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SECRETARY OF THE AIR FORCE**

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VOLUME 1**



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Flying Operations

B-52 AIRCREW TRAINING

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This volume supports AFGPD 11-2, *Aircraft Rules and Procedures*; AFGPD 11-4, *Aviation Service*; and AFI 11-202V1, *Aircrew Training*. It establishes the minimum Air Force standards for training and qualifying personnel performing duties in the B-52. This volume applies to regular Air Force and Air Force Reserve Command (AFRC) units and members, unless otherwise noted; indicated in a parenthetical within the paragraph, or by using subparagraphs directed at specific units. This publication may be supplemented at any level, but all direct Supplements must be routed to the AFGSC/A3BT for coordination prior to certification and approval. This volume does not apply to the Air National Guard (ANG) units and members. Major Commands (MAJCOMs)/Direct Reporting Units (DRUs)/Field Operating Agencies(FOAs) are to forward proposed MAJCOM/DRU/ FOA-level supplements to this volume to HQ USAF/A3OI, through HQ AFGSC/A3BT, for approval prior to publication IAW AFGPD 11-2. Copies of MAJCOM/DRU/FOA-level supplements, after approved and published, will be provided by the issuing MAJCOM/DRU/FOA to HQ USAF/A3OI, HQ AFGSC/A3BT, and the user MAJCOM/DRU/FOA office of primary responsibility. Field units below MAJCOM/DRU/ FOA level will forward copies of their supplements to this volume to their parent MAJCOM/DRU/FOA office of primary responsibility for prepublication review. **Note:** The terms DRU and FOA as used in this paragraph refer only to those DRUs/FOAs that report directly to HQ USAF. Keep supplements current by complying with AFI 33-360, Publications and Forms Management. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See AFI 33-360, Publications and Forms Management, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of

command to the appropriate Tier waiver approval authority, or alternately, to the publication OPR for non-tiered compliance items

This publication requires the collection and or maintenance of information protected by Title 5 United States Code (USC) Section 552a, *The Privacy Act (PA) of 1974*. The authorities to collect and or maintain the records prescribed in this publication are 37 USC § 301a, *Incentive Pay: aviation career*; Public Law (PL) 92-204, *Appropriations Act for 1973*; PL 93-570 § 715, *Appropriations Act for 1974*; PL 93-294, *Aviation Career Incentive Act of 1974*; Department of Defense Instruction (DoDI) 7730.57, *Aviation Incentive Pays and Continuation Bonus Program*; and Executive Order 9397, *Numbering System for Federal Accounts Relating to Individual Persons*, as amended. System of Records Notices (SORN) F011 AF XO A, *Aviation Resource Management System (ARMS)* apply and are available at: <http://dpclo.defense.gov/Privacy/SORNs.aspx>

Paperwork Reduction Act of 1995 affects this instruction. Ensure that all records created as a result of processes prescribed in this publication are maintained IAW Air Force Manual (AFMAN) 33-363, Management of Records, and disposed of IAW the Air Force Records Disposition Schedule (RDS) in the Air Force Records Information Management System (AFRIMS).

Recommendations for improvements to this volume will be submitted on AF Form 847, *Recommendation for Change of Publication*, through channels, to the parent MAJCOM. Parent MAJCOM will forward approved recommendations to lead command OPR (HQ AFGSC/A3BT, 245 Davis Ave. E., Suite 188B, Barksdale AFB LA 71110). HQ USAF/A3 is the approval authority for interim changes to this instruction.

SUMMARY OF CHANGES

This document has been significantly revised with numerous substantive changes and must be completely reviewed. The intent is to provide the appropriate amount of guidance to empower squadron commanders to train their aircrew members. Additionally, this document has been reformatted to more closely follow the AFI 11-202V1. CMR status is dependent on meeting currency, sortie, and RAP events per training cycle. All event tables have been moved to the RAP Tasking Message. Tier waiver authorities (T-0, T-1, T-2, T-3) have also been included for all mandated unit compliance items (Wing level and below) as prescribed by AFI 33-360, *Publication and Forms Management*.

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Chapter 1

GENERAL GUIDANCE

1.1. Scope. This instruction prescribes the basic policy, procedures, and guidance for training crew members in B-52 aircraft. It incorporates a decentralized training philosophy by placing increased responsibility for training at the unit level. Because aviation skills are very individualized and experience-dependent, training in this regulation also incorporates a tiered approach to training and emphasizes the needs, requirements, and responsibilities of the individual crew member. Emphasis is also placed on the responsibility of the Aircraft Commander for his or her crew's level of training, proficiency, and effectiveness.

1.2. Objective. The objective of this instruction is to define and establish the training requirements for crews and individuals to successfully complete B-52 operational missions. Unless otherwise tasked, training and readiness for USSTRATCOM's nuclear mission shall receive the highest priority.

1.3. Waivers. Directive guidance (will, shall, must, etc.) throughout this AFI are tiered IAW AFI 33-360, *Publications and Forms Management*. For examples of tiered waivers, see AFI 33-360.

1.3.1. Units subordinate to a NAF will forward waiver requests directly to MAJCOM/A3BT and provide their NAF A3 (AOG) with an informational copy.

1.3.2. MAJCOM/A3B is approval authority to conduct local IQT, waiver authority to change the formal requirements of locally conducted IQT, and waiver authority for B-52 syllabus requisites. MAJCOM/CC is the approval authority for non-formal course IQT (Senior Officer Training) for Colonel selects and above conducted at the officer's assigned unit.

1.4. References, Abbreviations, Acronyms, and Terms. See **Attachment 1**.

1.4.1. For clarification, the Weapon System Operator and Dual Seat Pilot (DSP) program introduced a discrepancy in some crew member nomenclature as defined in T.O. 1B-52H-1, *Flight Manual USAF Series B-52H Aircraft*. Differences are noted below:

1.4.1.1. Pilots.

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

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

1.4.1.2. Weapon System Officer (WSO). An aircrew member who graduated from either the B52 NIQ, B52 RNIQ, B52 RNUP/RNUPA, B52 DSNIQ or B52 WSOIQ course. This position is identified in the T.O. 1B-52H-1 as the "N" and "RN" position. For the

purposes of this instruction, this position is identified as “WSO”. IAW AFI 11-401 the aircrew position indicator is “W” for flight record purposes.

1.5. Responsibilities:

1.5.1. HQ AFGSC/A3 is responsible for this instruction IAW AFD 11-2. The HQ AFGSC/A3 will:

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

1.5.1.2. Process all change requests.

1.5.1.3. Review NAF/Wing Standardized Training Plans as applicable.

1.5.1.4. Continually optimize RAP tasking in support of Combatant Commander (CCDR) evolving objectives.

1.5.2. All major commands (MAJCOM) will, as applicable:

1.5.2.1. Determine training requirements to meet expected unit tasking.

1.5.2.2. Forward all MAJCOM/FOA/DRU supplements to HQ AFGSC/A3BT, who in turn will forward to HQ USAF/A3OI for approval.

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

1.5.3. Direct reporting units (DRUs) will:

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

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

1.5.3.3. Review subordinate unit training programs annually.

1.5.4. Wings/groups will:

1.5.4.1. 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. AFGSC wings/groups will also assist AFRC unit training programs as required/requested IAW the AFRC unit advisory support program. (T-1)

1.5.4.2. Attach API-6/8 flyers to a flying squadron. (T-2)

1.5.4.3. Designate the training level to which each API-6 (AFRC: All flyers) will train. Upon request, provide MAJCOM A3BT with a list of BMC and CMR manning positions. Review programs and manning position designations annually. OG/CCs will report changes in position designations as they occur to MAJCOM A3BT. (T-2)

1.5.4.4. If applicable (initial or significant changes), forward supplements of this instruction and other supporting documents to AFGSC/A3BT for review each training

cycle or upon significant changes. Review supplements annually. [AFRC units will forward for review to AFRC/A3T through 10AF/A3T]. (T-2)

1.5.4.5. Chair an OG/CC (or equivalent) Training Review Board (TRB) at the middle and end of each six month training cycle. Panel members should include operational squadron CC/DO, squadron training, formal training unit (FTU) if applicable, tactics, OSS CC/DO, Aviation Resource Management representative, and others as deemed appropriate by the convening commander. (T-2)

1.5.4.5.1. The TRB typically covers the following topics: continuation training status of any waivers requested, status of in-unit qualification training, approved upgrade actions, manning forecasts, flying hour program overview/plan, and other items as desired by the OG/CC. Following completion of the TRB, the OG/CC should notify AFGSC/A3BTA of approved upgrade actions which require formal training quotas. (T-2)

1.5.4.6. Forward consolidated group monthly RAP CMR reports to MAJCOM/A3BT RAP manager NLT the 10th of each month, reporting regression numbers for the previous month. (T-2)

1.5.4.7. Submit a consolidated mid-cycle and end-of-cycle RAP report to MAJCOM/A3BT RAP Program Manager NLT the 20th of the month following the middle or end of cycle. Format and requirements are posted on the AFGSC/A3BT website (SharePoint). Email training reports to: HQ AFGSC/A3BT RAP program manager, afgsc.A3BTworkflow@barksdale.af.mil, DSN 781-4567. AFRC units will email training reports to AFRC/A3T. Proration parameters are specified in section 5.8 of this instruction. (T-2)

1.5.5. Squadrons (SQ) will:

1.5.5.1. Via the squadron commander and operations officer, bear direct responsibility for the training of their crews. (T-2)

1.5.5.2. Conduct an assessment of all Ready-tier crew members for progression to Experienced at the periodic squadron TRB, or more frequently at SQ/CC discretion. See Section 5.3 for Tier information. (T-3)

1.5.5.3. **(N/A ACC Units)** Forward squadron monthly RAP CMR reports to OG/CC or designated representative NLT the 5th of each month, reporting regression numbers for the previous month. Proration parameters are specified in Table 5.4. Format and requirements are posted on the AFGSC/A3BT website (SharePoint). See para. 5.2. and para. 5.5.5. for CMR definitions and requirements. (T-2)

1.5.5.4. **(N/A ACC Units)** Submit a mid-cycle and end-of-cycle RAP report to report all deviations from training cycle requirements, after proration, to the OG/CC or designated representative NLT the 10th of the month following the middle or end-of-cycle. This report will include requirements waived by OG/CC. Commanders should use Status of Resources and Training System (SORTS) and Defense Readiness Reporting System (DRRS) to highlight specific decisions on training or equipment priorities as they relate to DOC tasking to communicate shortfalls. See also para. 1.9.9. (T-2)

1.5.6. Individual crew members will:

1.5.7.1. Hand carry all available training records or confirm electronic transmission to assist the gaining unit in assessing qualifications and training requirements. (T-3)

1.5.7.2. Be responsible for completion of training requirements and currencies within the guidelines of this volume. (T-3)

1.6. Processing Changes: Forward recommendations for change to this volume to MAJCOM A3BT or equivalent on AF IMT 847, *Recommendation for Change of Publication IAW AFI 11-215, Flight Manuals Program*.

1.6.1. MAJCOMs will forward approved recommendations to HQ AFGSC/A3.

1.6.2. HQ AFGSC/A3 will:

1.6.2.1. Coordinate all changes to the basic volume with all MAJCOM A3s.

1.6.2.2. Process recommendations for change.

1.6.2.3. Forward recommended changes to HQ USAF/A3OI for HQ USAF/A3 approval.

1.6.2.4. Address time sensitive changes by an immediate action message.

1.6.2.5. MAJCOM/A3s will determine training requirements for their subordinate units. These training requirements will be coordinated through HQ AFGSC/A3. This includes making changes, additions, or deletions to this instruction at any time. These changes may be via MAJCOM supplement, RAP Tasking Memorandum, or immediate change messages. HQ AFGSC/A3 will be an info addressee on all changes.

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

1.7.1. IQT and TX. Provides the training necessary to initially qualify or re-qualify aircrews in a basic position and flying duties without regard to the unit's mission. Upon completion of IQT or TX, the crew member attains Basic Aircraft Qualification (BAQ) status. Aircrew will only remain BAQ 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 A3. (T-2)

1.7.2. MQT. Provides the training necessary to initially qualify or requalify aircrew in a specific position and flying duties to perform the missions assigned to a specific unit. Aircrews maintain BAQ status until they complete MQT, which will reflect unit requirements. MQT tasks accomplished at the appropriate skill level in conjunction with IQT can count towards MQT at the squadron commander's discretion. However, at completion of IQT/TX, any further MQT training will be accomplished at the unit. Completion of MQT is a pre-requisite for BMC and CMR. (T-2)

1.7.3. CT. The two aspects of CT are proficiency and employment. Proficiency training consists of aircrew training in the basic skills contained in the RAP Tasking Memo, which ensure safe operation of the aircraft. Employment training consists of specific mission-related training required to accomplish the unit's assigned missions.

1.7.4. Ready Aircrew Program (RAP). The RAP Continuation Training program requires accomplishment of sorties and flying training events for CMR/BMC aircrew, and has a two-

fold purpose: First, it prescribes a basic set of core events (nuclear and conventional) to ensure currency and proficiency based on an individual crew member's experience level. Second, it provides commanders flexibility in tailoring their unit's training program and CT sorties for individual unit DOCs, AEF taskings, Combatant Commander (CCDR) requirements, etc., while ensuring that all aircrew fly a minimum number of sorties per training cycle. Following completion of IQT/TX and MQT, aircrew members are trained in all the basic missions of a specific unit. The crew member is assigned to a Combat Mission Ready (CMR), Basic Mission Capable (BMC), or Basic Aircraft Qualification (BAQ) position as follows (see also para. 5.2 and para. 5.5.5):

1.7.4.1. CMR Positions. All combat coded unit Regular Air Force API-1/2 positions, bomb SQ/CC and SQ/DO positions are designated CMR positions. OG/CCs may designate other API-6 positions not assigned to a bomb squadron as CMR. **(EXCEPTION:** If a unit is over-manned, the SQ/CC may elect to train the front line of his/her Unit Manning Document (UMD) API-1/2s to CMR and designate the remaining crewmembers as BMC. In this case, priority should be given to Ready-tier crew members with at least 50%, if available, designated CMR.) [For AFRC: Any API-1/2/6 may be designated CMR at OG/CC discretion.] CMR aircrew will maintain appropriate requirements from para. 5.5 for the unit to which they are assigned or attached. (T-2)

1.7.4.2. BMC Positions. All other wing aircrew positions, not identified in para. 1.7.4.1, are designated BMC positions. BMC designations are assigned to aircrew that 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 members are required to provide additional sortie generation capability, either in lieu of, or in addition to, the personnel assigned to the flying squadrons. BMC aircrews maintain familiarization with all basic unit missions. They may also maintain proficiency and qualification in some of the unit core missions. The missions for which they maintain familiarization only, BMC aircrew must be able to attain proficiency and qualification in 30 days or less. (T-2) BMC aircrews accomplish all mission-related ground training designated by their attached SQ/CC. BMC aircrew may deploy and may participate in any mission for which they are proficient and qualified, without additional training, as determined by the SQ/CC.

1.7.4.3. N-CMR/N-BMC. See para. 5.2.4, and para. 5.8 for specific guidance on regression or re-certification of crewmembers who are non-current or incomplete in required continuation training.

1.7.4.4. Specialized Training. Specialized training is training in any special skill(s) necessary to carry out the unit's assigned missions that are not required by every aircrew. Specialized training consists of upgrade training such as Flight Lead Upgrade Program (FLUG), Mission Lead (MLUG), etc. Specialized training may be accomplished in conjunction with MQT if required. Unless otherwise specified, aircrew in CMR or BMC positions may hold special capabilities/qualifications (annotated on Unit Certification Letter, i.e., Letter of X's) as long as any additional training requirements are accomplished. (T-2)

1.8. Training Concepts and Policies:

1.8.1. Units will design training programs to achieve the highest degree of combat readiness consistent with flight safety and resource availability. Training must balance the need for realism against the expected threat, aircrew capabilities, and safety. This volume provides training guidelines and policies for use with operational procedures specified in applicable flying/operations publications. (T-2)

1.8.2. ACC Training Support Squadron (ACC TRSS) will develop, validate, and maintain currency of B-52 training programs when tasked by the HQ ACC/A3. IAW established Memorandum of Agreement, HQ AFGSC/A3BT will submit requests for TRSS support through HQ ACC/A3. If validated, these requests will be prioritized and tasked to ACC TRSS.

1.8.3. Units will design training missions to achieve combat capability in squadron tasked roles, maintain proficiency, and enhance mission accomplishment and safety. RAP training sorties should emphasize basic nuclear or conventional combat skills (based on CMR RAP events from the RTM, or commander-option 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). (T-2)

1.8.4. In-flight Supervision

1.8.4.1. Unless specifically directed, the SQ/CC determines the level of supervision necessary to accomplish the required training. If the mission objectives include introduction to tasks or instruction to correct previous discrepancies, then an instructor of like specialty may be required. (T-3)

1.8.4.2. Instructor pilots and Flight Lead (FL) qualified SQ supervisors may allow any pilot to lead limited portions of a mission if appropriately briefed. Only utilize this provision to allow the pilot to practice events in which they are already qualified and current. In either case the instructor or SQ supervisor is responsible for the flight (must be flying in same formation). (T-3)

1.8.4.3. Instructor Supervision is a qualified instructor of like specialty, supervising a maneuver or training event. For WSO, and EW, the instructor may supervise from the respective instructor station during all phases of flight. IP supervision requires the IP to occupy one of the primary pilot seats with immediate access to the controls during takeoff, air refueling, live/inert weapon delivery, simulated emergency events, low-altitude training, traffic pattern operations, and landing. During all other phases of flight the IP may supervise from the IP seat.

1.8.5. Aircrew will accomplish ground and/or ancillary training as required by AFI 11-202V1, this volume, and AFI 36-2201, *Developing, Managing, and Conducting Training*. (T-2)

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

1.9.1. Training Period. The B-52 continuation training program is based on a 12-month training period aligned with the Fiscal Year (FY); 1 October to 30 September. End of cycle

reports referenced in this instruction are due when indicated following the end of each Training Period. (T-2)

1.9.2. Each RAP qualification level is defined by a total number of sorties, plus specific ground and flight events as determined by the MAJCOM and unit commanders. Units will complete training requirements during the appropriate training cycle except where specifically exempted. Failure to complete the required training sorties and/or events per cycle is addressed in **Chapter 5**. (T-1)

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

1.9.3.1. For the purpose of this instruction, takeoff and landing are the only event requirements for sortie credit. The intent is to reflect that every sortie regardless of event activity requires a level of BAQ proficiency regardless of crew position. See sortie descriptions in **Attachment 2**.

1.9.3.2. Sorties should include a mission area emphasis (i.e., nuclear, conventional, other) but it is not required for sortie credit. See the RTM for sortie minimums. See para. **1.10.3** for non-effective post-takeoff (NEPT) sortie guidance. (T-2)

1.9.3.3. RAP sortie credit in the WST is not permitted.

1.9.4. Unless otherwise tasked, the SQ/CC's first priority is to ensure designated aircrew members meet all nuclear mission (MR42) training requirements and CMR-N status. (T-2)

1.9.5. Progression from BMC to CMR requires:

1.9.5.1. Qualification in mission skill sets and weapons events required per RTM. (T-3)

1.9.5.2. Completion of mission-related ground training, to include a current verification or nuclear mission certification. (T-2)

1.9.6. Squadron CC Certification. SQ/CCs will determine and assign aircrew that will train for and maintain special capabilities or qualifications. (T-2)

1.9.7. End of Cycle training requirements are based on the aircrew's experience level on the last day of the current training cycle. (T-2)

1.9.8. RAP Reporting. Squadron RAP reports are intended to provide a snapshot assessment of squadron readiness as supported by RAP guidance. Additionally, this report provides an opportunity for the squadron commander to provide valuable feedback to the MAJCOM on the overall effectiveness of the ready aircrew training program. The formatted report templates and instructions are located in the RAP Reporting Templates section on the AFGSC/A3BT website (SharePoint). Reference current RTM for specific guidance on report due dates.

1.10. Training Sortie Program Development:

1.10.1. RAP sortie and event requirements (see **Attachment 2**) apply to CMR and BMC aircrew and are IAW the RAP Tasking Memorandum (RTM). The RTM establishes the minimum number of sorties per training cycle for BMC and CMR levels of training.

1.10.2. Collateral or Cost of Business sortie requirements must be considered when developing unit flying hour programs (AFGSC/A3B). These sorties are not directly related

to combat employment training but are necessary in day to day unit operations. These include but are not limited to instructor sorties, ferry flights, incentive/orientation flights, deployments, and air shows. For the training cycle, AFGSC allocates a block of hours to the unit for these purposes. AFRC allocates flying hours for AFRC classic association missions. AFRC Crews will log the appropriate AFRC mission codes.

1.10.3. Unit flying hour programs are allocated a number of attrition sorties that compensate for non-effective training sorties. Operations Group Commanders will coordinate required operational attrition sorties with Maintenance Group Commanders via the AFI 21-165 scheduling process. When possible, operational attrition sorties will be executed concurrently with scheduled maintenance attrition sorties).

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

1.10.4.1. ATD training.

1.10.4.1.1. Instructors may take applicable event credit when instructing.

1.10.4.1.2. Fill all crew positions for all integrated simulator missions. (T-2)

1.10.4.1.3. When creditable (SIMCERT Code 1), only 50% (rounded up) of the proficiency event totals in the RTM may be accomplished in the ATD. (T-2)

1.10.4.2. When possible plan ATD missions as a prerequisite to the equivalent mission focused sortie (i.e., MP/WST/Sortie). When accomplishing this ATD as a standalone event, SQ/CC will ensure scheduled time is sufficient to accomplish SQ15/SQ16 emphasis areas. (**Attachment 2**) (T-2)

1.11. Training Records and Reports:

1.11.1. Units will maintain aircrew member records for individual training and evaluations IAW: (T-2)

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

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

1.11.1.3. AFI 11-401, *Aviation Management*.

1.11.1.4. AFI 11-421, *Aviation Resource Management*.

1.11.1.5. Air Force Records Disposition Schedule. URL <https://www.my.af.mil/afrims/afrims/afrims/rims.cfm>

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

1.11.1.7. Appropriate MAJCOM directives. (T-2)

1.11.2. Track the following information for all aircrew (as applicable). (T-2)

1.11.2.1. Ground training.

1.11.2.2. Requirements and accomplishment of RAP sorties, RAP missions, Non-effective missions and proficiency events cumulatively for the training cycle.

1.11.2.3. Currencies.

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

1.11.2.5. Units are highly encouraged to utilize the PEX Training module for tracking/updating aircrew training accomplishment.

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

1.12. Weapons Employment Recording:

1.12.1. Aircrew members will use all available recording devices to document mission scenarios and release training to the maximum extent possible. These recording devices include Weapons Impact Scoring Set (WISS), Range Integrated Instrumentation and Integrated Tactics Assessment Systems (RIIS & ITAS) screen capture, B-52 information download and decoding system (BIDDS), GPS trail, audio recording devices, FRMT-15, and other recording systems. When available, aircrew members will review their recordings/results after every mission. (T-3)

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

1.13. Crew Member Utilization Policy:

1.13.1. Commanders will ensure that wing/group tactical crew members (API-1/2/6s) fill authorized positions IAW unit manning documents and that crew member status is properly designated. The overall objective is that crew members perform combat-related duties. Supervisors may assign crew members to valid, short-term tasks (escort officer, Flying Evaluation Board (FEB)/mishap board member, etc.), but must continually weigh the factors involved, such as level of crew member tasking, flying proficiency, currency, and experience. For inexperienced crew members in the first six months of their initial operational assignment, supervisors should limit the non-flying duties to those related to combat activities. (T-3)

1.13.2. Duties that may be assigned to CAF API-1/2 crew members are weapons and tactics officer, programmer, scheduling officer, flying safety officer, Supervisor of Flying (SOF), mobility/contingency plans, training (except ARMS documentation), SQ Standardization/Evaluation Liaison Officer (SELO), squadron life support officer, squadron electronic warfare officer, and other duties directly related to flying operations. In some instances, such as squadron-assigned flying safety officers or SELOs, API-1/2s may be attached to the wing/group. API-1/2s will not be attached to wing/group staffs or man wing/group staff positions unless total wing API-1/2 manning is 100% or better. Commanders will ensure wing/group staff crew members (API-6s) perform duties justified in MAJCOM manpower standards documents and authorized in UMDs. (T-3)

1.14. Sortie Allocation and Manning Guidance:

1.14.1. In general, inexperienced API-1/2 crew members should receive sortie allocation priority over Experienced-tier crew members. Priorities for sortie allocation are as follows:

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

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

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

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

1.14.2. Wing API-6 authorizations are IAW unit manning documents. Active duty wings converting to new Primary Mission Aircraft Inventory (PMAI) are authorized one SQ equivalent of additional API-6s during the conversion period. However, total wing staff flying the new aircraft shall not exceed total authorized for final conversion equipment. (T-2)

1.14.3. For wings consisting of both FTU and operational units, at least one of the following aircrew will maintain formal instructor status: WG/CC, WG/CV, OG/CC, or OG/CD. (T-2)

1.14.4. API-8 (above wing level staff, also including AFGSC/TRSS Det or AFGSC/IG) rated personnel flying authorizations and test aircrew will be IAW AFI 11-401 and MAJCOM guidance. Units should provide assigned API-8 flyers adequate resources to maintain minimum BMC training requirements. However, API-8 flyer support will not come at the expense of the flying squadron's primary mission. API-8 flyers will accomplish BAQ requirements with allotted BMC sorties. API-8/AFGSC IGS/AFGSC TRSS/staff flyers will strive to accomplish BAQ requirements with allotted BMC sorties. (See the RTM). If attached units cannot meet attached flyer requirements, they must request relief IAW AFI 11-401, as supplemented. (T-2)

1.14.5. There is no maximum sortie rate for CMR aircrew. **Table 1.3** defines the minimum and maximum sortie requirements for other aircrew. On occasion, unique operations may require aircrew to fly more than the maximum number of sorties authorized. However this may impact training of other aircrew members.

Table 1.1. B-52 Sortie Requirements for Other Than API-1 and 2 Crew Members (T-2).

API LEVEL	CT STATUS	UNIT'S AIRCRAFT CODE	ORGANIZATION LEVEL	MAX SORTIE ALLOWANCE (INEXPERIENCED/ EXPERIENCED)
6/8	CMR	CC	Any	As required by qualifications
6	BMC	CC	Wing	60/53
6 (FTU IP)	BMC	TF or CC	Wing	As required by PFT
6	BMC	Any	Test Unit/Wing	As determined by test program requirements
Any	BAQ	Any	Any	BMC Rate
6/8	BMC	CC, TF, CB	Above Wing (AFGSC/IG or TRSS included)	60/53
5	BMC	CC, TF, CB	All	IAW AFI 11-202V1 as supplemented

1.15. Other Major Commands.

1.15.1. MAJCOMs possessing B-52 aircraft as a result of modification or test programs may supplement or change the requirements of this volume as dictated by their individual mission requirements. Coordinate changes with AFGSC/A3BT.

Chapter 2

QUALIFICATION TRAINING

2.1. General. This chapter outlines Formal Training of aircrew members into unit aircraft. Formal Training includes Initial Qualification Training (IQT), Transition (TX)/Requalification/Senior Officer training and Upgrade Training. IQT/TX/SOC training will normally 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, IQT may be conducted at the local unit IAW provisions of this chapter. This local IQT will normally be conducted using appropriate USAF Transition or Requalification Training Course syllabus tracks, flow programs, and requirements. When local IQT is authorized, the gaining MAJCOM assumes responsibility for the burden of providing this training locally. Upgrade training will normally be accomplished at the local unit, however the FTU will still maintain a syllabus and capability to conduct upgrade training. (T-2)

2.2. Training Management:

2.2.1. HQ AFGSC/A3BT in conjunction with HQ AFGSC/A3BA , HQ AFRC/A3T and HQ AFPC/DPAR, determines FTU output requirements and publishes an annual schedule of classes. HQ AFGSC/A3BA is responsible for initial quota assignments and manages direct quota allocations and day to day adjustments.

2.2.2. The FTU determines the annual schedule of classes, and provides qualification training IAW the appropriate course syllabus. (T-2)

2.2.3. Units and individual crew members must ensure all entry prerequisites and requirements are met. Individuals arriving at the FTU for training without having all prerequisites met or waived may be returned to their home station at their unit's expense. (T-2)

2.2.4. The FTU notifies HQ AFPC/DPAOC (info HQ AFGSC/DPTTC/A3BT, HQ AFRC/A3TT if applicable, and the gaining unit) when student orders need to be extended beyond the established graduation date. Units will ensure student temporary duty (TDY) orders authorize variations in itinerary (T-2)

2.2.5. The FTU will provide the aircrew member with his/her completed training folder (to include official documentation of checkride completion, FTU Student Closeout Training Report, and any other applicable waivers) to his/her gaining unit upon completion of training. (T-3)

2.3. Initial Qualification Training (IQT). Qualifies crew members in the B-52. Prerequisites and time limitations are listed in Air Force Education and Training Course Announcements (ETCA) URL: <https://www.my.af.mil/etcacourses/default1.asp>, and the B-52 IQT syllabi.

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

2.4.1. Requalifies non-current B-52 crew members. Prerequisites and time limitations are listed in AFI 11-202V1, Air Force Education and Training Course Announcements (ETCA) and the B-52 TX syllabus.

2.4.2. Individuals requiring requalification training may not be assigned to RAP CMR or BMC until completion of MQT. (T-2)

2.4.3. (N/A AFRC) Units will assign requalified crew members to an active flying position for a minimum of 18 months. (T-2)

2.5. Upgrade Training.

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

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

2.6. Instructor Upgrade (CFIC). Prepares unit personnel for instructor qualification. CFIC attendance is a prerequisite for flight instructor status. Prerequisites and time limitations are listed in Air Force Education and Training Course Announcements (ETCA) and the B-52 CFIC syllabus. Attending another aircraft's instructor upgrade program does not satisfy B-52 CFIC requirements. Failure to complete the initial instructor check IAW AFI 11-2B-52V2, *B-52 Aircrew Evaluation Criteria*, for any reason, requires appropriate action IAW AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*; and AFI 11-202V2.

2.6.1. Crew Flight Instructor Course-Academic Only (CFIC-A). CFIC-A is an in unit flight and simulator training course, with academics conducted at the FTU prior to conducting the flight portion. CFIC-A instructors will be designated IAW CFIC syllabus on their respective Squadron Letter of X. (T-2)

2.6.2. Once identified as an instructor candidate, training accomplished in preparation for, and during CFIC can be logged for currency provided the training is performed to a proficient level. Candidates should prepare by focusing on seat/crew duties of lesser proficiency. Other pre-CFIC syllabus requirements include a pre-CFIC workbook and unit directed missions/events. (T-2)

2.7. Faculty Training Course (FTC). An FTU program designed to certify B-52 instructors for faculty duties in the FTU. The course includes academic and flight training to prepare an instructor to teach in an FTU environment. The FTU SQ/CC will ensure all new instructors to the FTU complete FTC prior to instructing FTU students. Upon course completion and FTU/CC approval, graduates are fully qualified as FTU flight instructors and granted the T-prefix (IPs may have to complete additional training before instructing students in the block 1 phase of training). (T-1)

2.8. Senior Officer Training:

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

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

2.8.2. If senior officers are in training at the FTU and assigned to the same wing or completing training in-unit, they will be placed in formal training status, and unit duties will be turned over to the appropriate deputies or vice commanders until training is completed. Exceptions to this policy must be approved by the MAJCOM/CC. (T-2)

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

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

2.11. Test Qualification. 49 TES/CC will ensure newly assigned aircrew members complete a unit-derived program to certify aircrew members as test qualified. (T-2)

Chapter 3

MISSION QUALIFICATION TRAINING

3.1. General. Mission Qualification Training (MQT) upgrades newly assigned aircrew to BMC or CMR in order to accomplish the unit's missions. Guidance in this chapter is provided to assist the unit in developing its MQT program, if training was not completed at the Formal Training Unit (FTU). Units are allowed to further tailor programs for all aircrew based on current qualification, experience, currency, documented performance, and formal training. Applicable portions of MQT may be used to create a requalification program for aircrew that regressed from BMC or CMR to specifically address deficiencies which caused regression. All training events accomplished to the required proficiency level during syllabus directed training are creditable (if applicable) for MQT. FTU syllabus items that have been waived will be accomplished prior to declaring the individual BMC or CMR. (T-2) Those syllabus items requiring a grade of familiar may be waived by the WG/CC. (T-3)

3.1.1. Qualifications and flight evaluations may be accepted from other MAJCOMs, if they meet the gaining MAJCOM and unit standards as determined by the SQ/CC. Initial CMR-N/C or BMC status requires appropriate MQT.

3.1.1.1. Within the FTU, MQT is established upon completion of the Faculty Training Course (FTC). (T-3)

3.1.2. Local MQT programs should consist of ground and flying training applicable to unit tasking. Units are allowed to further tailor local MQT programs for all aircrew based on current qualification, experience, currency, documented performance, and formal training. Upon completion of conventional training the crew member will be certified CMR-C or BMC-C by the SQ/CC and upon completion of nuclear training the crew member will be certified CMR-N or BMC-N. The SQ/CC will certify each crew member, including any restrictions, in appropriate written format (Letter of Xs, grade sheets, ARMS, etc.). NOTE: Once a crew member is assigned CMR-C, CMR-N, BMC-C, or BMC-N, he/she will maintain currencies and RAP for their qualification/experience tier IAW with [Chapter 5](#). (T-2)

3.1.3. MQT will be completed within the time specified by each MAJCOM below. Training starts no later than 7 work days after the crew member reports to an operational squadron and has been cleared for flying duties. For IQT/TX conducted in the operational squadron, MQT will start the first duty day after completion of qualification check. Training is complete upon SQ/CC certification to BMC or CMR. MQT items may be taught concurrently with IQT/TX at the discretion of the unit. (T-2)

3.1.3.1. For AFGSC, MQT will be completed within 120 days. Failure to complete training within specified time limit requires notification by OG/CC or above via MFR, to HQ AFGSC/A3B. Memorandum will contain crew member's name, rank, crew position, reason for delay, planned actions to rectify, and estimated completion date. (T-2)

3.1.3.2. For AFRC, notify the HQ AFRC/A3 and NAF/A3 if training exceeds 120 calendar days. (T-2)

3.1.4. Certification:

3.1.4.1. Nuclear mission certification will be accomplished during MQT, IAW AFGSCI 13-520V1, *Bomber Nuclear Training*. Failure to complete conventional MQT will not prevent designation as Nuclear CMR (CMR-N). Training will be accomplished within para. 3.1.3.1 and para. 3.1.3.2 timeline requirements. (T-2)

3.1.4.2. Conventional certification will be accomplished during MQT IAW the training syllabus and local directives at the aircrew members gaining unit of assignment. (AFRC: 120 days) Suggested briefing guide is in Attachment 3. Training should address all unit tasked mission sets. Conventional Verification Cycle (CVC) mission briefing will address a minimum of one mission set. Each crew member will demonstrate satisfactory knowledge of the squadron's assigned mission to a formal board. Board composition will be established by the SQ/CC. Desired composition is SQ/CC or SQ/DO (chairman), weapons officer, electronic combat, intelligence, and plans representatives. Failure to complete Nuclear MQT will not prevent designation as Conventional CMR (CMR-C). Training will be accomplished within para. 3.1.3.1 and para. 3.1.3.2 timeline requirements. (T-2)

3.1.5. Training Restrictions.

3.1.5.1. HHD/FLAG missions. Aircrew members should have completed conventional MQT to occupy a primary crew position during conventional HHD/FLAG missions. However, aircrew members in MQT status may fly on conventional HHD/FLAG missions but MQT will not take place within the exercise area(s)/AOR/mission event start of a FLAG/HHD sortie nor will it interfere with mission accomplishment. Only aircrew members who have completed nuclear MQT may occupy a primary crew position during nuclear HHD/FLAG missions. In all cases crewmembers must be qualified and current on all events scheduled for the HHD/FLAG mission. (T-2)

3.1.5.2. Flight Surgeon Training. IAW AFI 11-202V1 and AFI 11-202V2, give assigned and attached flight surgeons every opportunity to fly in the unit's primary mission aircraft. Flight surgeons who are assigned to tactical units and who have not previously flown the unit-assigned aircraft will accomplish the following before the initial flight briefing: Aircraft general review, hanging harness training (as applicable), egress training, protective equipment training, and crew resource management (CRM) training (one-time) in primary assigned aircraft. The flight surgeon's first flight in the unit-assigned aircraft will be with an IP and may be flown in conjunction with any other training sorties. The briefing and sortie will emphasize crew coordination, communications and equipment, and instrument interpretation. (T-2)

3.1.6. Currency and frequency dates are established by the date the appropriate event was last accomplished to a proficient level, regardless of training status. (T-2)

3.2. Ground Training. Units are responsible for ensuring blocks of instruction covering areas pertinent to the mission are accomplished as determined by the SQ/CC. Training accomplished during IQT may be credited towards this requirement. Ground training should include all items in Aircrew Ground Training Requirements listed in the RTM plus the following:

3.2.1. Unit tasking (T-2)

3.2.2. Advanced mission planning and operational techniques (MGRS grid/Lat-Long coordinate conversion, weapons effects, lessons learned, EDL, etc.). (T-3)

3.2.3. Special Operation Forces and Land Component introduction and coordination. (T-3)

3.2.4. Flash blindness protection. (T-2)

3.3. MQT Flight/Simulator Training. Units will reference the B-52 training plan for items to accomplish during MQT. All items that are required for MQT will be completed before declaring an individual BMC or CMR. Units may add to the requirements of the syllabus to meet individual mission requirements and to prevent regression of proficiency gained at the FTU. MQT missions should be designed with profiles typical of squadron missions. (T-1)

3.4. Transferring Between Units. BMC or CMR individuals transferring between units will complete MQT as determined by the gaining unit SQ/CC. Training should be based on experience, proficiency, currency, and previous formal training of the transferring individual. BMC or CMR individuals transferring between units must complete the Unit Mission Briefing. (T-2)

Chapter 4

WEAPONS DELIVERY/EMPLOYMENT QUALIFICATION

4.1. General. This chapter outlines requirements for attaining initial qualification and maintaining continuation training (CT) certification for CMR/BMC Pilots/WSOs/EWOs in the employment of air-to-surface weapons.

4.2. Initial Qualification. All crewmembers must accomplish initial qualification in unguided bombs, LGB, TGP coordinate generation, JDAM, WCMD, CALCM, JASSM, MALD and ALCM prior to the SQ/CC declaring that individual CMR/BMC. Any new weapon qualifications (IOC after crewmember declared CMR/BMC) will be conducted IAW an approved AFGSC training plan.

4.2.1. Initial Qualification Criteria.

4.2.1.1. Must achieve a minimum of 3 valid attacks (IAW AFTTP 3-1.Shot-Kill)

4.2.1.2. For IQT students, valid attacks accomplished after achieving a proficient grade on that event may be credited towards initial qualification.

4.2.1.3. Requires that a qualified instructor of like specialty monitor crewmember mission planning and in-flight weapon delivery procedures (actual or simulated) during a sortie or WST. Initial qualification is awarded if the planning and delivery requirements specified in the weapon T.O. are accomplished and the hit criteria are achieved (Actual releases see para 4.4/simulated releases use AFTTP 3-1) An individual who graduates from the B-52 IQT syllabus may meet all requirements to achieve initial weapon qualification; however, the intent is for that crewmember to be complete with WQT upon completion of MQT.

4.2.2. Weapon training received during IQT or MQT may satisfy the requirements for initial weapon qualification. Initial qualification will carry over for crewmember upgrades if previously certified in the weapon type. If unqualified up to 39 months, initial qualification carries over from previous qualification. If unqualified for 39 months or greater, initial qualification must be re-accomplished. In either case CT certification still applies.

4.2.3. Initial Weapons Qualification Training. Qualification in each B-52 weapon type requires academics, simulator training, and/or flight training.

4.2.3.1. Academics. All aircrew members will accomplish initial academics prior to any flight/WST training. Emphasis will be: weapons characteristics, mission planning (JWS, IMEA, CWDS, PFPS, and UMPH/JMPS), preflight, programming, targeting, retargeting, release, crew coordination, and tactical employment. Academics will cover both normal procedures and abnormal procedures (e.g. malfunctions, jettison procedures, etc).

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

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

4.3. Continuation Training (CT) Certification. A CT certification criterion establishes the minimum standards for crewmembers to maintain certification in the appropriate weapon delivery events, and does not determine evaluation criteria established by other instructions, regulations, or agencies.

4.3.1. CT Certification Criteria. CT certification criteria are achieved by maintaining a 75% hit rate for guided weapons and a 50% hit rate for unguided weapons, assessed during the end of the RAP training cycle. Failure to certify in one event does not invalidate certification in the other. Overall hit percentages for guided and unguided weapon certifications are calculated by dividing number of hits by number of attempts at the end of the training cycle.

4.3.1.1. *Guided Hit % = Guided Weapon Hits (RJ23) / Guided Weapon Attempts (RJ22)*

4.3.1.2. *Unguided Hit % = Unguided Weapon Hits (RA71) / Unguided Weapon Attempts (RA70)*

4.3.2. Unit Responsibilities. Units will use all available means to accurately assess weapon delivery effectiveness for each bomb run during the mission debrief. AFTTP 3-1. Shot/Kill valid attack/kill criteria for simulated releases and/or range scoring for actual releases will be the primary methods for determining hit criteria. The intent is to ensure an adequate debrief is accomplished that quantifies and records weapon delivery effectiveness, while ensuring crewmembers remain certified to employ ordnance.

4.3.2.1. Weapon Hit. A hit will be assessed for each bomb run where actual or simulated weapon(s) are delivered against the correct target within the established release criteria (see para 4.4).

4.3.2.2. Weapon Miss Assessment. A miss will be assessed for each bomb run where an aircrew error precludes an effective simulated or actual weapon(s) release (failure to open weapon bay doors, delivery outside briefed release criteria, wrong target coordinates entered into offensive avionics system (OAS) or premature safeing of the release system, etc.).

4.3.3. CT Weapon Deliveries. CT weapons deliveries will be deliveries simulating realistic employment of Unit Committed Munitions List (UCML) munitions considering such factors as fuzing, safe escape/separation, frag deconfliction, egress, etc. Actual CT air-to-surface weapons event requirements should be accomplished on scoreable tactical ranges as much as possible. To maintain a combat perspective in a peacetime environment, weapons deliveries should simulate realistic employment of actual munitions. To take credit for a CT weapon delivery, crewmembers must be qualified in the weapon event and sitting in their primary crew position.

4.3.4. Failure to Maintain Certification. Failure to maintain certification in one event does not invalidate certification in others. SQ/CCs may declare a crewmember uncertified 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 certifications. The crewmember will revert to N-CMR/N-BMC and will remain in that status until achieving initial certification in the deficient event(s). Crewmembers failing to meet required guided and/or unguided weapons hit percentages will become uncertified in that event(s) until completion of a squadron directed recertification program.

4.3.5. Continuation Training Certification Cycle. Weapon certification will be aligned with the squadron's 12-month training cycle. At the end of the training cycle, crewmembers' weapons delivery scores will be reviewed to assess their certification. If certified, the crewmember's certification is valid through the following training cycle. If a crewmember is determined to be uncertified for that training period he/she must complete a recertification program approved by the SQ/CC.

4.4. Weapons Delivery Parameters. The following event descriptions form the basic framework for aircrew weapons delivery training and all deliveries will conform to the criteria established for each specific event.

4.4.1. Synchronous/Streaming Bomb Run. A delivery of a weapon using the OAS with inputs to the INU from the radar, TGP, or GPS. This type of delivery applies to unguided weapons.

4.4.1.1. Low Altitude Delivery. Minimum run-in altitude is safe separation/escape/fuse arm for ordnance being delivered/simulated, aircrew minimum low altitude certification, or range/target area restrictions, whichever is higher. Maximum altitude is 10,000 feet AGL. Hit criteria: Actual Release - 350 feet. Simulated release - IAW AFTTP 3-1. Shot/Kill

4.4.1.2. Medium/High Altitude Delivery. For the purposes of accomplishing this event, minimum altitude is above 5,000 feet AGL. Hit Criteria: Actual release - from 10,000 feet AGL up to but not including 25,000 feet MSL - 450 feet. At or above 25,000 feet MSL - 550 feet. Simulated release - IAW AFTTP 3-1. Shot/Kill

4.4.1.3. LGB Delivery. An event in which the combat/training laser is employed to guide a simulated/actual LGB during a given delivery. Hit Criteria: Actual releases - 10 meters. Simulated releases - IAW AFTTP 3-1. Shot/Kill.

4.4.2. Guided Delivery (GD). A delivery of a weapon autonomously guided by an onboard GPS and/ or INS.

4.4.2.1. JDAM (Joint Direct Attack Munition). Actual or simulated release of one or more GBU-31s or GBU-38s. Individuals must plan and execute delivery against a single target or a target set to ensure weapon(s) will achieve mission objectives and weapon parameters. Hit Criteria: For actual delivery - 49 feet (15m) for GPS aided and 98 feet (30m) for INS only (Where the GPS is updating the aircraft but not the weapon itself). For simulated delivery - effective release of one or more JDAMs IAW AFTTP 3-1. Shot/Kill.

4.4.2.2. WCMD (Wind Corrected Munitions Dispenser). Actual or simulated release of one or more CBU-103/104/105/107. Individuals must plan and execute delivery against a single target or a target set to ensure weapon(s) will achieve mission objectives and weapon parameters. Hit Criteria: For actual delivery - 100 feet (30m). For simulated delivery – effective release of one or more WCMDs IAW AFTTP 3-1.Shot/Kill.

4.4.2.3. TGP Coordinate Generation (TCG) Hit Criteria. TGP coordinate generation solutions can be used to immediately update MIL-STD 1760 weapons solutions just prior to release. As such, the WSO must demonstrate the required skill-sets to accurately measure a specific DPI using the criteria listed in AFTTP 3-1.B-52. TCG record measurements should be taken against pre-planned, mensurated aimpoints/targets to facilitate accuracy assessments.

4.4.2.4. ALCM/CALCM (Conventional/Air Launched Cruise Missile).Actual or simulated release of one or more AGM-86B/C. Individuals must plan and execute delivery against a single target or a target set to ensure weapon(s) will achieve mission objectives and weapon parameters. Hit Criteria: Effective release of one or more weapon within technical order parameters.

4.4.2.5. JASSM (Joint Air-to-Surface Standoff Missile). Actual or simulated release of one or more AGM-158. Individuals must plan and execute delivery against a single target or a target set to ensure weapon(s) will achieve mission objectives and weapon parameters. Hit Criteria: IAW AFTTP 3-1.Shot/Kill.

4.4.2.6. MALD/MALD-J (Miniature Air Launched Decoy-Jammer). Actual or simulated release of one or more ADM-160B/C. Individuals must plan and execute delivery against a single target or a target set to ensure the expendable (s) will achieve mission objectives and planned parameters. Hit Criteria: IAW AFTTP 3-1.Shot/Kill.

4.5. Actual Ordnance. Actual ordnance training is essential to aircrew combat capability. Every attempt should be made to give each crewmember the opportunity to deliver as many types of weapons inventoried on the UCML as possible.

Chapter 5

CONTINUATION TRAINING

5.1. General. This chapter, in conjunction with the current B-52 RTM, establishes the minimum flying and related ground training requirements to maintain currency and qualification. The unit commander is ultimately responsible for ensuring crewmembers receive sufficient continuation training to maintain individual proficiency. Refer to **Chapter 6**, Specialized Training, for additional training program specifics. Crew members must be qualified IAW AFI 11-202V1, AFI 11-202V2, AFI 11-2B-52V2, and AFI 11-301, AFGSCSUP, *Aircrew Flight Equipment (AFE) Program*, AFI 16-1301, AFGSCSUP, *Survival, Evasion, Resistance, and Escape Program* (T-1)

5.1.1. Intent. Command intent is for training responsibility to reside at the lowest level, the individual, and be overseen at successive levels (crew, flight, unit). Wherever practical, sorties and events should be scheduled and managed by crew versus individual. This will facilitate not only smoother Training and Stan/Eval operations and scheduling, but should enable more effective tracking and monitoring of crew events and currencies by the respective Aircraft Commanders (when applicable).

5.2. Aircrew Status. B-52 crewmembers are assigned Combat Mission Ready (CMR), Basic Mission Capable (BMC), Basic Aircraft Qualification (BAQ), or Non-CMR/BMC status. CMR/BMC are either nuclear or conventional, or both. (T-2)

5.2.1. Combat Mission Ready (CMR-N/C). The minimum training required for aircrew to be qualified and proficient in all of the primary missions tasked to their assigned unit and weapon systems.

5.2.2. Basic Mission Capable (BMC-N/C). The minimum training required for aircrew to be familiarized in all, and may be qualified and proficient in some, of the primary missions tasked to their assigned unit and weapon system.

5.2.3. Basic Aircraft Qualification (BAQ). Requires a crewmember to satisfactorily complete initial qualification training and qualifies him/her to perform aircrew duties in the unit aircraft.

5.2.4. N-CMR/N-BMC. A crewmember that is unqualified, non-current or incomplete in required continuation training, or not certified to perform the unit mission. See para. 5.8 for specific guidance on regression or re-certification of crewmembers who are non-current or incomplete in required continuation training.

5.2.5. CMR, BMC, and BAQ crewmembers must accomplish and/or maintain the requirements in AFI 11-202, Volume 1, this volume (for their respective status) and the appropriate events in the ground and annual flying continuation tables in the RTM. (T-1)

5.2.6. FTU Instructor. FTU instructors, certified via the in-house Faculty Training Course (FTC) program (detailed in AFI 11-2B-52V1 para. 2.7 and applicable 307 OG OI guidance) must maintain BMC for Conventional requirements. See Section 5.5 for BMC CT requirements. (T-1)

5.3. Aircrew Training Tiers.

5.3.1. The SQ/CC designates crewmembers either Inexperienced or Experienced, based upon minimum accomplishments in the RTM and the commander's judgment. RTM minimums are just that; progression from one level to the next is not automatic and is at the discretion of the SQ/CC once minimums are attained. (T-3)

5.3.1.1. Inexperienced. A crewmember who has not met the minimums required to become Experienced listed in the RTM.

5.3.1.2. Experienced. A crewmember who has met the minimums listed in the RTM, has completed MQT and maintains CMR/BMC requirements detailed in Section 5.5 of this instruction, and who, in the commander's judgment, exhibits a high degree of experience, professionalism, and proficiency to support unit missions. Attainment of the prerequisites in the RTM does not guarantee automatic change in Tier. All instructors are considered experienced. (T-2)

5.3.1.3. Core Strike. A six-month training cycle that requires inexperienced or experienced crewmembers designated by the SQ/CC to execute nuclear training flights, simulators, and ground events monthly to increase the focus, repetition and intensity of nuclear training. This will allow more time to develop robust conventional skills for crewmembers during non-Core Strike cycles, giving commanders the flexibility to meet Combatant Commander and/or exercise tasks and training, while still maintaining a credible nuclear deterrent force. **Note:** While training event numbers are specified by the MAJCOM in the RAP Tasking Message, the specifics for implementation of the Core Strike concept are outside the scope of this instruction and are specifically delegated to 8AF/A3 for detailed guidance and execution at the Wing level and below.

5.3.2. Change of Tier. Aircrew tier changes should be assessed at periodic squadron TRBs (see para. 1.5.4.5.1.). When an individual changes Tier, currencies are creditable and new Tier requirements may be prorated. See para. 6.14 regarding use of ATD hours toward change of tier. (T-3)

5.4. Training Events/Tables and Credit. Standardized ARMS training event identifiers and descriptions can be found in [Attachment 2](#). Annual Training Period requirements are found in the RTM. Proration of training information can be found in [Table 5.4](#) and para. 5.8 of this instruction. (T-2)

5.4.1. Crediting Event Accomplishment. Crewmembers may credit events accomplished during training, MQT, operational missions, and satisfactory evaluations toward currency requirements and establish a subsequent due date. They must be qualified in the events and either current or under the supervision of an instructor or squadron designated supervisor as described in paragraph 5.8.1.2.1. Use date of evaluation as the date of accomplishment for all flying training currency events that were trained during the formal course. For upgrade students (not initial qualification or requalification students), continuation training events accomplished during upgrade training prior to the evaluation are credited towards the requirements for the current crew position. Do not log training events for the upgrading crew position prior to the evaluation. An individual who instructs a class receives credit for that academic training requirement. Ground training accomplished during FTU/MQT/USAFWS may be credited toward CT requirements for the training cycle in which it was accomplished. (T-2)

5.4.2. For an unsatisfactory flight evaluation, do not log continuation training event items graded unqualified (U) IAW AFI 11-2B-52V2 until re-qualified. (T-2)

5.4.3. Make-up or additional training (ground or flying) is creditable towards the new training cycle.

5.4.4. Instructors and flight examiners may credit 50% of their total training requirements while instructing or evaluating. Exception: Instructor and Flight Examiner pilots may not credit any takeoffs, landings, or air-to-air refueling flown by another pilot. Currencies must be updated in the seat. The instructor must be current and qualified in the event in order to give instruction in that event. (T-2)

5.5. Continuation Training Requirements.

5.5.1. Ground Training. Completion and tracking of continuation training is the responsibility of the individual crewmember. Crewmembers shall actively work with unit schedulers and training offices to ensure their continuation training is accomplished as described in this chapter. (T-2)

5.5.2. Ground Continuation Training Events. Crewmembers will comply with requirements listed in the current RTM. Waiver authority for ground training specified is IAW the reference directive. Unit commanders will ensure crewmembers accomplish academic training requirements. Commanders may direct additional training as necessary to ensure all crewmembers attain and maintain a state of proficiency which will permit immediate and successful completion of the assigned mission. (T-2)

5.5.2.1. Failure to accomplish noted events in the RTM leads to non-CMR/BMC status. See para. 5.8. for regaining CMR/BMC. (T-2)

5.5.3. **Unit programs.** The following programs comprise ground training only. **Chapter 6** contains specialized programs with both flying and ground training requirements.

5.5.3.1. Aircrew Training Device (ATD):

5.5.3.1.1. The RTM depicts the minimum ATD training requirements. MAJCOMs will determine the minimum number/type of Aircrew Training Device (ATD) missions that require supervision. Units should determine additional CT training device supervision requirements based on expected employment tasking, and mission training objectives. ATD events that may be logged for currency are indicated in the RTM. (T-2)

5.5.3.1.2. Simulator Certification (SIMCERT). IAW AFI 36-2251, AFGSC/A3BT will validate SIMCERT recommendations and update creditable events in the RTM as necessary. Checkride completion may be accomplished per AFI 11-2B-52V2 for events certified Code 1 through SIMCERT. (T-2)

5.5.3.1.3. Instructors are required for ATD training to be creditable when the aircrew member requires a qualification. See para. **5.8.1.2.1** regarding use of squadron supervisors to regain currencies. (T-2)

5.5.3.2. Conventional Verification Cycle (CVC) and Nuclear Mission Certification.

5.5.3.2.1. CVC provides initial MQT aircrew certification and updates CMR crew members on their conventional wartime mission. Each crew member will participate

in a CVC every 18 months as a briefer, board member, or seminar participant. Suggested briefing guide is in [Attachment 3](#). Each crew member will demonstrate to a formal board a satisfactory knowledge of the squadron's assigned mission. Board composition will be established by the SQ/CC. Desired composition is SQ/CC or SQ/DO (chairman), weapons, electronic warfare, intelligence, and plans representatives. Crew members who participate in any unit deployment to a tasked theater of operations may receive credit for continuation verification. (T-2)

5.5.3.2.2. Nuclear Mission Certification will be Accomplished IAW AFGSCI 13-520V1. (T-1)

5.5.3.3. Nuclear Surety (If Required). IAW AFI 91-101 and MAJCOM supplements. (T-1)

5.5.3.4. Air Weapons Refresher (AWR) Training. Units will establish a weapons/tactics academic training program to satisfy MQT and CT requirements listed in the RTM. Audio-visual programs may be used in place of academic instruction. (T-3)

5.5.3.5. Crew Resource Management (CRM). Each crew member is required to participate in one training session every 24 months IAW AFI 11-290, *Cockpit/Crew Resource Management Training Program* and applicable MAJCOM CRM Sup (one-time for flight surgeons). The CRM course for instructor upgrades is required no later than one year after instructor checkride completion. (T-2)

5.5.3.6. Situation Emergency Procedures Training (SEPT):

5.5.3.6.1. This training is not an evaluation, but a review of abnormal/emergency procedures and aircraft systems operations/limitations during realistic scenarios. This training should be conducted with an instructor and present a situation requiring crewmembers to discuss actions necessary to cope with the malfunction and carry it to a logical conclusion. Critical action procedures (if applicable) and squadron special interest items should be emphasized. (T-2)

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

5.5.3.6.2.1. SQ/CC or DO involvement in the selection of a monthly SEPT topic. Unit established monthly scenarios will be updated on annual basis to keep topics current and relevant. (T-3)

5.5.3.6.2.2. Develop SEPT scenarios using B-52 mishaps/incidents as baseline cases. Use of weapon/radar/GPS malfunctions as crew EP topics is strongly encouraged as well. (T-3)

5.5.3.6.2.3. At least one SEPT per training cycle will emphasize the intricacies and difficulties involved with heavy gross weight takeoff and particularly the dangers associated with aborting a takeoff at or near S1. (T-3)

5.5.3.6.3. Each crewmember will accomplish SEPT by the last day of each calendar month. The currency will expire at the end of the following month. Aircrew with an expired SEPT currency will be grounded until subsequently completed. SEPT will be included in aircrew GO/NO GO criteria. **NOTE:** Crewmembers who are expired on SEPT will accomplish training for missed months prior to regaining currency. (T-2)

5.5.3.6.4. Completion of a WST Emergency Procedure (EP) profile satisfies the monthly SEPT requirement.

5.5.4. FTU Instructor/340 WPS/49 TES/Flight Surgeon/Staff Guidance:

5.5.4.1. FTU. All FTU Instructors are Experienced BMC aircrew. These instructors will accomplish BMC sortie totals and currency events IAW the RTM (proficiency events in the RTM will not be tracked). Conventional BMC ground training IAW the RTM is also required. (T-2)

5.5.4.2. 340 WPS Instructor and 49 TES. Weapon School instructors and 49 TES instructors must be certified to perform the unit mission and maintain the BMC currencies listed in the RTM. These instructors will accomplish BMC sortie totals IAW the RTM. Commanders should determine desired training event totals listed in the RTM as applicable to their respective unit missions. (T-3)

5.5.4.3. Flight Surgeon (FS). May fly selected tactical missions to enhance understanding of unit tactical missions with which they are directly associated. Initial checkouts will be IAW paragraph 3.1.5.2. FS flying rates and requirements will be IAW AFI 11-202V1. (T-2)

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

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

5.5.4.4.2. Will submit qualification/authorization documentation to the supporting SQ/CC or operations officer prior to flying with that squadron. (T-3)

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

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

5.5.4.5.1. Regular Air Force aircrew members, other than assigned advisors, are authorized to fly with reserve component units IAW AFI 11-401_AFRCSUP1, unit MOU/MOAs and AFRC policy.

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

5.5.5. Flying Training. B-52H aircrew will accomplish the requirements listed in the RTM. Failure to accomplish these requirements may require additional training as determined by the SQ/CC. Specific requirements are as follows:

5.5.5.1. Basic Aircraft Qualification (BAQ) Requirements:

- 5.5.5.1.1. Instrument/Qualification evaluation IAW AFI 11-202V2 and AFI 11-2B-52V2. (T-1)
- 5.5.5.1.2. Currencies (as applicable) IAW RTM and **5.3**. (T-2)
- 5.5.5.1.3. BAQ aircrew members will fly a supervised sortie (instructor of like specialty) at least once every 60 calendar days. (T-2)
- 5.5.5.1.4. BAQ is not a permanent qualification except for General Officers above the wing level, and any other crew members specifically authorized by MAJCOM A3. (T-2)
- 5.5.5.1.5. Ground training minimums IAW 11-202V1 and RTM. (T-2)
- 5.5.5.2. Basic Mission Capable (BMC) Requirements:
 - 5.5.5.2.1. Performance satisfactory to the SQ/CC. (T-3)
 - 5.5.5.2.2. Evaluations IAW AFI 11-202V2 and AFI 11-2B-52V2. (T-2)
 - 5.5.5.2.3. Sortie lookback IAW the RTM. (T-2)
 - 5.5.5.2.4. RAP events commensurate with experience tier in the RTM. (N/A API-8). (T-2)
 - 5.5.5.2.5. Weapons qualifications affecting CMR IAW Chapter 4. (T-2)
 - 5.5.5.2.6. Currencies (as applicable) IAW para. 5.5. and RTM. (T-2)
 - 5.5.5.2.7. Assigned to a BMC position. (T-2)
- 5.5.5.3. Combat Mission Ready (CMR) Requirements:
 - 5.5.5.3.1. Performance satisfactory to the SQ/CC. (T-2)
 - 5.5.5.3.2. Evaluations IAW AFI 11-202V2 and AFI 11-2B-52V2. (T-2)
 - 5.5.5.3.3. Sortie lookback IAW the RTM (T-2)
 - 5.5.5.3.4. RAP events commensurate with experience tier from the RTM. (N/A API-8). (T-2)
 - 5.5.5.3.5. Weapons qualifications affecting CMR IAW Chapter 4. (T-2)
 - 5.5.5.3.6. Currencies (as applicable) IAW para. **5.4** and RTM. (T-2)
 - 5.5.5.3.7. Assigned to a CMR position. (T-2)
- 5.5.5.4. Specialized training /certification requirements IAW **Chapter 6** and applicable syllabi. (T-2)

5.6. Ancillary Training. Ancillary Training is guidance or instruction that contributes to mission accomplishment, but is separate from an Air Force Specialty or occupational series. AFI 11-2B-52V1 is not the governing directive for completion of ancillary training events. In accordance with AFI 11-202V1, the source AFI provides training frequency for these events unless an approved waiver has been authorized. See Unit Deployment Manger representative to ensure compliance with additional non-aircrew specific training requirements.

5.7. Proration of Training. AFI 11-202V1 describes proration of training requirements for crewmembers not available for flying duties. The SQ/CC may prorate all training requirements as necessary when Duties Not Involving Flying (DNIFs), emergency leaves, non-flying TDY/exercises, combat/contingency deployments, and/or (AFRC) mandatory training required by civilian employment preclude training for a portion of the training period. Ordinary annual leave will not be considered as non-availability. Extended bad weather which precludes the unit from flying for more than 15 consecutive days may be considered non-availability.

5.7.1. Use this formula to determine training requirements: number of months available times the event volume divided by the number of months in the training period. Round down to the nearest whole number (e.g. 5.6 rounds to 5), but not less than 1 unless the individual was available for less than 15 days during the SA period.

5.7.1.1. Use **Table 5.1** to determine the number of months available. Prorate only if absence is at least 15 cumulative days.

5.7.1.2. While contingency operations/deployments typically necessitate use of proration, events accomplished during the deployments may be credited toward annual training cycle event requirements (e.g., AR, conventional wpn releases, etc). Events unable to be achieved (e.g., Flaps-up approach, etc) may still be prorated per **5.7.1** above.

5.7.1.3. ATD non-availability due to maintenance downtime or contingency deployments (e.g., CBP) meets criteria for proration. Wings should plan to make-up as much lost ATD training as possible, in the annual cycle either before or after scheduled deployments, with emphasis on ATD1/2/3/4 events (see RTM). (T-2)

5.7.1.4. When an individual permanently changes station (PCS) during the training and enters the same training tier, credit training accomplished at the previous base. Prorate training requirements based on the time available (e.g., time at former base, plus time at new base, minus number of days not available) during the training period. Time available starts 7-days after sign-in or on the date of actual accomplishment of the first training event, whichever occurs first. Subtract previous accomplishments from the prorated total to determine remaining requirements.

Table 5.1. Proration Allowance.

CUMULATIVE DAYS OF NONFLYING	MONTHS OF PRORATION ALLOWED
0 - 15	0
16 - 45	1
46 - 75	2
76 - 105	3
106 - 135	4
136 - 165	5
166 – remaining days	6

5.8. Failure to Complete Training Requirements. Declare individuals N-CMR/N-BMC if they fail to maintain noted flying currencies and they fail to complete sorties, ATDs, or noted annual flying/ground continuation training requirements from the RTM. While N-CMR, aircrew may perform missions (including exercises and contingencies) in which they are current, qualified, and proficient, similar to BMC aircrew. The squadron commander may assign an individual to N-CMR or supervised status at any time. When this occurs, training flight will be notified in writing, and it will be documented in the TRB minutes. (T-1)

5.8.1. Failure to Maintain Flying Currency

5.8.1.1. Flight Training Currency. The RTM defines currency requirements for all B-52 crew members. Upon completion of Qualification Evaluation, events accomplished during formal training (IQT, RQT/TX, ACUP, NUP, CFIC, FTC, and SSC) to the proficient level may be used to establish currency dates for continuation training. (T-2)

5.8.1.2. Loss of Currency. Place individuals non-current in one or more currency events in supervised training status for that event and declare them N-CMR/N-BMC in those unit missions requiring that event. Crewmembers are “non-current” the following calendar day after event currency expires (i.e., a crewmember who accomplished a 60 day currency event on 1 June becomes non-current on 31 July). Loss of currency prohibits an individual from accomplishing unsupervised in-flight duties in the non-current event(s). (T-2)

5.8.1.2.1. Supervision is defined as a current and qualified instructor of like specialty. In addition, Squadron Commanders may designate Experienced-tier aircrew as Designated Supervisors IAW AFI 11-202V1. Designation will be made in writing (e.g. Letter of X's, Training Folder, etc). Aircrew members may regain currencies listed in the RTM by demonstrating proficiency with an instructor or Squadron Designated Supervisor of like specialty for currencies that have been expired for less than 6 months IAW AFI 11-202V1 para. **3.4.3.1**. (T-2)

5.8.1.3. Regaining Currency.

5.8.1.3.1. Loss of Currency up to 6-Months. Accomplish training as directed by the SQ/CC to include a proficiency demonstration of the non-current event to a like specialty instructor or designated supervisor (see para. **5.8.1.2.1**). (T-2)

5.8.1.3.2. 6 months through 1 year. Training as directed by the squadron commander. Individuals need to requalify only in events required by their training level (i.e. to regain CMR, BMC or BAQ status). Flight evaluation by an evaluator is required only for non-current items. (T-2)

5.8.1.3.3. 1 year through 39 months at the end of a non-flying assignment or 48 months at the end of any active flying assignment. Complete training needed to requalify in all events required by their training level (i.e. to regain CMR, BMC or BAQ status), additional training as directed by the squadron commander, and a flight evaluation. Individuals must complete the formal TX-3 course at the FTU prior to training at the unit. (T-2)

- 5.8.1.3.4. Over 39 months at the end of a non-flying assignment or 48 months at the end of any active flying assignment to 8 years. Individuals will be requalified in accordance with **Chapter 2** and the applicable syllabus. (T-2)
- 5.8.1.4. Loss of/Requalification to Instructor Status. Instructors will be decertified if:
- 5.8.1.4.1. They fail an evaluation. To regain instructor status, the instructor must successfully complete assigned corrective training and/or a flight evaluation IAW AFI 11-202V2 and AFI 11-2B-52V2. (T-3)
- 5.8.1.4.2. They become non-current in an event/sortie which causes removal from CMR/BMC status and the SQ/CC deems that loss of currency is of sufficient importance to require de-certification. If the SQ/CC does not elect this option or if the instructor becomes non-current in events/ sorties which do not require removal from CMR/BMC status, instructor status may be retained, but the instructor will not instruct in that event/sortie until the required currency is regained. (T-3)
- 5.8.2. Failure to Complete End-of-Year Proficiency Requirements. Individuals who fail to complete flight proficiency requirements at the funded RAP level listed in the RTM will be declared N-CMR/N-BMC the first day of the second month of the new training cycle. A get-well training plan must be approved by the OG/CC for crewmembers who achieve 80-99% of funded RAP level proficiency requirements. For crewmembers who achieve 79% or less of their proficiency requirements the get-well training plan must be approved by the WG/CC. Upon completion of the approved training plan the crewmember will be declared CMR/BMC. Events included in the get-well training plan are creditable towards the new training period.
- 5.9. Requirements Before PCS Or TDY By Members On Active Flying Status.** See AFI 11-202V1. (T-2)
- 5.10. Requirements Before Removal From Active Flying.** See AFI 11-202V1. (T-2)
- 5.11. Requirements While In Inactive Flying Status.** See AFI 11-202V1. (T-2)
- 5.12. Retraining.** AFI 11-202V1 specifies retraining restrictions before separation, retirement, or mandatory inactive flying status. (T-2)
- 5.13. Aircrew Flying in Non-US Air Force Aircraft and with Non-US Air Force Units.** See AFI 11-202V1. (T-2)

Chapter 6

SPECIALIZED TRAINING

6.1. Ground Training Requirements. Ground training events accomplished in one training program, and subsequently required for another training program, need not be re-accomplished unless required by the squadron commander. For example, conduct of flight briefings accomplished during flight lead upgrade training is creditable to simulator instructor checkout. Annotate in the individual training record when event was initially accomplished. All training should be accomplished within 120 days from start to squadron commander certification, unless otherwise specified by this instruction or another regulatory guidance. (T-2)

6.2. Flight Lead Upgrade (FLUG). IAW OG coordinated Standardized Training Plan minimums. SQ/CCs may add additional requirements at their discretion. (T-3)

6.3. Mission Lead Upgrade Program (MLUG). IAW OG coordinated Standardized Training Plan minimums. SQ/CCs may add additional requirements at their discretion. (T-3)

6.4. Mission Commander (MCC) Upgrade. IAW OG coordinated Standardized Training Plan minimums. SQ/CCs may add additional requirements at their discretion. (T-3)

6.5. Night Vision Goggle Training (NVG): IAW OG coordinated Standardized Training Plan minimums. SQ/CCs may add additional requirements at their discretion. (T-3)

6.6. Pre-Deployment Spin-Up Training. This training should be conducted prior to deploying in support of contingency operations (if time permits) or exercises. 340 WPS, is exempt from completing this training when deploying to Nellis AFB or Minot AFB. 49 TES is exempt from this training when deploying to Nellis AFB, Minot AFB, and Edwards AFB. The objective of this training is to ensure the crew members' ability to conduct all missions in support of expected tasking. Tasked units are responsible for contacting appropriate gaining command/operations to determine expected mission tasking. This assures the responding forces are prepared for the appropriate tasking and allows the responding OG/CC to tailor this training for the theater, threat, and tactics for the assigned task. The SQ/CC is then responsible to implement this spin-up, prosecute the required missions, and determine the specific requirements necessary to reach the desired level of proficiency. Emphasis will be placed on training needed for missions not accomplished in daily operations. This training will be conducted IAW all applicable regulations. (T-3)

6.6.1. Ground Training. Units will brief rules of engagement (ROE)/training rules, command and control, engagement authority and procedures, special instructions (SPINs), airspace restrictions, unique communications requirements, emissions control (EMCON) procedures, and theater order of battle. Accomplish a review of the Foreign Clearance Guide for the unique procedures and requirements of the destination country. Additionally, this training will include a discussion of the airfield description and operating peculiarities. This review of the location's unique operational environmental features should include, but is not limited to, in-flight procedures, seasonal weather, other unique weather phenomena, wind shear potential and characteristics (i.e., sea breeze front, low altitude jet stream potential, etc.), airfield restrictions, taxi routes, International Civil Aviation Organization (ICAO) procedures, and operating data if available. Leverage the local/host weather flight and AFH 11-203, Volumes 1-2, Weather for Aircrews, for weather portions of this training. (T-2)

6.6.2. Flying Training. Spin-up training will be tailored to ensure all deploying crew members are proficient, current, and qualified in all expected mission tasking. (T-2)

6.7. Supervised Activity Certification: . The procedures listed below qualify non-instructor B-52 aircraft commanders to supervise unqualified/non-current pilots in air refueling. Certification will be annotated on the Letter of Xs. (T-2)

6.7.1. An instructor pilot will fly with each aircraft commander prior to recommending him or her to supervise copilots in air refueling. The squadron commander then must approve and designate these aircraft commanders in writing. Aircraft commanders may be further certified to supervise any pilot in these events. (T-3)

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

6.8. Pilot (P) Air Refueling Qualification.

6.8.1. Pilots not qualified in air refueling during IQT may continue air refueling qualification training at SQ/CC discretion. Pilots will continue training IAW the PIQ syllabus. This is documented on the training accomplishment report (TAR) and maintained in the respective training folder. For qualification, pilots must be declared proficient IAW AFI 11-2B-52V2 spot or recurring flight evaluation. Once qualified, pilots will maintain air refueling currency IAW the RTM. (T-2)

6.8.2. Document the pilot's status, including any restrictions, in appropriate written format (AF Form 8, Letter of Xs, grade sheets, AF Form 4348, etc.). (T-2)

6.9. Dual Seat Qualification.

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

6.9.2. Dual seat qualification training requirements will be accomplished from the right seat. This is designed to regain proficiency in critical events required to safely operate the aircraft and effectively perform the unit's tasked missions. (T-2)

6.9.2.1. Current Aircraft Commanders will demonstrate proficiency in right seat activity to an instructor of like specialty. As a minimum, the pilot will demonstrate proficiency in takeoff, instrument approach, full stop and touch-and-go landings, air refueling, and fuel panel operations. (T-2)

6.9.2.2. Dual seat qualification training events must be accomplished to a grade of proficient. Upon award of proficiency in the opposite seat and completion of specified training events, the individual must be nominated by the supervising instructor to the squadron commander. This is documented on the training accomplishment report (TAR) and maintained in the respective training folder. Following the SQ/CC review of the TAR and subsequent approval of the Dual Qualification, the squadron Letter of Xs should be made to reflect appropriate qualification status. (T-2)

6.9.2.3. Dual seat training will not occur within the exercise area(s) of a FLAG/HHD mission. This does not preclude dual seat qualified aircrew members from accomplishing these missions. (T-2)

6.9.3. The SQ/CC will certify aircrew member's status, including any restrictions, in appropriate written format (Letter of Xs, grade sheets, AF Form 4348, etc.). (T-2)

6.10. Low Altitude (LOWAT) Qualification Training. IAW OG coordinated Standardized Training Plan minimums. SQ/CCs may add additional requirements at their discretion (N/A for aircrew members graduating from the May 2015 PIQ/WSOIQ/EIQ Syllabus).

6.10.1. LOWAT Training N/A 49 TES. 49 TES Aircrew will continue to use unit-developed Terrain Avoidance (TA) training plans for aircrew qualification. (T-3)

6.11. Laser Guided Bombs (LGB). IAW OG coordinated Standardized Training Plan minimums. SQ/CCs may add additional requirements at their discretion. A live release is desired but not required. (N/A for aircrew members graduating from the May 2015 PIQ/WSOIQ/EIQ Syllabus). (T-3)

6.12. Targeting Pod. IAW AFGSC approved Training Plan. SQ/CCs may add additional requirements at their discretion. All crewmembers will accomplish applicable initial academics ground training prior to any flight training. (T-3)

6.13. Crewmember Developmental Training. See the RTM for recommended crew progression and upgrade prerequisites. Not all stages are required to be accomplished in the order listed except where they fulfill prerequisites. The WG/CC has the authority to waive up to 10% of the hours/sortie requirements. The WG/CC will info copy MAJCOM A3BT with approved waivers. (T-2)

6.13.1. **Simulator Hours toward Experienced-tier.** Hours logged in the ATD accomplishing RAP Tasking Memo approved training events can be counted as "hours" when determining Aircrew Training Tier. See current RAP Tasking Memo for guidance on approved ATD transfer events and logging procedures. ATD time logged on AFTO Form 781 may be used toward upgrade and experience requirements up to 25% of the B-52 time and total time requirements. (T-2)

6.14. New weapon or aircraft upgrades. Training plans for new or special capabilities will be approved by AFGSC/A3B and posted on the AFGSC/A3BT COP at the following URL. <https://org1.eis.af.mil/sites/afgsc/internal/a3-5/A3T/a3todesktp/default.aspx>.

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

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Deputy Chief of Staff, Operations

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

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

Abbreviations and Acronyms

A/A—Air-to-Air

AAA—Antiaircraft Artillery

AC—Aircraft Commander

ACUP—Aircraft Commander Upgrade Course

AFGSC—Air Force Global Strike Command

AFGSCI—Air Force Global Strike Command Instruction

ACDE—Aircrew Chemical Defense Equipment

AFRC—Air Force Reserve Command

AFSC—Air Force Specialty Code

AFTTP—Air Force Tactics, Techniques and Procedures

AGL—Above Ground Level

AGM—Air-to-Ground Missile

ALCM—Air Launched Cruise Missile

API—Aircrew Position Indicator

AR—Air Refueling

ATD—Aircrew Training Device

AWR—Air Weapons Refresher
BAQ—Basic Aircraft Qualification
BDA—Battle Damage Assessment
BMC—Basic Mission Capable
BAQ—Basic Aircraft Qualification
CAF—Combat Air Forces
CAS—Close Air Support
CAT—Category
CC—Commander
CEP—Circular Error Probable
CFIC—Crew Flight Instructor Course
CFTR—Composite Force Training
CMR—Combat Mission Ready
COMSEC—Communications Security
CPT—Cockpit Procedures Trainer
CRM—Crew Resource Management
CT—Continuation Training
CV—Vice Commander
CW—Chemical Warfare
CWD—Chemical Warfare Defense
CWDS—Combat Weapons Delivery Software
DLO—Desired Learning Objectives
DMPI—Designated Mean Point of Impact
DNIF—Duty Not Involving Flying
DOC—Designed Operational Capability
DRU—Direct Reporting Unit
E—Experienced Crew member
EA—Electronic Attack
EAM—Emergency Action Message
EC—Electronic Combat
EI—Essential Elements of Information
EMCON—Emissions Control

EO—Electro-Optical
EP—Electronic Protection/Emergency Procedure
EPE—Emergency Procedures Evaluation
EW—Electronic Warfare
EWO/EW—Electronic Warfare Officer
EWO—Emergency War Orders
FAM—Familiarization
FCTS—Formed Crew Training Sortie
FEB—Flying Evaluation Board
FEF—Flying Evaluation Folder
FI—Fighter Intercept
FL—Flight Lead
FLUG—Flight Lead Upgrade
FS—Fighter Squadron/Flight Surgeon/Aircrew Physician
FTC—Faculty Training Course
FTU—Formal Training Unit
G—Gravitational Load Factor
GBU—Guided Bomb Unit
GCI—Ground Control Intercept
GP—General Purpose
GPS—Global Positioning System
HF—High Frequency/Height Finder
HHD—Higher Headquarters Directed
HHQ—Higher Headquarters
I—Inexperienced Aircrew Member
IAW—In accordance With
ID—Identify/Identification
IEWO—Instructor EWO
IFF—Identification Friend or Foe
IMC—Instrument Meteorological Conditions
INS—Inertial Navigation System
IOC—Initial Operational Capability

IP—Instructor Pilot
IQT—Initial Qualification Training
IR—Infrared
IRC—Instrument Refresher Course
IWSO—Instructor Weapon Systems Officer
IWUG—Instructor WSO Upgrade
JCTS—Joint/Composite Training Sortie
JDAM—Joint Direct Attack Munition
LAO—Local Area Orientation
LF—Low Frequency
LGB—Laser-Guided Bomb
LOWAT—Low Altitude Training
MAJCOM—Major Command
MCC—Mission Commander
MDS—Mission Design Series
MIJI—Meaconing, Interference, Jamming and Intrusion
ML—Mission Lead
MOA—Military Operating Area
MQT—Mission Qualification Training
MR—Mission Ready
MRT—Miniature Receive Terminal
MS—Mission Support
MUTES—Multiple Threat Emitter System
N/A—Not Applicable
NAF—Numbered Air Force
NAV—Navigation
NLT—Not Later Than
NT—Night
NTS—Nuclear Training Sortie
NVG—Night Vision Goggles
OAS—Offensive Avionics System
OCA—Offensive Counter-air

OG—Operations Group
OPR—Office of Primary Responsibility
OPS—Operations
OSS—Operations Support Squadron
P—Pilot / Proficient
PACAF—Pacific Air Forces
PCS—Permanent Change of Station
PFT—Programmed Flying Training
PGM—Precision Guided Munitions
PMAI—Primary Mission Aircraft Inventory
PTAI—Primary Training Aircraft Inventory
QUAL—Qualification
RECCE—Reconnaissance
RF—Radio Frequency
ROE—Rules of Engagement
RTM—Ready Aircrew Program Tasking Memorandum
SA—Strategic Attack/Situational Awareness
SAFE—Selected Area For Evasion
SAR—Search and Rescue
SCL—Standard Conventional Load
SEAD—Suppression of Enemy Air Defenses
SEFE—Stan/Eval Flight Examiner
SELO—Stan/Eval Liaison Officer
SEPT—Situational Emergency Procedure Training
SIMCERT—Simulator Certification
SOF—Supervisor of Flying
SORTS—Status of Resources and Training System
SQ/CC—Squadron Commander
SPIN—Special Instruction
SRTY—Sortie
TA—Terrain Avoidance
TAR—Training Accomplishment Report

TCG—TGP Coordinate Generation
TD—Tactical Deception
TDY—Temporary Duty
TES—Tactical Eval SQ/Test & Eval SQ
TF-coded—Designated Training Aircraft
TGP—Targeting Pod
TGT—Target
TO—Takeoff(s)/Technical Order
TR—Training Rules
TX—Transition Training
UCML—Unit Committed Munitions List
UMB—Unit Mission Brief
UMD—Unit Manning Document
WCMD—Wind Corrected Munitions Dispenser
WE—Weapons Delivery
WG—Wing
WIC—Weapons Instructor Course
WISS—Weapons Impact Scoring Set
WS—Weapons School
WSO—Weapon Systems Officer
WST—Weapon System Trainer

Terms

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

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

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

Basic Aircraft Qualification (BAQ)—A status of an aircrew member who has satisfactorily completed training prescribed to maintain the skills necessary to safely operate the unit aircraft. The member must perform at the minimum frequency necessary to meet the most recent sortie and flight standards set for the weapons system. Crew members are not authorized to perform RAP-tasks combat event/sorties unless under the supervision of a like specialty instructor and when authorized by the unit commander. API 1 or 2 individuals will not train at this level. Flight duties will be limited to those identified in para. 4.3.

Basic Mission Capable - Experienced (BMC-E)—A status of a crew member who has satisfactorily completed training prescribed to perform the unit mission but who does not maintain CMR status. A lower number of given events are required to maintain BMC status based on the individual's experience level as determined by the SQ/CC and the min requirements in the RTM. The SQ/CC may authorize the performance of RAP-tasks combat events/sorties after completion of MQT or applicable portions of MQT. This category includes USAFWS instructors. (Refer to para. 4.3)

Basic Mission Capable - Inexperienced (BMC-I)—A status of a crew member who has satisfactorily completed training prescribed to perform the unit mission but who does not maintain CMR status. A higher number of given events are required to maintain BMC status based on the individual's experience level as determined by the SQ/CC and the min requirements in the RTM. The SQ/CC may authorize the performance of RAP-tasks combat events/sorties after completion of MQT or applicable portions of MQT. This category includes USAFWS instructors. (Refer to para. 4.3)

Certification—Procedure used to document competency in a particular task which requires an AF Form 1381, AF Form 4348 or MAJCOMs approved unit certification document signed by an authorized official documentation or the process of certifying crew members for nuclear tactical employment IAW AFGSCI 13-520V2. Not interchangeable with “qualification,” which requires AF IMT 8/8a documentation.

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

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

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

Combat Mission Ready (CMR)—(also *CMR-N and CMR-C*) A status of a crew 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 Regular Air Force API-1/2's, Squadron Commander, 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 pilots selected for CMR must be inexperienced (refer to para. 5.3).

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

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

Critical Phases of Flight—As described in AFI 11-202V3.

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

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

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

Desired Learning Objectives (DLO)—Objectives set for use as learning progress benchmarks. DLOs should be understandable, attainable, and quantifiable. Accomplishment of desired learning objectives will indicate mission success on training missions via completion of specific mission tasks. An example DLO would read, "To identify and react to all factor threats." The corresponding mission task would read, "Electronic Warfare Officer correctly identify and direct successful maneuvers."

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Offensive Systems Mission Trainer (OSMT)—This trainer mirrors the WST Navigator station and provides WSOs with specific mission tasks in a realistic environment.

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

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

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

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

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

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

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

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

Sortie—(DoD, NATO) In air operations, an operational flight by one aircraft.

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

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

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

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

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

Verification—Applies to procedure aimed at verifying and refreshing crew members tactical employment knowledge, emphasizing conventional/nuclear operations according to the unit's wartime tasking. Verification is conducted in both initial and follow-on phases. Initial verification phase is a formal board proceeding convened to verify individual crew member's knowledge. Continuation training is to reinforce, refresh, and update crew members on unit wartime mission/tasking, tactics, and procedures. See also **Attch 3**.

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

RAP EVENT DEFINITIONS

A2.1. RAP Sorties (SRTY/SRTYS) ST00. A sortie is defined as a takeoff and a landing. Per the RTM, crews will execute nuclear- and conventional-focused training, as well as sq/cc-directed mission focus sorties.

A2.2. Mission Focus Areas. Units should plan sorties to emphasize specific mission skill sets by focusing on pertinent RAP events for a given mission focus area. Nuclear and Conventional mission focus areas are described below.

A2.2.1. MR42 Nuclear Sortie (Nuc) Mission Focus. A training sortie focusing specifically on aircrew integration, coordination, and aircraft/weapon system skills necessary to attain and sustain the required proficiency to accomplish the unit's nuclear mission.

A2.2.1.1. Critical skills include:

A2.2.1.1.1. - Command and Control Procedures to include PCTAP, HHCL or similar enroute decision points

A2.2.1.1.2. - Emergency Action Message processing*[#]

A2.2.1.1.3. - ALCM launch procedures[#]

A2.2.1.1.4. - Defensive action scenario

A2.2.1.1.5. - Quick Taxi/EWO-Departure Exercise

A2.2.1.1.6. - Authentication Documentation Exercise

A2.2.1.1.7. - MILSTAR activity

A2.2.1.1.8. - MRT activity

A2.2.1.1.9. - Airborne Intercept Training (AIT/FIE)

A2.2.1.1.10. - ARA

A2.2.1.1.11. - A/R

A2.2.1.1.12. - Manual SAIR

A2.2.1.1.13. * To complete EAM processing crews will receive a valid preamble pertaining to the sortie being flown. Prior coordination with the USSTRATCOM Global Operations Center for EAM transmission may be required. POLO HAT, Continuing Evaluation Program, and Nuclear Weapons System Evaluation Program sorties can also be used to fulfill this training requirement.

A2.2.1.1.14. [#] Events must be accomplished to log an MR42.

A2.2.1.2. Additional SQ16 WST skills. WST scenarios should be developed to mimic realistic geographic employment areas and be designed to provide robust scenarios with associated aircraft action points i.e. cruise missile launch areas and radar fixing. Refer to the RTM for integrated WST requirements. WST time includes time to pre-configure the cockpit (i.e. running Cock-On Checklist, etc). WST should be scripted to provide Command and Control inject points, freeze and slew points and scenario to accomplish

Quick Taxi/EWO Departure Exercise, heavyweight takeoff, EC equipment operation, fuel transfer for CG considerations, system programming and navigation, missile programming, Command and Control Procedures to include PCTAP and HHCL or similar enroute decision points, targeting and launch procedures, missile/bomb malfunction/emergency, hung ordnance and jettison procedures, threat recognition and defensive reactions, emergency divert procedures, aircraft emergency procedures, and airborne radar directed approach at post strike base.

A2.2.2. **MR10 Conventional Mission Focus.** Due to the wide and varied weapon and sensor capabilities of the B-52, conventional missions may be focused on any one of the following areas, based upon the desired training objectives. These areas are not mutually exclusive, and events related to one area may still be accomplished and logged on a sortie primarily focused on another area:

A2.2.3. **Generic Conventional Critical Skills include:**

A2.2.3.1. - Formation

A2.2.3.2. - Air Refueling

A2.2.3.3. - V-SAT and/or Evolutionary Data Link (If available)

A2.2.3.4. - HQ/Secure Voice

A2.2.3.5. - Tactical planning/scenario

A2.2.4. **Standoff Attack Focus (SO).** Primary planning and execution focus is on standoff weapon employment (CALCM, JASSM, MALD/MALD-J). Crews are encouraged to coordinate with intel to develop conflict phase and targeting based on current real-world information. Additional info may be found in AFTTP 3-3.B-52.

A2.2.5. **Critical Skills Include:**

A2.2.5.1. - V-SAT and/or Tactical Data Link (If available)

A2.2.5.2. - Command and Control Event

A2.2.5.3. - Standoff Weapons Release

A2.2.5.4. - Defensive Action Scenario (AI/Naval/Strategic/Tactical threats)

A2.2.5.5. - Retargeting Exercise

A2.2.6. **Direct Attack/Close Air Support Focus (DA/CAS).** Primary planning and execution focus is on preplanned direct attack weapon employment (JDAM/WCMD/LGB/GP) targeting enemy IADS, fielded forces, communication nodes, airfields or airfield support systems. Additional info may be found in AFTTP 3-3.B-52.

A2.2.7. **Critical Skills Include:**

A2.2.7.1. - JDAM/WCMD/LGB/GP weapon release/procedures

A2.2.7.2. - Multi-SMO events

A2.2.7.3. - TGP Activity

A2.2.7.4. - Retargeting Exercise

A2.2.7.5. - Time-Sensitive Targeting

A2.2.7.6. - Detailed integration w/JTAC

A2.2.7.7. - Degraded GPS Weapon Release

A2.2.8. Strike Coordination and Reconnaissance /Armed RECCE/OVERWATCH Non-Traditional Surveillance and Reconnaissance Mission Focus. Primary planning and execution focus is detailed integration with friendly ground forces. The mission skills involve significant overlap with skills practiced in other mission focus areas (TGP ops, JTAC coordination, etc). Additional info may be found in AFTTP 3-3.B-52.

A2.2.9. Critical Skills Include:

A2.2.9.1. - Digital CAS

A2.2.9.2. - TGP Activity

A2.2.9.3. - LOWAT

A2.2.9.4. - CAS or CAS w/JTAC

A2.2.9.5. - Video Data Link

A2.2.9.6. - Killbox procedures

A2.2.10. Counter Sea Mission Focus (CS). Primary planning and execution focus are counter sea operations conducted to attain and maintain a desired degree of maritime superiority by the destruction, disruption, delay, diversion, or other neutralization of threats in the maritime environment. Additional info may be found in AFTTP 3-3.B-52.

A2.2.11. Critical Skills Include:

A2.2.11.1. - Mine Planning/Employment

A2.2.11.2. - AIMT/JABS employment

A2.2.11.3. - LOWOW

A2.2.11.4. - Command and Control Event

A2.2.11.5. - TGP Activity

A2.2.11.6. - Maritime Surveillance/Aerial Reconnaissance

A2.2.11.7. - Visual/ATP RIG Maneuvers

A2.2.12. MR99. AEF Prep/Commander Option Sortie. Sortie will emphasize either conventional or nuclear employment, as determined by the SQ/CC. Any type of mission activity may be logged. Non-traditional missions that support AEF deployment or contingency operation spin-up and do not fit into standard mission types may also be logged in this category.

A2.2.13. SQ15. Integrated Conventional WST executing any single group or selection of skills from the MR10 mission focus areas above.

A2.2.14. SQ16. Integrated Nuclear WST executing the MR42 mission focus area. See para. [A2.2.1.1](#) above for additional guidance.

A2.2.15. **SQ99.** AEF Prep/CC Option WST. WST focusing on activities analogous to MR99. Additional options include strange-field fam for deployments.

A2.2.16. **SQ17.** Distributed Mission Operations (DMO) WST. Any WST mission involving at least two simulators connected through the DMO Network (DMON) or similar Live Virtual Construct – Operational Training (LVC-OT) network. The connected simulator(s) may be B-52 and/or any other MDS.

A2.2.17. **ATD1.** Pilot Emergency Procedures (P, CP). A balance of systems and flight control emergencies tailored to the needs of the crew and logged in the flight station of the WST or in the CPT. Should be an instructor led event. At least one of the following profiles should be accomplished for CMR aircrew annually (may require accomplishing more than one profile per WST): Hydraulics, Flight Controls, Engines, Electrics, Fuel Systems, Pneumatics, and Instruments.

A2.2.18. **ATD2.** Nav Degraded Systems (WSO, N). An event logged in either the OSMT, or the offense station of the WST. Should be an instructor led event with navigators executing a series of degraded procedure exercises. Event may be logged when three of the following events are accomplished: Processor Recycle Exercise, Doppler Out Exercise, RNMP Inoperative Exercise, WCP Inoperative exercise, GPS Out Exercise, Degraded GPS Weapon Release.

A2.2.19. **ATD3.** Defensive Procedures Trainer (EW). An event logged in the T4. Should be an instructor led event with the EW executing a series of defensive procedures. Event may be logged when accomplishing a penetration into an IADS with at least one degraded system inject.

A2.2.20. **ATD4.** Spatial Disorientation Exercise (P, CP). Performed in the WST or CPT. Recognize, confirm, and recover from unusual attitude exercise.

A2.2.3. PROFICIENCY EVENT DESCRIPTION GUIDE

A2.2.3.1. **Event Descriptions.** Unless otherwise specified in these event descriptions, units will determine the necessary parameters for fulfilling and/or logging tasked events. Some event ARM codes/identifiers may be found in AFI 11-401 AFGSCSUP. Each event is defined in one of the following manners:

A2.2.3.1.1. A specific type of weapon delivery (defined by aircraft flight path, ordnance delivered, delivery method, or target struck) performed during a mission.

A2.2.3.1.2. Expending of ordnance against a target according to predetermined flight path parameters and delivery methods. A single delivery constitutes an event which requires satisfaction of additional criteria.

A2.2.3.1.3. Accomplishment of a specific training element, function, or task (i.e., AR, Landing, etc.).

A2.2.3.1.3.1. Use the following listing of events is for fulfilling tasked requirements. In the absence of guidance, units will determine the content of tasked events and how often they may be logged. Instructors may log 50% of their events while instructing or evaluating in any seat. Reference the RTM for event requirements.

A2.2.4. FLIGHT EVENTS

A2.2.4.1. **AP00.** Total Instrument Approaches. Creditable for all instrument approaches.

A2.2.4.2. **AP01.** Precision Approach. Creditable only to the pilot flying. A precision instrument approach that is flown at minimum from the final approach fix to a landing, touch and go, or a missed approach. Dual log with AP00.

A2.2.4.3. **AP02.** Non-Precision Approach. Creditable only to the pilot flying. A non-precision instrument approach that is flown at minimum from the final approach fix to a landing, touch and go, or a missed approach. Dual log with AP00.

A2.2.4.4. **AP26.** Missed Approach. Go-around from either a Precision or Non-Precision approach at the Missed Approach Point or Decision Height using instrument procedures.

A2.2.4.5. **AP30.** Circling Approach. Perform the circling procedure as defined in AFMAN11-217V1, *Instrument Flight Procedures*.

A2.2.4.6. **AP41.** Airborne Radar Approach (ARA). Log in accordance with T.O. 1-1B-52H-1. Will be logged with a non-precision approach.

A2.2.4.7. **AP62.** Simulated 6-Engine Approach and Go-Around Asymmetric. A six engine approach, simulating two outboard engines out on one side. Flown to a go-around using asymmetric thrust.

A2.2.4.8. **AP63.** Simulated 6-Engine Approach and Go-Around Symmetric. A six engine approach, simulating two outboard engines out on one side, flown using primarily only the four inboard symmetric thrust engines while utilizing the two outboard asymmetric thrust engines only if required. The go-around is accomplished by initially advancing only the inboard symmetric thrust engines and using the outboard asymmetric thrust engines only if it is required and can be controlled.

A2.2.4.9. **AP64.** Simulated 6-Engine Approach and Landing. A six engine approach simulating two outboard engines out on one side, flown to a landing (either full stop or touch-and-go.)

A2.2.4.10. **AP67.** Flaps Up Approach and Go Around.

A2.2.4.11. **AP68.** Visual Pattern. A maneuver flown to position the aircraft for landing from the visual traffic pattern. This maneuver is flown to augment the intensity of landing training and to acquaint the pilots with procedures, techniques, and aircraft control requirements associated with flying a visual traffic pattern.

A2.2.4.12. **AR01.** Air Refueling, Day. Any air refueling is creditable when at least 5 minutes of toggles engaged time is accomplished. Toggles engaged time does not apply to Higher Headquarters Directed (HHD) or multiple receiver missions. For pilots, credit only to the pilot flying. For offense, creditable for any type of successful rendezvous (en route/point parallel/anchor). Conduct rendezvous procedures using timing and skin paint procedures.

A2.2.4.13. **AR02.** Air Refueling, Night. AR during hours of darkness. Primarily between the hours of sunset and sunrise, or when visual conditions are such that normal

daytime cues and references are not available. Night Air Refueling AR02 updates Air Refueling AR01 currency.

A2.2.4.14. **AR56.** Manual Boom Latching (MBL). The receiver accomplishes a contact using manual boom latching procedures. This item demonstrates the procedures, aircraft control techniques, and coordination to be employed following a failure of normal contact capability. Follow technical order guidance. IP supervision required.

A2.2.4.15. **BD01.** Battle Damage Check. Perform IAW 3-3.B-52.

A2.2.4.16. **CT02.** Combat Track II (CT II)/Evolutionary Down Link (EDL). Requires proper configuration of the Combat Track II/EDL communications system and successful utilization of the system in flight. Ideally this system is employed via digital CAS basic C2 procedures and CAF data link integration. Only one event may be logged per mission.

A2.2.4.17. **DP06.** Quick Taxi/EWO Departure Exercise. A unit tailored training exercise designed to provide aircrews the necessary skills to respond to an EWO launch or conventional dispersal message. The objective of this exercise is to minimize the amount of time required to launch the entire formation. To emphasize the trail position DLOs associated with this event, only one of the required events may be credited from the lead position per training cycle. IPs may take credit while instructing in either seat. The event will include, but is not limited to:

A2.2.4.17.1. Aircraft cocked to simulate alert status without weapons.

A2.2.4.17.2. Flaps up.

A2.2.4.17.3. Launch message (general purpose launch message addressed to formation).

A2.2.4.17.4. Cartridge Start (RA38).

A2.2.4.17.5. Alert start, free flow taxi, formation departure with an emphasis on 30 second spacing (if weather allows) between aircraft in the formation.

A2.2.4.17.6. High Speed Departure.

A2.2.4.18. **DS01.** Left Seat Exercise. (AC/WSO) Sortie on which a dual seat qualified aircrew member primarily accomplishes duties from the left seat. For pilots, the minimum requirements must include two of the following: takeoff, air refueling, a weapon delivery (conventional or nuclear), or a landing from the left seat. For WSOs, minimum requirements include a weapon delivery (conventional or nuclear) in which they run the appropriate conventional or nuclear checklist and perform AFTTP 3-3.B-52 responsibilities from the left seat.

A2.2.4.19. **DS02.** Right Seat Exercise. (AC/WSO) Sortie on which a dual seat qualified aircrew member primarily accomplishes duties from the right seat. For pilots, the minimum requirements must include two of the following: takeoff, air refueling, a weapon delivery (conventional or nuclear), or a landing from the right seat. For WSOs, minimum requirements include a weapon delivery (conventional or nuclear) in which they run the appropriate conventional or nuclear checklist and perform AFTTP 3-3.B-52 responsibilities from the right seat.

A2.2.4.20. **EA52.** EA Threat Activity. Countering EW/ACQ/SAM/AAA/AI radar with jamming and expendables. This may be accomplished at Multiple Threat Emitter Simulator (MUTES)/Joint Threat Emitter (JTE) sites or ranges equipped with threat simulators. EA equipment must actually counter a victim radar for credit. Expendables are not required for credit. Dual log with appropriate activity accomplished.

A2.2.4.21. **JM01.** JASSM Launch. Simulated or actual launch utilizing published JASSM procedures. Only one event may be credited per sortie.

A2.2.4.22. **LD00.** Total Landings. Creditable only to the pilot flying. All landings should be dual credited to this event.

A2.2.4.23. **LD02.** Landing Night. Landing accomplished between the hours of sunset and sunrise, exclusive of civil twilight. Must be current in Total Landings (LD00) to perform this event unsupervised. Dual log with LD00.

A2.2.4.24. **LD03.** Touch-and-Go Landing. Dual logged with LD00 or LD02. Updates LD00 or LD02 currency as appropriate.

A2.2.4.25. **LE00.** Low Altitude Training.

A2.2.4.26. **MD01.** ADM-160 MALD Launch Procedures. Simulated or actual launch utilizing published MALD procedures. Only one event may be credited per sortie.

A2.2.4.27. **P070.** Pilot Proficiency Exercise. Concentrated emphasis, during mission planning and in-flight, on pilot emergency patterns. To be credited, pilots will review all of the following events during mission planning. The following events will be scheduled for each pilot but credit may be awarded if adequate training is accomplished.

A2.2.4.27.1. Three instrument approaches, one of which must be precision.

A2.2.4.27.2. No flap approach and go around.

A2.2.4.27.3. One of either of the following: Simulated six engine approach and go around (Symmetric). Simulated six engine approach and go around (Asymmetric). Simulated six engine approach with 8 engine touch and go.

A2.2.4.27.4. Simulated loss of engine on takeoff.

A2.2.4.27.5. Visual pattern or circling approach.

A2.2.4.28. **RA09.** Actual Weapon Release. May be accomplished at any altitude using live weapons, inert shapes, or other training weapons. May be logged each time an actual weapon is released from the aircraft. Dual log with type of bomb run/release accomplished.

A2.2.4.29. **RA14.** AGM-86B Launch Procedures. Simulated launch accomplished at any altitude. Must include, targeting, fuel transfer (if applicable), and TAL. Only one event may be credited per sortie. Creditable in the WST.

A2.2.4.30. **RA16.** AGM-86C Launch Procedures. Simulated launch or actual launch accomplished at any altitude. Must include, targeting, fuel transfer (if applicable), and TAL. Only one event may be credited per sortie.

A2.2.4.31. **RA30.** Airborne Intercept Training (AIT). AIT is intended to be accomplished as a crew event. Only one AIT may be awarded per crew position (AC/EW) per scheduled fighter intercept period, however, an aircrew member may receive multiple credit if two separate fighter intercept periods are scheduled and accomplished. Defensive tactics and maneuvers are required for credit. EW may dual log E/C (A/A) if applicable.

A2.2.4.32. **RA38.** Cartridge Start Procedures. Accomplish an alert response cartridge start in an alert aircraft or aircraft that has been cocked to simulate alert status. May be accomplished in the WST.

A2.2.4.33. **RA42.** Chaff Exercise. In-flight dispensing of chaff in response to an actual or simulated threat or a dispenser exercise. Event requires actual release and logging is limited to one per sortie per EW. May be logged during a dispenser exercise if at least 6 bundles of Chaff. The intent is to accomplish chaff training in conjunction with threat activity, i.e. AIT.

A2.2.4.34. **RA43.** Flare Exercise. In-flight dispensing of flares in response to an actual or simulated threat or a dispenser exercise. Event requires actual release and logging is limited to one per sortie per EW. The intent is to accomplish flare training in conjunction with threat activity, i.e. AIT. To enable effective intercept training a load of 16 sticks or 32 flares will be considered the minimum.

A2.2.4.35. **RA67.** Formation. Must include mission planning, departure/join-up or mid-mission rejoin, and mission debrief.

A2.2.4.36. **RA70.** Unguided Weapon Attempt. logged anytime the aircrew intends to deliver a simulated or actual CBU, MK-84/82/62/65 a weapon at the planned BRL, regardless if the aircrew is successful or not. Credible to only the WSO in the left seat and Pilot Flying.

A2.2.4.37. **RA71.** Unguided Weapon Hit. Logged anytime it is assessed an unguided weapon hit in accordance with criteria established in AFI 11-2B-52 Volume 1, Chapter 4.

A2.2.4.38. **RA87.** Have Quick. To receive credit, the aircrew member must properly configure the radio for Have Quick operation and complete at least one successful transmission with a similarly equipped aircraft or ground station. The radio should be operated in the active mode to the maximum extent possible (e.g., air refueling, formation, etc.). The time of day (TOD) should be updated from a ground station master clock whenever possible. Only one event may be logged per sortie.

A2.2.4.39. **RA88.** Conventional Bomb Run. An unguided conventional bomb run accomplished at any altitude. Synchronous Release will be the primary release method. The crew will use any combination of tactics and authorized aids to obtain the maximum probability of damage. Some bomb runs and equipment limitations require special tactics, i.e. in cases where radar capability is lost, GPS, coupled with EVS may provide the optimum results. The actual integration of aids to accomplish a release is dependent upon the type of target being attacked, equipment status, and prescribed delivery/penetration tactics.

A2.2.4.40. **RA91.** Defensive Action Weapon Release. Designed to allow maximum use of defensive actions to counter threats during high/medium altitude weapons delivery (actual or simulated, to include precision, near-precision, or non-precision weapons). The crew must receive EA signals to receive credit. Use defensive action procedures IAW AFTTP3-1.B52. Maneuvers must be accomplished to receive credit. This event may be logged if accomplished using either guided or unguided gravity weapons; aircrew should accomplish a mix of guided and unguided weapon releases with this event throughout the training cycle. Log with Actual Weapons Release and Conventional Bomb Run (as appropriate).

A2.2.4.41. **RA92.** Record Run. An unguided conventional bomb run (tactical delivery) using live or inert weapons accomplished at FL250 or above. It is desired that the aircraft GPS be off until post weapons release however, the GPS may be on but not tied to any nav model. Aircrew must identify to a designated squadron representative which sorties will include record runs prior to flying the sortie. Additionally, aircrews must meet scoring criteria in **Chapter 4** to log this event. If releasing multiple weapons score the center bomb. Units will develop local procedures for tracking Record Runs. At a minimum, crews will annotate "Record Run" on the AF Form 4037. These runs must be conducted and scored at a Class A or Class B range.

A2.2.4.42. **RB67.** Secure Voice. To receive credit, the aircrew member must properly configure the radio for Secure Voice operation and complete at least one successful transmission with a similarly equipped aircraft or ground station. Only one event may be logged per sortie.

A2.2.4.43. **RB68.** RIU Jettison. Accomplish the (RIU) Nonnuclear Weapons Jettison Checklist. This procedure may be accomplished after all scheduled bombing activity. May be accomplished in the WST.

A2.2.4.44. **RB70.** Simulated Pylon Jettison. Accomplish the Pylon Jettison Checklist. This procedure may be accomplished after all scheduled bombing activity. A minimum of two simulated pylon missiles must be available prior to initiation of this procedure. Calculate fuel ballast requirements prior to jettison. Accomplished this training event only in the WST.

A2.2.4.45. **RC05.** Voice SATCOM (VSAT). Requires proper configuration for SATCOM operation, and completion of at least one successful airborne transmission. Only one event may be logged per sortie.

A2.2.4.46. **RC07.** PLZT training. Flash blindness protection ground training must be accomplished prior to being scheduled for this event. The goggles must be worn for 10 minutes to receive credit. Only one individual may train at a time. PLZT training should be conducted at least once per training cycle. PLZT training may be accomplished in the WST.

A2.2.4.47. **RJ17.** JDAM/WCMD Release. Any JDAM/WCMD release using published procedures. This event may only be logged once per sortie and is not dual logged with an RA88.

A2.2.4.48. **RJ18.** 1760 Jettison Procedures. Accomplish the JDAM/WCMD/JASSM jettison procedures checklist. May be accomplished after all bombing activity is completed. This event may only be logged once per sortie.

A2.2.4.49. **RJ19.** JDAM/WCMD Actual Release. An actual JDAM/WCMD weapon release from any altitude using published JDAM/WCMD procedures. May be dual logged with JDAM/WCMD Bomb Activity regardless of number of weapons released. This event may only be logged once per sortie.

A2.2.4.50. **RJ22.** Guided Weapon Attempt. Logged anytime the aircrew intends to deliver a simulated or actual ALCM/CALCM, JDAM, JASSM, MALD, or WCMD variant at the planned LAR/LP, regardless if the aircrew is successful or not.

A2.2.4.51. **RJ23.** Guided Weapon Hit. Logged anytime a guided weapon is assessed as a hit in accordance with qualification criteria established in AFI 11-2B-52 Volume 1, Chapter 4.

A2.2.4.52. **TG01.** LGB Self Designation Release. TGP employment with LGB. The targeting pod will be used to designate the target using either Continuous or Delayed Lasing technique as required. Must take place in laser operations approved airspace. Use AFTTP 3-1.B52 LGB employment procedures or interim command guidance. Logged per target struck.

A2.2.4.53. **TG07.** LGB Actual Release. An actual LGB weapon release from any altitude using ground or buddy lasing procedures. Logged once per sortie.

A2.2.4.54. **TO00 Takeoff (TO).** Creditable only to the pilot performing the takeoff. The takeoff following a touch-and-go landing is not creditable, except for instructor pilots. FTU/USAFWS instructors may credit takeoff while performing PNF duties.

A2.2.4.55. **TO25.** Simulated Engine Loss on Takeoff. Creditable only to the pilot flying. Creditable during a touch and go landing.

A2.2.4.56. **TP00.** TGP Activity. Log any time Targeting pod is used during flight for training activity to update currency. The activities listed below should be incorporated to the maximum extent possible into TGP missions (at least one to log event.) Log once per sortie. Any TGP (Litening or Sniper) may be used in fulfillment of this requirement.

A2.2.4.56.1. Target Coordinate Generation (TCG). TGP coordinate generation solutions must meet the DPI measurement criteria listed in **Table 4.2**. TCG record measurements should be taken against pre-planned, mensurated aim points/ targets to facilitate accuracy assessments.

A2.2.4.56.2. TGP associated Weapon event.

A2.2.4.56.3. Non-Traditional ISR (NT-ISR). TGP is used as a sensor to capture images in an ISR role. Captured images are stored for analysis after landing or transmitted via onboard communications equipment to C2 nodes.

A2.2.4.57. **WE30.** Conventional Weapons Delivery. Currency only, logged once per sortie in either seat. FTU/USAFWS instructors may log from the instructor seat

A2.2.4.58. **WE31.** Nuclear Weapons Delivery. Currency only, logged once per sortie in either seat. FTU/USAFWS instructors may log from the instructor seat.

A2.2.5. GROUND TRAINING EVENTS

A2.2.5.1. **AWR 1. General Purpose Munitions.** An instructor-led discussion identifying the various B-52 conventional gravity weapons and suspension systems found in T.O. 1B-52H-12, *Radar Navigator's/Navigator's Manual USAF Series B-52H Aircraft* and T.O. 1B-52H-34-2-1, *Aircrew Weapons Delivery Manual (Nonnuclear Gravity Weapons) Description and Procedures*. Discussion examines weapon components, weapons rack components, locations and associated release procedures. Additional topics of interest will include the unique characteristics of CBU's and the M-129.

A2.2.5.2. **AWR 1P. Conventional Weapons Preflight.** An instructor-led hands on lesson covering conventional weapon preflight procedures. This course should be taught following AWR 1 but may follow any other AWR course. The intent is for one course to cover all conventional weapons for which the aircrew member is qualified.

A2.2.5.3. **AWR 2. CALCM.** An instructor-led discussion covering CALCM and CALCM procedures and employment IAW AFTTP 3-1.B-52, AFTTP 3-3.B-52, and T.O. 1B-52H-34-2-9, *Aircrew Weapons Delivery Manual (Nonnuclear) B-52/AGM-86C*.

A2.2.5.4. **AWR 3. CAS.** An instructor-led discussion identifying basic concepts and procedures associated with CAS operations including JTAC coordination, Theater C2, terminology, and Kill box procedures IAW Joint Publication 3-09.3 Chg. 1, *Joint Tactics, Techniques, and Procedures for Close Air Support (CAS)*, AFTTP 3-1.B-52, AFTTP 3-3.B-52, and AFI 11-214 for current procedures and terminology.

A2.2.5.5. **AWR 4. JASSM.** An instructor-led discussion covering JASSM and JASSM Procedures and employment IAW AFTTP 3-1.B-52, AFTTP 3-3.B-52, and T.O. 1B-52H-34-2-8, *Aircrew Weapons Delivery Manual (Nonnuclear) B-52/AGM-158 JASSM*.

A2.2.5.6. **AWR 5. JDAM.** An instructor-led discussion covering JDAM and JDAM Procedures and employment IAW AFTTP 3-1.B-52, AFTTP 3-3.B-52, and T.O. 1B-52H-34-2-6.

A2.2.5.7. **AWR 6. LGB.** An instructor-led discussion covering LGB and LGB Procedures and employment IAW AFTTP 3-1.B-52, AFTTP 3-3.B-52, and T.O. 1B-52H-34-2-1.

A2.2.5.8. **AWR 7. Nuclear Weapons.** An instructor-led discussion covering ALCM, B-83, and AF Form 504 procedures and employment IAW AFTTP 3-1.B-52, AFTTP 3-3.B-52, IAW T.O. 1B-52H-25-2, and T.O. 1B-52H-30-4.

A2.2.5.9. **AWR 7P. Nuclear Weapons Preflight.** An instructor-led hands on lesson covering nuclear missiles and gravity bomb preflight Procedures IAW T.O. 1B-52H-25-2 and T.O. 1B-52H-30-4. The purpose is to train the aircrew member's ability to correctly preflight the unit's assigned nuclear weapons and their associated suspension systems. The lesson will include the location of the applicable technical data and checklists will be covered followed by a demonstration of correct preflight procedures for each of the unit's assigned nuclear weapons and their associated suspension systems. Once the demonstration is complete and all questions concerning these procedures are answered, the aircrew member will demonstrate correct and proficient preflight procedures to the instructor. The reference directive for this event is AFGSCI 13-520V2.

A2.2.5.10. **AWR 8. TGP.** An instructor-led discussion covering TGP and TGP Procedures and employment IAW AFTTP 3-1.B-52, AFTTP 3-3.B-52, and T.O. 1B-52H-12.

A2.2.5.11. **AWR 9. Mines.** An instructor-led discussion covering Mines and Mining Procedures and employment IAW AFTTP 3-1.B-52, AFTTP 3-3.B-52, and T.O. 1B-52H-34-2-1.

A2.2.5.12. **AWR 10. MALD.** An instructor-led discussion covering MALD and MALD Procedures and employment IAW AFTTP 3-1.B-52, AFTTP 3-3.B-52, and T.O. 1B-52H-34-2-3.

A2.2.5.13. **AWR 11. WCMD.** An instructor-led discussion covering WCMD and WCMD Procedures and employment IAW AFTTP 3-1.B-52, AFTTP 3-3.B-52, and T.O. 1B-52H-34-2-5.

A2.2.5.14. **GA10. COMSEC User Training and Emergency Action Plans (EAPS).** Aircrew COMSEC User Training. Combat Crew Communications will design a course to instruct aircrew members to the appropriate local documents and procedures. Aircrew members will be briefed on their responsibilities for issue, handling, use, turn-in, and destruction of COMSEC material. Included in these briefings are the command and control division's aircrew training brief and Spectrum Interference Resolution reporting. Command and control branches will brief aircrews on any pertinent COMSEC documents. Aircrew members will receive this training prior to being issued a communications kit. Ensure this training is documented in the aircrew member's training folder and input into the ARMS, as necessary.

A2.2.5.15. **GA10A. COMSEC Emergency Destruction Training.**

A2.2.5.16. **GA19. NVG Academics.** As a minimum, academics will consist of common NVG hazards, MDS specific hazards, limitations and performing preflight adjustment procedures and focusing on an eye chart or the use of a Hoffman 20/20 tester. The use of a mock-up terrain display is encouraged for this training.

A2.2.5.17. **GS15. Communications Training.** Should include SATCOM, Miniature Receive Terminal (MRT), Have Quick/Anti-Jam (HQ/AJ), Secure Voice, ARC-210 functionality and application (AJ, SCAN, Maritime, FM), and Evolutionary Data Link (EDL), etc. Wing/Group OSS will design a course to introduce newly assigned aircrew members to the appropriate local documents and procedures using AFI 11-2B-52V3, *B-52 Operations Procedures* and local directives as references. Units should utilize WST or actual aircraft to accomplish hands on training. Ensure this training is documented in the aircrew member's training folder and input into the Aviation Resource Management System (ARMS), as necessary

A2.2.5.18. **GS42. Nuclear Guidance Study.** To provide the aircrew member with the information necessary for the effective and successful completion of the unit's assigned nuclear 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 nuclear tasking. Additionally, pertinent information concerning changes to the Unit Mission Brief (UMB), new or changed alert procedures, nuclear intelligence, EWO changes, communication procedures, and two-person control violations will be briefed to crews.

IN will develop and provide a quarterly intelligence update briefing. All agencies providing basic nuclear preparation will prepare briefing/material as requested by the EWO study officer. Additionally, they will immediately inform the Nuclear Training Officer of changes in their specialized areas. Curriculum development: Nuclear Training Officer. Instructor: Nuclear Training Officer and representatives from applicable wing staff agencies (as required).

A2.2.5.19. **GS51. Nuclear Mission Certification.** Unit Commander certification that crews are prepared to execute the unit's assigned EWO mission. Crews will prepare their briefing for certification to ensure detailed coverage of those items specified in AFGSCI 13-520V1.

A2.2.5.20. **GS52 Conventional Verification Cycle (CVC).** Units will develop specific mission scenarios to address each different mission. CVC will be taught/mentored by unit weapons officers. Course of instruction will include a unit weapon officer developed class to introduce/review strategic and tactical elements unique to each mission set. This course intent is to augment but not replace existing AWR courseware. Aircrew members will take an active role in a Mission Planning Cell exercise that requires ATO/ACO breakout, mission development, Combat Mission Folder (CMF), and mission brief to a certification board.

A2.2.5.21. **GS53. Aircraft Servicing.** An instructor-led hands on lesson covering B-52 Job Guides and their application to familiarize aircrew to the tasks and procedures. Instruction should focus on the major tasks involved with aircraft post flight and preflight, i.e. weapons safeing, engine oil servicing, drag chute installation, hydraulics servicing, and refueling

A2.2.5.22. **GS55. Nuclear Surety Training.** To ensure applicable aircrew members and staff personnel requiring annual training are knowledgeable in all areas pertaining to the Department of Defense (DOD) nuclear safety standards, nuclear security, STRATCOM's two-person policy, the unit's security areas, and local procedures. This course will include detailed instruction in the DOD nuclear safety standards, nuclear security, STRATCOM's two-man policy, two-person control policies, the personnel reliability program, and entry and escort procedures and designated secure areas. In the event of a change in policy, procedures, weapons, or aircraft hardware or software, all personnel will receive appropriate training by the wing/squadron Nuclear Surety Officer (designated by OG/CC) prior to performing duties affected by the change. Nuclear surety training must be accomplished once every 15 months per supplement 1 to AFI 91-101. Individuals delinquent in training will not perform alert with or have access to nuclear weapons or critical components.

A2.2.5.23. **GS56. Emergency Action Procedures (EAP).** Reference AFGSCI 13-520V1 for EAP and Recurring EAP training (RET) guidance.

A2.2.5.24. **GS59. Preparation for Nuclear Mission Certification.** Provides crews with the preparation and training necessary to ensure effective execution and completion of the unit's assigned EWO mission. The unit Nuclear Training Officer will develop course material IAW AFGSCI13-520V1.

A2.2.5.25. **GS61. Nuclear Force Generation.** Credit when participating as part of a Nuclear Force Generation IAW AFGSCI 13-520V3. Instructors may take mission credit if acting as part of a Nuclear Generation as an aircrew member in a non-flying position.

A2.2.5.26. **IE14. Electronic Combat.** An instructor-led discussion covering all the B-52's EW equipment. The discussion should cover the equipment's capabilities against intended threats, early warning, and GCI. Discussions should include how B-52 EW may be used in a formation/package support role and what CAF capabilities may mitigate B-52 EW weaknesses or equipment malfunctions. Discussions should cover the advantages of formation integrity and its benefit in OCA/SEAD support. Cover decision criteria to break up the formation based on factor threat and ALR i.e. AI IRMD or SAM w/single target track. Reference T.O. 1B-52H-13, AFTTP 3-1.B52, AFTTP 3-1.GP, JP 3-01.4 JTTP for Joint Suppression of Enemy Defense (J-SEAD).

A2.2.5.27. **LL06. Aircrew Flight Equipment Training (AFET).** See AFI 11-301V1.

A2.2.5.28. **LL07. Aircrew Flight Equipment Fit Check.** A comprehensive fit check of all AFE gear worn in flight in ejection seat aircraft (e.g., helmet and O2 mask, survival vest, etc). See AFI 11-301V2.

A2.2.5.29. **LL99. Airborne Aircrew Chemical Warfare Defense Ensemble Exercise (ACWD).** An initial aircrew qualification exercise emphasizing hands-on training dressed out in partial aircrew chemical defense (CD) ensembles. The following over-the-shoulder aircrew CD items (if available) will be used: Flying helmet, CBO mask, Filter Pack with filters, Filter pack with suspension straps, Glove set (cotton, butyl, nylon), Aircrew hood. In flight, a maximum of three aircrew members will dress out at any one time with only one individual dressed out per compartment (e.g., AC or P, RN or N). The pilot will be supervised by an instructor pilot occupying the copilot seat. The copilot will be supervised by an instructor pilot or experienced aircraft commander. Squadron commander will determine experienced status. To receive credit, an aircrew member must don the required CD items before engine start; accomplish engine start, taxi, takeoff, and through level off before doffing CD items. Don the required CD items before final descent and penetration; accomplish approach, landing, taxi, and engine shutdown before doffing CD items. Before being scheduled for this event each aircrew member must have completed Aircrew Chemical Defense Equipment (ACDE), LL04; Egress Training with ACDE, LL05, and Emergency Parachutist Training with ACDE, SS09. Credit for this event can be received in the WST.

A2.2.5.30. **UB01. Unit Mission Briefing.** To ensure aircrew members are familiar with the mission requirements and operational procedures applicable to the unit mission at the aircrew member's base of assignment. Aircrew members will initially be given a comprehensive briefing regarding nuclear commitments, mission requirements, and operational procedures applicable to the unit mission. This will include comprehensive discussion on topics outlined in the AFGSCI 13-520 series , and a review of the individual unit's mission. Curriculum development: Nuclear Training 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. Weather (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 (IADS (critical nodes), Early Warning (EW) radars, SAMs, Anti Aircraft Artillery (AAA), EC, and Meaconing, Interference, Jamming and Interdiction (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, DPIs or 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, Identification Friend or Foe (IFF) procedures, alternate and emergency airfields).

A3.1.5. Escape and Evasion:

A3.1.5.1. Selected area for evasion (SAFEs).

A3.1.5.2. Search and rescue (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.