training programs.

Basic Aircraft Qualification (BAQ)—A status of an aircrew member who has satisfactorily completed training prescribed to maintain the skills necessary to fly 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. BAQ will only be carried by aircrew until completion of MQT. BAQ is not a permanent qualification except for General Officers above the wing level, and any other crew members specifically authorized by MAJCOM DO.

Basic Mission Capable (BMC)—The status of an aircrew who has satisfactorily completed training (MQT) prescribed to be fully qualified to perform the basic unit operational missions but does not maintain CMR status. Aircrew accomplishes training required to remain familiarized in all, and may be qualified and proficient in some, of the primary missions of their weapon system and unit. These aircrew members may also maintain special capabilities (Refer to paragraph **4.3.**).

Certification—The process of certifying aircrew tactical employment and special weapons capabilities, procedures, and rules. Replaces verification for nuclear tasked units.

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

Cockpit Procedures Trainer (CPT)—A training device in which instruments and displays are activated to respond to trainee inputs. Used for safety of flight, instrument, normal, and emergency procedures (see AFP 50-11 [AFPAM 36-2211]).

Collateral Sorties—Sorties not directly related to combat employment or basic skills training but necessary for accomplishment of unit training programs, such as ferry flights, deployments, instructor sortie, incentive flights, orientation flights, airshows, etc. MAJCOMs will normally assign collateral sorties in lump sum, adjusted for local conditions and circumstances. These sorties are not required for RAP training purposes.

Combat Mission Ready (CMR)—The status of an aircrew member who has satisfactorily completed training (MQT) prescribed to be fully qualified to perform the basic unit operational missions, and maintains qualification and proficiency in these missions. All active duty API-1/2, Squadron Commanders, Operations Officers, and OG/CC designated API-6 manning positions are required to maintain this qualification level. **EXCEPTION:** If a unit is over-manned, they may elect to train the front line of their UMD to CMR with the overage designated as BMC. Approximately 50% of the aircrew selected for CMR must be inexperienced (Refer to paragraph **4.3.**).

Composite Force Training (CFTR)—Scenarios employing multiple flights of the same or different types of aircraft, each under the direction of its own flight leader, performing the same or different roles (AFI 11-214).

Companion Trainer Program (CTP)—Designed to augment the limited flying opportunity afforded

B-2 aircrew and select wing support pilots, honing airmanship by flying sorties in the T-38 IAW AFI 11-2T/AT-38V3, *T/AT-38--Operations Procedures*.

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

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

Delivery Parameters—Data reflecting current delivery considerations for general purpose ordnance as well as tactical survivability. Appropriate aircraft/ weapons Tech Orders must be consulted for live ordnance safe escape criteria and 1B-2A-1-1 performance charts for recovery altitudes.

Desired Learning Objectives (DLO)—Objectives set by the sortie's package commander intended 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, "Determine spacing requirement for formation bombing in high altitude formation." The corresponding mission task would read, "Perform a target direct bomb run."

EC Event (Air-to-Air [A/A])—The aircrew detects an airborne threat via electronic means and reacts with appropriate maneuvers. Airborne threat training will be accomplished only with a dedicated adversary attacking from beyond visual range.

EC Event (Air-to-Surface [A/S])—The aircrew detects a surface threat via electronic or simulated means and reacts with appropriate maneuvers.

Emergency Procedures Evaluation (EPE)—An evaluation of crewmember knowledge and responsiveness to critical and non-critical EPs conducted by a SEFE in a WST, CPT, or aircraft cockpit.

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

Experienced Aircrew (EXP)—Aircrew designated as experienced based on at least 50 post IQT/ Upgrade hours for MCs and 100 post IQT hours for Pilots. Post IQT or upgrade hours are at the specified crew position. Unit commanders may elect to retain an individual meeting the minimum requirements as inexperienced if designation as experienced is not warranted. Designation of aircrew as experienced may take place when minimum requirements are met, and training requirements will be prorated. Unit commanders may return an individual to inexperienced status at any time. All instructors are considered experienced, upon completion of instructor evaluation.

Familiarization (FAM)—Normally requires a minimum of three weapons deliveries be completed during the annual cycle. FAM events are established in the RAP tasking message.

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

Formed Crew—(N/A FTU) A formed crew is a designated team of flight aircrew necessary to perform flight duties specified in the applicable Mission Design Series (MDS) flight manual.

Full Scale Weapons Delivery (FSWD)—Delivery of live or inert ordnance representing a typical combat configuration or SCL in a tactical scenario. Normally, a FSWD requires the delivery of an

equivalent of one full bay of weapons released on a single target complex. Weapons may be delivered from alternate bays as determined by the stores management processors.

HAVE QUICK Event—The practice of loading the combat or MAJCOM HAVE QUICK training net WOD, world-wide TOD. Requires proper radio configuration for HAVE QUICK operation and successful utilization during tactical mission accomplishment. During extended missions, the TOD should be updated from a world-wide master clock if available. Only one event may be logged per sortie.

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

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

Instructor Supervision—Defined as having a qualified instructor, of like specialty, supervising a maneuver or training event. Instructors must be qualified and current in all events which they instruct/supervise.

Joint Force Training (JFT)—Scenarios employing integrated aerospace and land/naval forces. Examples include JAAT, CAS with FAC, airdrop escort, etc.

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

(added) Mission Commander (MC)—individual qualified to perform B-2 aircrew duties and be the individual designated on the flight authorization orders responsible for safe, efficient B-2 operations.

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 CMR or BMC status.

Medium Altitude—From 5,000 feet AGL to 25,000 feet MSL.

Night Sortie—One on which either takeoff or landing and at least 50 percent of flight duration or 1 hour, whichever is less, occur between the period of official sunset to official sunrise.

Operational Flight Trainer (OFT)—A training device which dynamically simulates flight characteristics. Used for normal, emergency, and instrument procedures, to include safety of flight, warfighting tasks, and skill integration training (see AFP 50-11 [AFPAM 36-2211]).

Package Commander (PC)—The PC is responsible for planning, coordinating, briefing, executing, and debriefing joint/composite force employment packages. Package commanders are authorized to lead joint/composite force missions (See paragraph **6.5.**).

(added) Pilot (P)—individual qualified to perform B-2 aircrew duties.

Primary Aircraft Authorization (PAA)—The PAA forms the basis for allocation of operating resources to include manpower, support equipment, and flying-hour funds.

Primary Aircraft Inventory (PAI)—The aircraft assigned to meet the primary aircraft authorization (PAA). Aircraft authorized to a unit for the performance of its operational mission.

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 instruction, proficiency also requires currency in the event, if applicable.

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

Requalification Training (TX)—Training necessary to requalify a crewmember 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.

Sortie—(DoD, NATO) In air operations, an operational flight by one aircraft. Dual log with RAP and Non RAP sorties.

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

Squadron Supervisor—Squadron Commander, Asst/Operations Officers, Designated Flight CCs.

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

Tactical Deception—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 (see AFI 10-704).

Tactics and Training Range (TTR)—Sites capable of Radar Bomb Scoring (RBS), EC range training and special training (also called radar bomb scoring).

Threat VID—Visual identification of a bogey in a threat environment IAW AFTTP 3-1V1, *Mission Employment Tactics General*.

Verification—Applies to the procedure aimed at verifying and refreshing aircrew tactical employment knowledge, emphasizing conventional operations and mobile targets. Verification is conducted in both initial and follow-on phases. Initial verification phase is a formal board proceeding convened to verify individual aircrew knowledge. Continuation training is to reinforce, refresh, and update aircrews on unit wartime mission/tasking, tactics, and procedures. (DoD) 1. In arms control, any action, including inspection, detection, and identification, taken to ascertain compliance with agreed measures. 2. In computer modeling and simulation, the process of determining that a model or simulation implementation accurately represents the developer's conceptual description and specifications. See also accreditation; configuration management; independent review; validation.

Visual Identification (VID)—(DoD, NATO) In a flight control system, a control mode in which the aircraft follows a radar target and is automatically positioned to allow visual identification.

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

EVENTS DESCRIPTIONS

A2.1. Event Descriptions: Unless otherwise specified in these event descriptions, units will determine the necessary parameters for fulfilling and/or logging tasked events. Event is defined in one of the following manners:

A2.1.1. A specific type of weapon delivery (defined by aircraft flight path, ordnance delivered, delivery method, or target struck) performed during a sortie.

A2.1.2. Expending of ordnance against a target according to predetermined flight path parameters and delivery methods. A single delivery constitutes an event.

A2.1.3. Accomplishment of a specific training element, function, or task (i.e., AR, Flyup, etc.).

A2.2. Weapons Delivery Events:

A2.2.1. A delivery is defined as a pass at a target on which ordnance is expended or meets the criteria defining a specific weapon delivery. All deliveries will be recorded, but not necessarily as a "record" delivery. 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). There are two types of deliveries:

A2.2.1.1. Basic Delivery. A delivery using a conventional box pattern. 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.

A2.2.1.2. Tactical Delivery. A delivery using patterns and techniques that maximizes signature management, 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.

A2.2.1.2.1. Bomb Rack Assembly (BRA). A weapons pass made with either live, inert or simulated BRA weapons. For a weapons pass made at 5,000 ft AGL or below, the hit criteria is less than or equal to 300 ft. For a weapons pass made above 5,000 ft AGL, the hit criteria is less than or equal to 500 ft. Weapons score is ascertained by TOSS/Range Control Officer, VTR assessment or WST scoring system. BRA weapon passes must release at least two weapons and actual aircraft track must be within 10 degrees of mission planned track to count as a hit. Crews will specify planned track on the range call in sheet on mission planning day.

A2.2.1.2.2. Rotary Launcher Assembly (RLA). A weapons pass made with either live, inert or simulated RLA weapons. (i.e. Mk-84, B-83, B-61). For a weapons pass made at 5,000 ft AGL or below, the hit criteria is less than or equal to 300 ft. For a weapons pass made above 5,000 ft AGL, the hit criteria is less than or equal to 500 ft. Weapons score is ascertained by TOSS/Range Control Officer, VTR assessment or WST scoring system.

A2.2.1.2.3. Guided. A weapons pass made with either live, inert or simulated GAM or JDAM munitions. Hit criteria is less than or equal to 50 ft or two radar pixels (VTR scored). Weapons score is ascertained by TOSS/Range Control Officer, VTR assessment or WST scoring system.

A2.2.1.2.4. Standoff. A weapons pass made with either live, inert or simulated JSOW or JASSM weapons. Hit criteria is less than or equal to 50 ft. Weapons score is ascertained by TOSS/Range Control Officer, VTR assessment or WST scoring system. If simulated, hit criteria should be based on: correct coordinates, proper target file/weapons edit settings, attained release parameters, and appropriate malfunction analysis/corrective action.

A2.2.2. Delivery Categories. 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):

A2.2.2.1. Record Keeping:

A2.2.2.1.1. Non-Record. Basic or Tactical weapons delivery accomplishments not credited toward weapons qualification provided the crewmember declares non-record prior to beginning the event.

A2.2.2.1.2. Record. Conventional or nuclear delivery scored for individual weapons qualification. Scoring shall be accomplished by ground, TOSS, AVTR, or WST (initial qualification only) as appropriate. For an AVTR scored record delivery to count as a hit, it must be scored by a weapons officer or a SQ/CC designated individual. A maximum of two record deliveries may be accomplished during a sortie using the same release offsets. Additional record deliveries may be accomplished from headings differing by at least 45 degrees or on different targets/ranges or using different release offsets. Record deliveries may not be preceded by non-record deliveries in the same event on the same sortie. The first two deliveries will be considered record unless otherwise declared prior to the roll-in to final. Scores will be documented by CEP and bearing.

A2.2.2.2. RAP Tasking:

A2.2.2.2.1. FAM. Weapons events tasked at FAM may be basic/tactical record deliveries. Each single weapons run counts as one delivery. Unless otherwise specified in the RAP tasking message or formal course syllabi, FAM tasking normally requires a minimum of three weapon deliveries per delivery type (i.e., RLA, BRA, Guided, Standoff).

A2.2.2.2.2. QUAL. Weapons tasked at QUAL must be tactical, record deliveries. QUAL tasking demonstrates the pilot's capability to put appropriate ordnance on target. Unless otherwise specified in the RAP tasking message or formal course syllabi, QUAL criteria is established for each event in **Chapter 5**.

A2.2.3. Definitions: Miscellaneous Weapons Delivery definitions to be considered for event descriptions.

A2.2.3.1. 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 crewmember as gross errors unless pass was dry because of safety interests, system malfunctions, basic delivery requirements, or directed for flight integrity purposes.

A2.2.3.2. Foul. A penalty directed to a specific aircraft and crew for actions inconsistent with established procedures or safety considerations. A foul will result in a gross error for that delivery. Verbal warnings will not be substituted for fouls. A second foul or any dangerous pass will result in mandatory expulsion from any further deliveries during that mission and a gross error score for the event. A foul will be charged IAW flying directive publications.

A2.2.3.3. Full Scale Weapons Delivery. Delivery of live or inert ordnance representing a typical combat configuration or SCL in a tactical scenario. Normally, a FSWD requires the delivery of an equivalent of one full bay of weapons released on a single target complex. Weapons may be delivered from alternate bays as determined by the stores management processors.

A2.2.3.4. Gross Error. A penalty score or miss assigned to a pilot's/mission commander's records when a weapons delivery attempt results in: munitions impact outside the range scoring capability, a chargeable dry pass, a foul, or an unintentional release.

A2.2.3.5. Hit. Predicated upon achieving the desired Probability of Damage per target type and number/type of weapons as defined by JMEM documents.

A2.2.3.6. Multiple Release. More than one weapon released against the same target on a single pass.

A2.2.3.6.1. Intentional. The aircrew must advise the range officer prior to delivery and designate which impact is to be scored.

A2.2.3.6.2. Inadvertent. Ordnance which was released without command by the aircrew. Impact will not be scored.

A2.2.3.6.3. System Malfunction. An undeclared multiple release caused by a verified system malfunction. Score is void after system malfunction verification, otherwise, unintentional rules apply.

A2.2.3.6.4. Unintentional. Ordnance released due to aircrew error. Will be scored as gross error regardless of impact point.

A2.2.3.7. No Spot. A weapons release during which no impact was observed. No score or error will be assigned.

A2.2.3.8. Void Delivery. Weapons delivery not successfully completed due to: a documented and verified weapons system malfunction, a pass aborted for safety, no spot, or circumstances beyond the control of the aircrew.

A2.3. WST Training Events: The following defines the training activity required to receive credit for WST training activity.

A2.3.1. Emergency Procedures WST. The profile should include: bold face items, engine starting malfunctions, abort procedures, loss of engine(s) on takeoff, AMAD failure, TF system malfunctions, engine(s) out go around and landings, and a representative cross section of critical system malfunctions and non-critical malfunctions.

A2.3.2. Instrument Procedures WST. The profile should include: low visibility takeoff, instrument departure, fix to fix, holding, unusual attitude recoveries, penetration, SILS, precision and nonprecision approaches, strange field approaches, AHC maneuvers, and low visibility approaches emphasizing low visibility approach coordination. At least 2 approaches per crewmember should be accomplished.

A2.3.3. Conventional Mission Profile WST. The profile should include: takeoff, air refueling, DMS activity (theater specific threats), inflight replanning, guided/standoff weapons release, weapons malfunction procedures, weapon jettison procedures, conventional bomb run (optional), AFSATCOM (transmit and receive), FOL approach and landing.

A2.3.4. Nuclear Mission Profile WST. The profile should include: message authentication procedures, alert start, launch, and departure using base escape procedures, air refueling (at heavyweight inflight gross weights), DMS activity, TF, TF flyups (minimum one per crewmember), nuclear weapons prearming, arming, delivery, and malfunction procedures, weapon jettison procedures, inflight replanning, SILS, and a recovery base approach and landing at minimum fuel conditions.

A2.4. Sortie: Airborne for any length of time. Dual log with RAP and Non-RAP sorties.

A2.4.1. RAP Missions. The following is an alphabetical listing of training missions required to fulfill tasked requirements. Only one RAP mission may be logged per sortie. Requirements to log effective RAP sorties and mission types are contained within each mission description.

A2.4.1.1. Basic Combat Proficiency Sortie (BCPS). A RAP sortie designed to employ the B-2 in the high or low altitude environment (Nuclear or Conventional). The sortie profile should be planned to include: takeoff, departure, enroute navigation, air refueling, electronic rendezvous, bombing procedures, retargeting exercise, instrument/emergency/visual approach and landing procedures. Log applicable RAP and non-RAP events in addition to this sortie. As a minimum, the following events must be accomplished:

A2.4.1.1.1. Bomb Run/Weapons Release

A2.4.1.1.2. Additionally, 3 of the following events must be accomplished:

A2.4.1.1.2.1. Signature Management Exercise.

A2.4.1.1.2.2. DMS Activity.

A2.4.1.1.2.3. Electronic Rendezvous.

A2.4.1.1.2.4. Actual Weapon Release.

A2.4.1.1.2.5. Command and Control Event.

A2.4.1.1.2.6. Formation Sortie.

A2.4.1.1.2.7. Mito Taxi and Takeoff.

A2.4.1.1.2.8. Retargeting Exercise.

A2.4.1.1.2.9. Low Level Nav Leg.

A2.4.1.1.2.10. Terrain Following Leg.

A2.4.1.1.2.11. Air Refueling or A/R EMCON 3.

A2.4.1.2. Commanders Option (CO). Any one of the RAP sorties (BCPS, CTS, NHTS, NLTS) the commander designates.

A2.4.1.3. Conventional Training Sortie (CTS). A RAP sortie designed to emphasize conventional employment of the B-2. The sortie profile should be planned to include: formation takeoff, departure, enroute navigation, air refueling, electronic rendezvous, conventional bombing procedures, guided/standoff weapons release or conventional bombrun, GATS procedures, DMS activity, retargeting exercise, instrument/emergency/visual approach and landing procedures. Log applicable RAP and non-RAP events in addition to this sortie. As a minimum, the following events must be accomplished:

A2.4.1.3.1. Conventional Bomb Run, Guided Weapons Release, or Standoff Weapons Release (only one type required).

A2.4.1.3.2. Signature Management Exercise.

A2.4.1.3.3. A/R or A/R EMCON 3.

A2.4.1.3.4. Additionally, a minimum of 3 of the following events must be accomplished:

A2.4.1.3.4.1. DMS Activity.

A2.4.1.3.4.2. Actual Weapon Release.

A2.4.1.3.4.3. Command and Control Event.

A2.4.1.3.4.4. Formation Sortie.

A2.4.1.3.4.5. Retargeting Exercise.

A2.4.1.3.4.6. Manual GATS Bomb Run.

A2.4.1.4. Nuclear High Training Sortie (NHTS). A RAP sortie designed to emphasize nuclear employment in the high altitude environment. The sortie profile should be planned to include: MITO taxi and takeoff, base escape departure, enroute navigation, air refueling, electronic rendezvous, nuclear bombing procedures, DMS activity, SILS approach, instrument/emergency/visual approach and landing procedures. Log applicable RAP and non-RAP events in addition to this sortie. As a minimum, the following events must be accomplished:

A2.4.1.4.1. Nuclear Bomb Run.

A2.4.1.4.2. Signature Management Exercise.

A2.4.1.4.3. A/R or A/R EMCON 3.

A2.4.1.4.4. Additionally, 3 of the following events must be accomplished:

A2.4.1.4.4.1. DMS Activity.

A2.4.1.4.4.2. Actual Weapon Release.

A2.4.1.4.4.3. Multiple Release Bomb Run.

A2.4.1.4.4.4. Command and Control Event.

A2.4.1.4.4.5. Formation Sortie.

A2.4.1.4.4.6. Alert Force Response Exercise (AFRE).

A2.4.1.4.4.7. MITO Taxi and Takeoff.

A2.4.1.4.4.8. Base Escape Departure.

A2.4.1.4.4.9. SILS Approach.

A2.4.1.5. Nuclear Low Training Sortie (NLTS). A RAP sortie designed to emphasize nuclear employment in the low altitude environment. The sortie profile should be planned to include: MITO taxi and takeoff, base escape departure, enroute navigation, air refueling, electronic rendezvous, nuclear bombing procedures, DMS activity, SILS approach, instrument/emergency/visual approach and landing procedures. Log applicable RAP and non-RAP events in addition to this sortie. As a minimum, the following events must be accomplished:

A2.4.1.5.1. Nuclear Bomb Run.

A2.4.1.5.2. Signature Management Exercise.

A2.4.1.5.3. A/R or A/R EMCON 3.

A2.4.1.5.4. Low Level Nav Leg.

A2.4.1.5.5. Additionally, 3 of the following events must be accomplished:

A2.4.1.5.5.1. DMS Activity.

A2.4.1.5.5.2. Actual Weapon Release.

A2.4.1.5.5.3. Terrain Following Nav Leg.

A2.4.1.5.5.4. Multiple Release Bomb Run.

A2.4.1.5.5.5. Command and Control Event.

A2.4.1.5.5.6. Formation Sortie.

A2.4.1.5.5.7. Alert Force Response Exercise (AFRE).

A2.4.1.5.5.8. MITO Taxi and Takeoff.

A2.4.1.5.5.9. Base Escape Departure.

A2.4.1.5.5.10. SILS Approach.

A2.4.2. Sorties (Non- RAP):

A2.4.2.1. Sortie. Defined as airborne for any length of time. Dual logged with RAP sortie and non-RAP sorties.

A2.4.2.2. Instructor Sortie. A sortie where a significant portion of the instructor's time was spent actively instructing. If the instructor judges he/she did not receive adequate RAP training, he/she may elect to not log a RAP sortie even if he/she did complete the minimum RAP events.

A2.5. Events: The following is an alphabetical listing of events 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.

A2.5.1. Advanced Tactical Events (VT):

A2.5.1.1. Formation Sortie. A minimum of 30 minutes of formation flight is required. May be dual logged with any RAP Sortie.

A2.5.1.2. Night Sortie. A sortie flown primarily at night. To take credit for this event, either the takeoff or landing and at least 50 percent of the flight duration or 1 hour, whichever is less, must occur between the period of official sunset to official sunrise.

A2.5.1.3. Signature Management Exercise. Designed to allow the use of appropriate low observable techniques and defensive actions to counter threats during actual or simulated weapons delivery. Threats may be surface or airborne. The desired method to accomplish this event is in conjunction with an actual ground-based or airborne EC asset. If an actual EC asset is used, the crew will notify the TTR after departing the IP. If an actual EC asset is not used, it may be simulated. To take credit for this event using a simulated threat the appropriate level 4 threat data must

be briefed during mission planning day to include: threat avoidance rings, strengths and weaknesses, and appropriate counter tactics. Additionally, a bomb run must be accomplished simulating the briefed threat. One event may be logged per run. No more than four events may be logged per sortie.

A2.5.1.4. Retargeting Exercise (RTGE). A sortie, planned by the aircrew, against two or more possible targets. An in-flight target change/assignment is directed once airborne.

A2.5.2. Air Alignment (AALMT): An airborne alignment of the inertial navigation system without the use of GPS.

A2.5.3. Air Refueling (AR): An individual aircrew member must be in direct control of the aircraft during contact to receive credit. Tanker rendezvous may be accomplished by any means necessary to safely arrive at the contact position.

A2.5.3.1. EMCON 3 AR (EM3AR). Air refueling minimizing electronic emissions IAW the air refueling manual EMCON 3 procedures. For credit use EMCON 3 procedures for the rendezvous and first contact. Essential radio communications accomplished for safety of flight does not preclude event accomplishment.

A2.5.3.2. Receiver Directed Rendezvous (RDRZ). Receiver must conduct rendezvous to include maintaining offset, making range calls and directing the aircraft's final turn.

A2.5.3.3. Night Air Refueling. Air refueling where at least 10 minutes is during night-time conditions.

A2.5.4. Approaches (AP): Credit only to the pilot flying.

A2.5.4.1. Non-Precision Approach. A non-precision instrument approach that is flown at minimum from the final approach fix to a landing, touch and go, or a missed approach.

A2.5.4.2. Precision Approach. A precision instrument approach that is flown at minimum from the final approach fix to a landing, touch and go, or a missed approach.

A2.5.4.3. SEO Approach. A simulated single engine out approach. Should be dual logged with an instrument or visual approach.

A2.5.4.4. SEO Go Around. Flown on completion of a SEO approach. Dual log with SEO approach.

A2.5.4.5. SEO Landing. Flown on completion of a SEO approach. Dual log with SEO approach.

A2.5.4.6. Synthetic ILS Approach (SILS). May be dual logged with a precision or non-precision approach. Follow command weather minima guidance for on board guidance approaches.

A2.5.4.7. Visual Approach. An approach that is done primarily with outside visual references.

A2.5.5. Bomb Run/Weapon Release (BR/WR): Only one bomb run/weapon release may be logged for each pass through an IP/target combination or LAR. Log with type bomb run/weapon release accomplished.

A2.5.5.1. Actual Weapon (AW) Release. A sortie in which one or more live or inert weapons are released. May be accomplished at high, medium, or low altitude using live weapons, inert shapes, or other training weapons. Dual log with type of bomb run accomplished.

A2.5.5.2. Conventional BR (CBR). Bomb run using live, inert, or simulated non-precision conventional munitions. Log with type release accomplished. Do not dual log with Guided Weapons Release or Standoff Weapons Release.

A2.5.5.2.1. Bomb Rack Assembly BR (BRABR). Bomb run using live, inert, or simulated non-precision conventional munitions loaded on a BRA. Dual log with CBR.

A2.5.5.3. Nuclear BR (NBR). Bomb run using inert or simulated nuclear munitions. Log with type release accomplished.

A2.5.5.4. Multiple Release Bomb Run (MRBR). A weapons delivery where two or more targets are located so close together that a single IP is used. Dual log with type release accomplished.

A2.5.5.5. Guided Weapons Release (GWR). Weapons delivery using live, inert, or simulated guided conventional munitions emphasizing GATS procedures. Log with type release accomplished. Do not dual log with Conventional Bomb Run or Standoff Weapons Release.

A2.5.5.5.1. GAM/JDAM Release (GJR). Accomplished using GATS/GAM or GATS/JDAM auto or manual weapons release mode. GATS is desired but not mandatory for logging this event.

A2.5.5.5.2. Manual GATS Release (MGR). Accomplish manual GATS/GAM or GATS/JDAM bomb run using non -AFMSS preplanned targets.

A2.5.5.6. Standoff Weapons Release (SWR). Weapons delivery using live, inert, or simulated guided conventional standoff munitions. Log with type release accomplished. Do not dual log with Conventional Bomb Run or Guided Weapons Release.

A2.5.5.6.1. In-Range or In-Zone JSOW Release (RJSWR or ZJSWR). A range or zonal JSOW release using AFMSS preplanned or aircraft hand-entered targeting data.

A2.5.5.6.2. JASSM Release (JSMR). A JASSM release using AFMSS preplanned or aircraft hand-entered targeting data.

A2.5.5.7. Left Seat Bomb Run (LSBR). Pilots log when performing and initiating any type of weapon release from the left seat. Dual log with the appropriate type bomb run.

A2.5.6. Command and Control Events (CE):

A2.5.6.1. MILSTAR/AFSATCOM. Requires proper configuration for MILSTAR/SATCOM operation (as applicable), and completion of at least one successful transmission with an agency outside of the formation. Only one event may be logged per sortie.

A2.5.6.2. Have Quick. Requires proper radio configuration for Have Quick operation and completion of at least one successful voice transmission and reception. Only one event may be logged per sortie.

A2.5.6.3. Secure Voice. Requires proper radio configuration for secure UHF or HF operation and completion of at least one successful UHF or HF voice transmission and reception. To exercise global command and control, secure HF transmissions must be made through the USAF Global HF System. Crews must attempt a secure phone patch from “MAINSAIL” (normally Andrews) to Whiteman Command Post (see Flight Information Handbook for frequency listing) for credit. May take credit for up to two events per sortie if of differing type.

A2.5.7. Departures (DP):

A2.5.7.1. Base Escape Departure (BEDP). Departure using flight manual base escape procedures.

A2.5.8. Electronic Combat Events (EC):

A2.5.8.1. DMS Activity (DMS). Electronic threat activity reflecting the unit's AOR with applicable training Emitter Identification Data (EID) loaded. Includes threat recognition, awareness, and avoidance (if required). This event is intended to be accomplished primarily in the WST. However, it may be logged in conjunction with a Signature Management Exercise if an actual ground-based or airborne EC asset is used. To take credit for this event the TSD must be used to recognize, evaluate, and react to a surface or airborne threat. A DMS activity may be logged for each run per separate threat scenario. No more than four events may be logged per sortie.

A2.5.9. Joint Maritime Operations (AIR) (JMO AIR): May be logged when the mission is flown in a maritime environment and: when the mission is flown in conjunction with Navy/Marine forces or when the mission is under Navy/Marine command and control. The maritime environment includes oceans, seas, bays, estuaries, islands, coastal areas, and the airspace above these. May also be logged when participating with (not against) Navy/Marine aircraft in Strike University exercises at Fallon NAS. JMO (AIR) considerations should be included in unit tactics and intelligence training programs that emphasize the inherent differences and peculiar problems associated with combat operations in the maritime environment (i.e. C3; target detection, location, and identification; political and territorial considerations; electronic warfare; weaponeering; force requirements; and attack tactics and options).

A2.5.10. Landings (LDG): Creditable only to the pilot flying.

A2.5.10.1. Night Landing (NLDG). A landing accomplished between the hours of official sunset and sunrise. May be dual logged with touch and go or SEO landing.

A2.5.11. Low Altitude Events (LE):

A2.5.11.1. Low Level Nav Leg (LLNL). May be accomplished on low level route or in any military operating area or restricted area with a command or unit developed low level route. To receive credit, at least 20 minutes of low level navigation must be flown at or below 1500' AGL. Log an event for each 20 minutes of low level flown (No more than two events may be logged on a single route/MOA).

A2.5.11.2. Terrain Following Nav Leg (TFNL). May be accomplished on a low level route or in any military operating area or restricted area with a command or unit developed low level route. To receive credit, at least 20 minutes of TF must be flown at or below 1500' AGL. Log a TF event for each 20 minutes of TF flown (No more than two events may be logged on a sortie).

A2.5.11.3. TF Flyup and Recovery (TFREC). Accomplish a flyup during terrain following operations and recover at Instrument Flight Rules (IFR) altitude using flight manual procedures. Credit only to the pilot flying. Instructor pilots may take credit while performing the pilot not flying duties.

A2.5.12. MITO:

A2.5.12.1. Alert Force Response Exercise (AFRE). A unit tailored training exercise designed to provide aircrews the necessary skills to respond to a Single Integrated Operational Plan (SIOP) launch or conventional dispersal message. The event will include but is not limited to:

A2.5.12.1.1. Aircraft cocked to simulate alert status without weapons.

A2.5.12.1.2. Launch message (general purpose launch message addressed to formation).

A2.5.12.1.3. Alert start using slap switch procedures, scramble checklist emphasizing expeditious BOLDPRINT execution, and free flow taxi.

A2.5.12.1.4. Minimum of three aircraft will be scheduled.

A2.5.12.1.5. Respond from alert facility.

A2.5.12.2. MITO Taxi and Takeoff. When possible, accomplish an alert start, AA Prep navigation alignment (without GPS), and taxi to the predetermined hold point completing the scramble checklist. 30-45 second spacing is required to take credit in the WST. Peacetime auxiliary air door/engine restrictions apply in the jet—increased spacing is allowable. See AFI 11-2B-2V3 for additional guidance. .

A2.5.13. Takeoffs (TO): Creditable to the pilot flying. May also take credit for touch-and-go.

A2.5.14. Weapons Delivery (WE):

A2.5.14.1. Full Scale Weapons Delivery (FSWD). To the maximum extent possible, within the current weapons safety guidelines, the delivery of an equivalent of one full bay of weapons, live or inert, released on a single target complex. Weapons may be delivered from alternate bays as determined by the stores management processors during a single FSWD event. Where the net explosive weight safety parameters are a constraint, release the maximum allowed by the safety parameters.

A2.5.14.2. Weapons Jettison (WJ). Jettison of weapons IAW flight and weapons manual procedures.

A2.6. 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.

A2.6.1. Nuclear Functional Training:

A2.6.1.1. Command and Control Procedures (CCP). To ensure positive control (PC) aircrew are proficient in command control and operational reporting procedures. Aircrew will review any procedural changes in EAP-STRAT Volume V, Aircrew Emergency Action Procedures. Additionally, aircrew will be required to copy and decode practice Emergency Action Messages (EAMs) and answer related questions. Tape examinations may be taken as a crew effort. Aircrew who fail a tape test will be identified to the unit OG/CC and require immediate retraining to include:

A2.6.1.1.1. Thoroughly briefing the identified area of weakness using source documents and training aids as necessary to ensure complete understanding.

A2.6.1.1.2. Retesting the deficient area to verify comprehension.

A2.6.1.1.3. Aircrew who fail reexaminations will be recommended for immediate removal from alert status and decertification as required.

A2.6.1.1.4. Aircrew 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.

A2.6.1.2. Nuclear Surety Training. To ensure applicable aircrew and staff personnel requiring annual training are knowledgeable in all areas pertaining to the Department of Defense (DoD) nuclear safety standards, nuclear security, CJCSI 3620.1'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 12 months per ACC Supplement 1 to AFI 91-101. **EXAMPLE:** Training accomplished on 10 August 95 must be repeated prior to 1 September 96. Individuals delinquent in training will not perform alert with or have access to nuclear weapons or critical components.

A2.6.1.3. SIOP Study. To provide the crewmember with the information necessary for the effective and successful completion of the unit's assigned SIOP 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 SIOP tasking. Additionally, pertinent information concerning changes to the Unit Mission Brief (UMB), new or changed alert procedures, SIOP intelligence, SIOP 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 SIOP preparation will prepare briefing/material as requested by the SIOP study officer. Additionally, they will immediately inform the SIOP study officer of changes in their specialized areas. Curriculum development: Unit SIOP study officer. Instructor: OSS SIOP study officer and representatives from applicable wing staff agencies (as required).

A2.6.1.4. SIOP Preparation for Certification. To provide the crew member with the preparation and training necessary to ensure effective execution and completion of the unit's assigned SIOP mission. Selected wing staff agencies will provide specialized briefings and remain available for assistance to the crew member throughout the certification preparation. The OSS SIOP study officer will ensure that those agencies listed below as additional instructors construct formal briefings pertinent to their areas of SIOP expertise. The unit SIOP study officer will construct an "in-house" briefing schedule and ensure that it is strictly followed. Secondly, they will also periodically monitor each staff agency briefing and evaluate the currency, quality, and effectiveness of the information presented. Unit staff agencies listed below will ensure that their respective briefings are constantly updated to reflect only the most current information available. Additionally, each staff agency will develop a bank of test questions addressing their specialty. This question bank will be kept by the OSS SIOP study officer. The aircrew will prepare their briefing for certification to ensure detailed coverage of those items specified in ACCI 10-450V2. Curriculum development: Unit SIOP study officer and Unit OSTW (AFTTP 3-1 Vols 1, 2, and 23 material). Instructor: OSS/OST SIOP study officer and qualified representatives from the following unit staff agencies:

A2.6.1.4.1. Command Control Division (CPS).

A2.6.1.4.2. Combat Intelligence Branch (IN).

A2.6.1.4.3. Combat Crew Communications Branch (CPS).

A2.6.1.4.4. Offensive Systems Branch (OSTO).

A2.6.1.4.5. Defensive Systems Branch (OSTD).

A2.6.1.4.6. Tactics Branch (OSTW).

A2.6.1.4.7. Weapons Branch (OSTN).

A2.6.1.4.8. SQ/DOT.

A2.6.1.5. Unit Mission Briefing. 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 SIOP commitments, sortie requirements, and operational procedures applicable to the unit mission. This will include comprehensive discussion on topics outlined in ACCI 10-450 Vol 2, and a review of the individual unit's mission. Curriculum development: Unit SIOP study officer.

ATTACHMENT 3

VERIFICATION GUIDE

A3.1. Guideline for Verification Briefings: The following outline is provided as a guideline for the development of verification briefings:

A3.1.1. Overview:

A3.1.1.1. Introduction (participants and briefing classification).

A3.1.1.2. Mission overview.

A3.1.1.3. Status of friendly forces (ground, air, and support).

A3.1.2. Area of Operations:

A3.1.2.1. Geography (topography, population centers, lines of communications, chokepoints and natural obstacles, major visual and radar significant identification points).

A3.1.2.2. Climatology (effects on unit operations, ground troop movements, and inflight operations).

A3.1.2.3. Operating base (location, facilities, procedural constraints, strengths and limitations).

A3.1.3. Status of Enemy Forces:

A3.1.3.1. Ground forces and accompanying air defense threats (SAMs, Anti Aircraft Artillery (AAA), EC, and MIJI), capabilities, strengths and weaknesses.

A3.1.3.2. Airborne forces (numbers, locations, capabilities and tactics).

A3.1.4. Mission Employment Briefing:

A3.1.4.1. Ground operations.

A3.1.4.2. Departure (contingencies, options).

A3.1.4.3. Route of flight (threat analysis, alternatives, fuel requirements, decision points).

A3.1.4.4. Target ingress (IP-to-target specifics, tactics).

A3.1.4.5. Weapons employment (target data, DMPI, attack parameters, load, fusing, suitability, delivery modes/backups).

A3.1.4.6. Egress plan (route, mutual support agreements).

A3.1.4.7. Reattack plan/options.

A3.1.4.8. Downed crewmember/wounded bird plan.

A3.1.4.9. Recovery (safe corridor procedures, IFF procedures, alternate and emergency airfields).

A3.1.5. Escape and Evasion:

A3.1.5.1. SAFEs.

A3.1.5.2. SAR procedures.

A3.1.6. Essential Elements of Information/Reports:

A3.1.6.1. Essential elements of information (EEIs).

A3.1.6.2. Required reports and reporting procedures.

ATTACHMENT 4

TRAINING SHORTFALL REPORT

MEMORANDUM FOR MAJCOM/DOT

SUBJECT: xx SQ Training Shortfalls

FROM:

1. TRAINING SHORTFALLS (Training events/sorties not accomplished or locally waived. Only report those shortfalls that the unit commander feels will have a major impact on training. Generally report only those events/sorties that affect 15% or greater of the crew force.)

EVENT/SORTIE --PERCENT OF CMR/BMC CREWS (BY CREW POSITION) AFFECTED
--SPECIFIC REASON FOR SHORTFALL
--CORRECTIVE ACTION (IF ANY)
--LIMFACS

2. COMMANDER'S COMMENTS (Open forum for comments to improve the training and reporting system.)

1ST Ind, OG/CC
TO: HQ MAJCOM/DOT
Cc: NAF/DO (AOG)

ATTACHMENT 5

GLOBAL POWER TRAINING

A5.1. Purpose: 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 Expeditionary Air Force engagement scenarios. Global Power missions are not intended to be a crew training requirement only, but rather a requirement for the unit, allowing each part of our 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 and weapons load training.

A5.2. Global Power Requirements:

A5.2.1. HQ ACC/DOXD will schedule each bomber squadron for a minimum of two global power missions per AEF cycle in the consolidated planning order. 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.

A5.2.2. The following requirements are the minimum training events needed to receive credit for each squadron's Global Power mission. The requirements are based on likely power projection scenarios to support Expeditionary Air Force taskings that must respond across the spectrum of engagement options.

A5.2.2.1. Each unit must launch a sortie that is planned to transit international airspace, enter another CINC's AOR, accomplish an ADIZ penetration, 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.

A5.2.2.2. 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.

A5.2.2.3. All Global Power missions are required 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 the launched with the intent of releasing weapons on a range. When mission scenario dictates, plan to release a mixed weapons load.

A5.2.2.4. Inflight planning replanning/retargeting exercise. Flexibility is a key ingredient to Global Power mission profiles. Each unit must be prepared to conduct an airborne re-planning/re-targeting exercise to the maximum extent possible.

A5.2.2.5. Global Command, Control and Communication Systems. HQ ACC will exercise "real world" command relations to the maximum extent possible (refer to **A5.3.** for basic guidelines). Ensure all communication systems available (MILSTAR, UHF voice, SATCOM, and other secure communication systems) are exercised on all Global Power training sorties.

A5.2.3. Mission Options. The following options reflect the most likely use of bombers across the spectrum of engagement:

A5.2.3.1. Round-robin missions: bombers launch from home station, conduct an employment mission to an overseas range, then land at home station. This option is the most demanding on aircrew and air refueling assets.

A5.2.3.2. Deployment-employment missions: bombers launch from the CONUS, release weapons on an overseas range, then land at a bomber FOL.

A5.2.3.3. Higher headquarters directed deployments: All JCS directed missions, CINC request for forces (participation in the EUCOM, PACOM, SOCOM, or CENTCOM AOR), and JCS exercise deployment sorties en route to overseas location, regardless of mission profile, will be considered Global Power missions.

A5.3. Command Relations : Each global power execution order, will specify command relations. Most global power missions accomplish title 10 training. Therefore, OPCON and TACON will remain with CINCUSJFCOM throughout the mission. The only exception to this guidance is a Secretary of Defense-approved deployment order (DEPORD) specifying the command relationship in response to a CINC's request for forces. ADCON will be granted when the Global Power mission aircraft are transiting or deploy into another CINC's AOR.

A5.4. Funding: HQ ACC/DOXD 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. DOXD will approve funding for GP missions on a case-by-case basis. The GP fund cite is not authorized for airshows or airlift requests.

A5.5. Scheduling: HQ ACC/DOXD 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 Consolidated Planning Order (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 DOXD with adequate lead time so that proper coordination may proceed. Global Power missions that require short-notice airlift or inflight refueling must be avoided.

A5.6. Public Affairs: Global Power missions are likely to attract media attention, and this is encouraged. Global Power by itself is unclassified, although the exercises it is connected with may be classified. All public affairs questions should be routed to the Office of Public Affairs, HQ ACC/PA, DSN 574-5007.

A5.7. Theater Instructions: The following entry/exit procedures will be used by all bomber aircraft that are operating on Global Power missions in the specified AOR. These procedures do not replace any required exercise-specific reporting instructions.

A5.7.1. EUCOM AOR: The following procedure will be used when employing to or transiting the EUCOM AOR. Crossing 10W longitude eastbound, aircrew will establish a phone patch via HF radio to the USAFE Command Center (UCC), (DSN 480-8200/8202/8203/8258) call sign: CONTROL at Ramstein Air Base, Germany. Pass time of crossing, aircraft status, and ETA to target. The UCC 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. Keep the UCC advised of any deviations to the original planned operation (use of an alternate range, weather

divert, etc.). Contact the UCC passing longitude 10W westbound to CONUS with brief mission report of how the operation went (successful or unsuccessful). If unsuccessful, pass reason. If exiting eastbound/entering westbound, make exit/entry report at 30E longitude to the UCC. Units will call the UCC on mission planning day to confirm the impending mission and coordinate details. This should help minimize actual inflight communications.

A5.7.2. PACOM AOR: The following procedure will be used when employing to or transiting the PACOM AOR. Westbound missions, upon crossing 130W longitude (including Alaska missions), and eastbound missions, upon crossing 60E longitude, aircrew will establish a phone patch via HF radio to the PACAF AMOC (DSN 448-8888) via phone patch or through the ACC Command Center (DSN 574-1555) with an advisory on mission status, intentions, and other pertinent information. The Command Center will pass along information as required that may apply to the mission (weather, range status, etc.). The same procedure will apply when the missions leave the AOR. Units will call PACAF AMOC, DSN 448-8888 on mission planning day to confirm the impending mission and coordinate details. This should help minimize actual inflight communications.

A5.7.3. 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 JTF SWA (DSN 318 435-7785) via HF radio 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. This should help minimize actual inflight communications.

A5.7.4. 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.

A5.8. Individual Bomber Unit Responsibilities:

A5.8.1. Units will develop local guidance and procedures for all aspects of Global Power missions.

A5.8.2. Appoint an OSS primary and alternate POC to interface with HQ ACC on all Global Power matters. Ensure DOXD has a current name, message address, DSN number, and E-mail address (if applicable) for the OSS POC. All unit contact with DOXD will be coordinated through the OSS POC. Units will also designate a primary and alternate project officer for each Global Power 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.

A5.8.3. Maintain HQ ACC/DOXD as “info” addressee on all message traffic associated with Global Power. Similarly info the concerned overseas MAJCOM and parent NAF.

A5.8.4. 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/DOXD to assist in planning for overseas range use.

A5.8.5. Units will consult 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 DOXD if there is any question on the priority level to be assigned.

A5.8.5.1. "Horseblanket" 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**. "Horseblanket" conferences are normally due the last week of the first month of the quarter for the following quarter. The following is a guideline for "Horseblanket" air refueling requests:

A5.8.5.1.1. Jan thru Mar Global Power missions: request air refueling support the third week in October.

A5.8.5.1.2. Apr thru Jun Global Power missions: request air refueling support the third week in January.

A5.8.5.1.3. Jul thru Sep Global Power missions: request air refueling support the third week in April.

A5.8.5.1.4. Oct thru Dec Global Power missions: request air refueling support the third week in July.

A5.8.5.2. Because Global Power missions are tanker-intensive, units should consider any and all options to reduce the inflight refueling requirements.

A5.8.6. Units will consult/comply with the DOD Foreign Clearance Guide and COMACC OMNIBUS Plan - 96 for applicable guidance.

A5.8.7. 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.

A5.8.8. 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.

A5.8.9. Provide a detailed summary of planned employment activity to DOXD 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 and the parent NAF get the same information. Unit POCs will also contact HQ ACC/DOXD 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:

A5.8.9.1. Date of launch (local date)

A5.8.9.2. Takeoff time (Zulu and local times)

A5.8.9.3. Landing time (Zulu and local times, and date)

A5.8.9.4. Landing location, if not home station

A5.8.9.5. Duration

A5.8.9.6. Number of aircraft in formation

A5.8.9.7. Number of airborne/ground spares

A5.8.9.8. Weapons carried: Type and number

A5.8.9.9. All activity planned; include bombing altitude and weapon tactics, fighter or ECM activity, etc.

A5.8.9.10. Range name/location

A5.8.9.11. Target number and TOT (Zulu and local times, and date)

A5.8.9.12. Threat Advisory Support Activity, actual and simulated

A5.8.9.13. Emergency/divert fields

A5.8.9.14. Air refueling information: Number of times; pounds onloaded per aircraft per refueling; tanker unit and type; A/R tracks; each ARIP.

A5.8.9.15. Route description (general verbal description of the route to facilitate development of a briefing slide).

A5.8.9.16. Return mission information if deploying (Same format as above).

A5.8.10. Inflight 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 inflight 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 inflight reports to the HQ ACC Command Post, who will then up-channel reports to the ACC/DO. For USAFE AOR ask your command center to forward any pertinent information to the USAFE Command Center (UCC), (DSN 480-8200/8202/8203/8258).

A5.8.11. Within 3 days after the mission, a call must be made to DOXD 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.

A5.9. Crew Rest and Flight Duty Limitations:

A5.9.1. 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. Post-flight crew rest requirements may range from a minimum of 24 hours for shorter missions to 36 hours or greater to allow two nights normal sleep for recovery from longer missions.

A5.9.2. Maximum Flight Duty Period: Authority to waive maximum flight duty period as defined in AFI 11-202, Vol 3, (AFI 11-401, Table 7.1) (including Global Power missions), is delegated to wing commanders or equivalent by AFI 11-202, Vol 3, (AFI 11-401/ACC Sup 1 paragraph 7.10.1) with the following exceptions: Any flight duty period exceeding 30 hours for B-1, B-2 aircrew and B-52

non-augmented crews, or 40 hours for a B-52 augmented crew will require a specific waiver from HQ ACC/DO. 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 level times faxed to them (DSN 240-2761) at least 24 hours in advance (do not send sensitive data).

A5.9.3. Units are encouraged to use any reasonable means to shorten an already extended crew duty day, such as using preflight crews, minimizing show times, etc. Additionally, during the planning of Global Power 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).

A5.10. Human Factors/Physiological Issues:

A5.10.1. 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 inflight 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.

A5.10.2. Unit flight surgeons will ensure medications (Go Pills) are used IAW current AF/XO and ACC/DO/SG message guidance and ACC/SG guidelines.

A5.10.3. Unit flight surgeons will also ensure aircrew receive briefings on human performance and physiological issues related to long duration missions.

A5.10.4. 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 11-202, Vol 3, 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 11-202, Vol III, must be complied with.

A5.11. Office of Primary Responsibility: Office of Primary Responsibility for this program is HQ ACC/DOXD, 205 Dodd Blvd., Suite 206, Langley Air Force Base, Virginia, 23665-2789; DSN 574-0461. E-mail address is **mailto:acc.DOXD@langley.af.mil** or **mailto:acc.DOXD@langley.af.smil.mil**.

ATTACHMENT 6

IC 2001-1 TO AFI 11-2B-2 VOLUME 1, B-2—AIRCREW TRAINING

19 DECEMBER 2001

SUMMARY OF REVISIONS

This revision incorporates Interim Change IC 2001-1. This interim change (IC) 02-1 includes numerous administrative changes throughout the document. All changes except one are the result of the recently approved B2IQT (Universal Pilot) syllabus. Graduates of B2IQT are now fully qualified in the left and right seat. Mission commander upgrade and weapons qualification changes were made to reflect this dual-qualification syllabus. Paragraph **6.3.** Long-Duration Qualification Training in the WST was changed to place emphasis on preflight/inflight fatigue countermeasures to include supervised use of approved pharmaceuticals administered by an authorized flight surgeon. (|) indicates revisions from the previous edition.

1.4.1. IQT and RQT provide the training necessary to initially qualify a crewmember in a basic position and flying duties without regard to the unit's mission. The B2IQT (Universal Pilot) syllabus qualifies new crewmembers to perform left or right seat duties in the B-2. Normally, MQT training is accomplished in conjunction with IQT. However, at completion of IQT/RQT, any further MQT training will be accomplished at the unit. Upon completion of IQT or RQT, the crewmember attains Basic Aircraft Qualification (BAQ) status. Except for general officers above wing level, BAQ is not a long-term qualification status. Waiver authority for any aircrew member, other than general officers above the wing level, to remain BAQ for longer than 6 months is MAJCOM DO.

1.6.6. SQ/CCs will determine and assign aircrew that will maintain special capabilities or qualifications, including in-unit Mission Commander upgrade. Specialized training is normally accomplished in addition to baseline CMR/BMC sortie/event requirements.

2.1. General: This chapter outlines Formal Training of aircrew members into unit aircraft. Formal Training includes Initial Qualification Training (IQT), Requalification (RQT), Flight Instructor Course (FIC) and Basic Qualification Training (BQT). This training normally will be conducted during formal syllabus courses at the formal training unit (FTU) whenever possible. In exceptional circumstances, when FTU training is not available within a reasonable time period, Formal Training may be conducted at the local unit IAW provisions of this chapter. This local Formal Training normally will be conducted using appropriate USAF Training Course syllabus tracks, flow programs, and requirements. When local Formal Training is authorized, the gaining MAJCOM assumes responsibility for the burden of providing this training locally.

2.6. Initial Qualification Training (IQT): Qualifies new aircrew members to perform left or right seat duties in the B-2. Prerequisites and time limitations are listed in ETCA **https://etca.keesler.af.mil/** and the B2IQT (Universal Pilot) syllabus. B2PIQT and B2MCIQT syllabi have been rescinded but are still referenced throughout this instruction where applicable.

2.9. Mission Commander Upgrade Training (MCUT): Qualifies B-2 pilot graduates of the B2PIQT syllabus (qualified in left seat duties only), for right seat/mission commander duties. MCUT is conducted at the FTU. Prerequisites and time limitations are listed in ETCA **https://etca.keesler.af.mil/**. Pilot graduates of the B2IQT (Universal Pilot) syllabus will accomplish Mission Commander (MC) Upgrade IAW paragraph **6.9.**

2.12 (added). Air Refueling Familiarization Training: Accomplished prior to start of B-2 IQT. Provides introduction to air refueling procedures for aircrew members not previously qualified in aerial refueling. Training requires approximately 10 days. Only prerequisite is pilot must be selected to enter B-2 IQT. The B-2 Air Refueling Familiarization Training syllabus is a wing syllabus not listed in ETCA.

2.13 (added). B-2 Lead In Weapons, Tactics And Intelligence Training: Accomplished prior to start of B2IQT at the discretion of 394 CTS/CC. Provides introduction to tactical aspects of the B-2 mission for aircrew members not previously qualified in tactical aircraft. Training requires approximately 5 days. Only prerequisite is pilot must be selected to enter B-2 IQT. The B-2 Lead In Weapons, Tactics And Intelligence Training syllabus is a wing syllabus not listed in ETCA.

5.1. General: This chapter outlines requirements for attaining initial qualification and maintaining CT qualification for CMR pilots/mission commanders in the employment of air-to-surface weapons. Refer to "Glossary of Events" at **Attachment 2** for further guidance on weapons events. Weapons delivery/employment qualification is not required for Test aircrew.

5.1.3. (Added) Pilot graduates of the B2PIQT syllabus are required to maintain weapons qualification as a crew event.

5.1.4. (Added) Pilot graduates of the B2IQT (Universal Pilot) syllabus are required to maintain weapons qualification as an individual event.

5.1.4.1. (Added) Pilot graduates of the B2IQT (Universal Pilot) syllabus may log 50% of their weapons requirements as a crew event.

5.1.5. (Added) Pilots require same number and type of weapon events as Mission Commanders.

5.2. Initial Qualification: Pilots/mission commanders must accomplish initial qualification in any weapons event requiring qualification at CMR/BMC. Initial qualification achieved in IQT or MQT satisfies requirements for CT qualification, but not for CT event requirements. Initial qualification will carry over for consecutive tours in the B-2.

5.2.1. Initial qualification is satisfied when the pilot/mission commander has accomplished **6** record deliveries for RLA, BRA, Guided, and Standoff weapons. AVTR/WST scoring may be used, however, WST scoring will not exceed 50% of the required record deliveries per weapon category. Pilots/mission commanders must achieve a minimum hit rate of 50 percent on those deliveries. BRA releases involving multiple weapons will score only the DMPI weapon as a single hit and not each weapon in the train.

5.3. CT Qualification: These criteria establish the minimum standards for pilots/mission commanders 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. Qualification criteria consists of **6** record deliveries for RLA, BRA, Guided, and Standoff weapons. Pilots/mission commanders must achieve an overall hit rate of 50 percent. BRA releases involving multiple weapons will score only the DMPI weapon as a single hit and not each weapon in the train.

5.3.3. At the end of the training cycle, each pilot's/mission commander's weapons delivery scores will be reviewed to assess their qualification. If qualified, the pilot's/mission commander's qualification is valid through the following training period.

5.4. Failure to Qualify: Failure to qualify in one event does not invalidate qualification in others. SQ/CCs may declare a pilot/mission commander unqualified in an event(s) and invalidate all previous record deliveries for that event at any time during a training cycle without affecting other weapons event qualifications. If qualification is required at CMR, failure to qualify will result in regression to N-CMR and entry into re-certification until re-qualification is accomplished. Re-qualification is accomplished by achieving a hit rate of 50% or better on a minimum of two record deliveries.

6.3. Long-Duration Qualification Training: A one-time, long-duration B-2 WST (minimum 24 hr duration) must be accomplished prior to an aircrew member's first long-duration aircraft sortie. Emphasis should be placed on preflight/inflight fatigue countermeasures to include supervised use of approved pharmaceuticals administered by an authorized flight surgeon.

6.7. Dual Seat Qualification: Special flying qualification that will allow selected "B2MCIQT and B2MCUT trained" mission commanders to fly in either the left or right seat. At least one crewmember onboard will be a qualified mission commander or instructor pilot.

6.7.1. Prerequisites. Graduates of the B2IQT (Universal Pilot) syllabus are automatically dual seat qualified. Graduates of B2MCIQT and B2MCUT syllabi must be qualified and current B-2 mission commanders with squadron commander recommendation, approval through the training performance measures (TPM) process, <u>and</u>:

6.9. (Added) Mission Commander (MC) Upgrade: This program establishes minimum requirements for upgrade to mission commander for graduates of B2IQT (Universal Pilot Syllabus). The B-2 FTU will conduct mission commander upgrade training for all graduates of B2PIQT in accordance with paragraph **2.9** and the B2MCUT syllabus.

6.9.1. (Added) Prerequisites:

6.9.1.1. (Added) B2IQT (Universal Pilot Syllabus) graduate.

6.9.1.2. (Added) 1000 total hours, or fighter 4-ship flight lead, or 300 post IQT B-2 hours.

6.9.2. (Added) Upgrade Program:

6.9.2.1. (Added) Squadron upgrade program managed through TPM process.

6.9.2.2. (Added) One documented WST emphasizing emergency procedures, CRM, and decision making.

6.9.2.3. (Added) One documented B-2 sortie flown in the right seat.

6.9.2.3.1. (Added) Flown with SQ/CC, SQ/DO, or SQ/ADO--must be an instructor.

6.9.2.3.2. (Added) Flown as lead of 2-ship.

6.9.2.4. (Added) Upon successful completion, individual is qualified as a mission commander. Flight lead upgrade will be conducted IAW paragraph **6.2.**Qualification status will be annotated in unit letter of X's.

ATTACHMENT 1

Add the following in alphabetical order to the list of Terms:

(added) Mission Commander (MC)—individual qualified to perform B-2 aircrew duties and be the individual designated on the flight authorization orders responsible for safe, efficient B-2 operations.

(added) Pilot (P)—individual qualified to perform B-2 aircrew duties.

ATTACHMENT 2

A2.2.3.4. **Gross Error.** A penalty score or miss assigned to a pilot's/mission commander's records when a weapons delivery attempt results in: munitions impact outside the range scoring capability, a chargeable dry pass, a foul, or an unintentional release.