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SECRETARY OF THE AIR FORCE**

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VOLUME 1**



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Flying Operations

B-2 AIRCREW TRAINING

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This volume implements AFPD 11-2, *Aircraft Rules and Procedures*; AFPD 11-4, *Aviation Service*; and AFI 11-202V1, *Aircrew Training*. It establishes the minimum Air Force standards for training and qualifying personnel to perform duties in the B-2. This volume applies to Active Duty and Air National Guard (ANG) units and members, unless otherwise noted; indicated in a parenthetical within the paragraph, or by using subparagraphs directed at specific units. This volume does not apply to the Air Force Reserve Command (AFRC) units and members. Major Commands (MAJCOMs)/Direct Reporting Units (DRUs)/Field Operating Agency (FOAs) are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to Headquarters, United States Air Force (HQ USAF)/A3O-AT, through HQ Air Force Global Strike Command (AFGSC)/A3TO, for approval prior to publication in accordance with (IAW) AFPD 11-2. Copies of MAJCOM/DRU/FOA-level supplements, after approved and published, will be provided by the issuing MAJCOM to HQ USAF/A3O-AT, HQ AFGSC/A3TO, and the user MAJCOM/DRU/FOA office of primary responsibility. Field units below MAJCOM/DRU/FOA level will forward copies of their supplements to this publication to their parent MAJCOM/DRU/FOA office of primary responsibility for post publication review. **Note:** The terms Direct Reporting Unit (DRU) and Field Operating Agency (FOA) as used in this paragraph refer only to those DRUs/FOAs that report directly to HQ USAF. Keep supplements current by complying with AFI 33-360, *Publications and Forms Management Program*. See paragraph **1.3** of this volume for guidance on submitting comments and suggesting improvements to this publication. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located at <https://www.my.af.mil/> afrims/afrims/affirms/rims.cfm.

This instruction requires the collection or maintenance of information protected by the Privacy Act of 1974. The authority to collect and maintain the records prescribed in this instruction are Title 37 USC 301a, Incentive Pay; Public Law 92-204 (Appropriations Act for 1973), Section 715; Public Law 93-570 (Appropriations Act for 1974); Public Law 93-294 (Aviation Career Incentive Act of 1974); Air Force Instruction 11-401, *Aviation Management*; AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*; AFI 11-421, *Aviation Resource Management*; and E.O. 9397 (SSN) as amended by Executive Order 13478, Amendments to Executive Order 9397 Relating to Federal Agency Use of Social Security Numbers, November 18, 2008. System of records notice F011 AF XO A, Air Force Aviation Resource Management Systems (ARMS) (December 26, 2002, 67 FR 78777) applies. The reporting requirements in this instruction are exempt from report control symbol licensing procedures IAW paragraph 2.11.10 of AFI 33-324, *The Information Collections and Reports Management Program; Controlling Internal, Public, and Intra agency Air Force Information Collections*.

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

Publications: AFI 11-301 Volume 1, *Aircrew Flight Equipment (AFE) Program*, AFGSCI 11-464, *Training Records and Performance Evaluation in Formal Flying Training Programs*, AFGSCI 10-450 Volumes 1-5, AFI 14-105, *Unit Intelligence Mission and Responsibilities*, ACCI 14-250, *Command Collection Management*, ACCI33-151V2, *(S)Combat Mission Folder (CMF)*, AFI 10-207, *Command Posts*, and AFI 11-421.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Major changes include: **Applicability.** Clarifies that this regulation applies to the ANG. **Table 1.1** Updated for 12 month Ready Aircrew Program (RAP) Cycle. **Para 1.2.5.14** Clarifies when training reports are due, per the 12 month training cycle. **Para 1.4.1** Allows WG/CC and WG/CV to stay in Basic Aircraft Qualification (BAQ) throughout duration of their assignment. **Para 1.6.1** Aligns RAP training with the fiscal year. **Para 1.9.1** Flight leads and Mission commanders will review tapes of weapons deliveries on applicable sorties. **Para 2.7.1** Clarifies that Basic Qualification Training (BQT) graduates must fly with an instructor until Basic Mission Capable (BMC). **Para 3.1** Operations Group (OG) approval not required for Mission Qualification Training (MQT) graduation requirements. **Para 4.2.3.1** Allows crewmembers to update currency in the Weapon System Trainer (WST) for instrument approaches, bomb runs, and single engine out approaches and go-arounds. **Para 4.3.1.3** BAQ pilots are no longer grounded if they remain in BAQ status for over 6 months. **Table 4.5** Eliminated Takeoff as a currency event but remains a Non-RAP event requirement per cycle in the RAP Tasking Memorandum. **Para 4.5.3** Clarifies that senior wing leadership can maintain qualifications in both the B-2 (BQT) and the T-38. **Para 5.2.1** Clarified weapons qualification procedures to be in line with revised weapons events. **Para 6.2.2.2.6** Clarified the requirement for a flight in the aircraft commander upgrade program. **Table A2.1** Multiple changes include: Air Force Satellite Communications (AFSATCOM) deleted; Beyond Line of Sight (BLOS) description revised; Receiver Directed Rendezvous (REC

DIR RDVZ) deleted; Takeoff is updatable for initial and re-currency in the WST; Hot Pit Refuel guidance clarified and is creditable in the WST; Weapons events completely modified; Task ID's updated; Clarifies Night Sortie requirements; Re-Target Ex/Time Sensitive Targeting (TST) combined into Dynamic Targeting event; Conventional Sortie description revised to allow either Manual GPS Aided Targeting (MANGAT) or Automatic GPS Aided Targeting (AUTOGAT) as a qualifier; DMS activity description revised; Air Alignment changed to Degraded Navigation; B-61/83 weapons descriptions allow BDU-38 operations as a qualifier. **Table A2.2.3.3** requires crews to inform SQ/DOW of all suspected misses on weapons employment sorties. All references to Aircraft Video Tape Recorder (AVTR) were deleted. Multiple administrative changes were incorporated throughout the document.

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Chapter 1

GENERAL GUIDANCE

1.1. Abbreviations, Acronyms, and Terms. See [Attachment 1](#) and [Attachment 2](#).

1.2. Responsibilities:

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

1.2.1.1. Attend semiannual ACC Realistic Training Review Boards (RTRBs) to review ground and flying training requirement/programs for Combat Air Force (CAF) units. RTRB participants will include applicable AFGSC component representatives. MAJCOM/A3s with major weapons systems for which AFGSC is lead command will be invited to send representatives and/or inputs.

1.2.1.2. Process all change requests.

1.2.2. All applicable MAJCOMs will, as applicable:

1.2.2.1. Determine training requirements to meet expected unit tasking.

1.2.2.2. Forward all MAJCOM/FOA/DRU supplements to HQ AFGSC/A3TO, who in turn will forward to HQ USAF/A3OT for approval. Provide HQ USAF/A3OT and all MAJCOM A3s a copy of approved supplements to this instruction.

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

1.2.3. DRUs will:

1.2.3.1. Provide standard instructional texts to support operational weapons/tactics training. Forward two copies of each to the MAJCOM and Numbered Air Forces (NAF)/A3, and five copies to each CAF wing/group.

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

1.2.3.3. Review subordinate unit training programs annually.

1.2.4. Wings/groups will:

1.2.4.1. Develop programs to ensure training objectives are met. Assist subordinate units in management of training programs, ensure programs meet unit needs, and provide necessary staff support.

1.2.4.2. Attach Aircrew Position Indicator (API)-6/8 flyers to a flying squadron.

1.2.4.3. Designate the training level to which each API-6 flyer will train. Upon request, provide MAJCOM/A3T with a list of BMC and Combat Mission Ready (CMR) designated manning positions not later than (NLT) the beginning of each training cycle. Review programs and manning position designations annually.

1.2.4.4. Forward supplements of this volume and Wing syllabi to AFGSC/A3T for review each training cycle, or upon significant changes. Review supplements each training cycle.

1.2.5. Squadron (SQ) supervision will:

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

1.2.5.2. Ensure review of training and evaluation records of newly-assigned pilots and those completing formal training to determine the training required for them to achieve BMC or CMR and to ensure provisions of this instruction have been met.

1.2.5.3. Ensure RAP missions are oriented to developing basic combat skills or practicing tactical employment simulating conditions anticipated in the unit mission. Provide guidance to ensure only effective RAP missions are logged as RAP sorties. See [Attachment 2](#) for RAP mission definitions.

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

1.2.5.5. Determine missions/events in which individual BMC pilots will maintain qualification versus familiarization.

1.2.5.6. Determine utilization of BMC pilots.

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

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

1.2.5.9. Determine breadth and depth of supervisory review of weapon delivery recordings.

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

1.2.5.11. Monitor individual assigned/attached pilot's currencies and requirements.

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

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

1.2.5.14. AFGSC squadrons will submit a training report to HQ AFGSC/A3TO every 4th month during the training cycle (Feb and Jun). Squadrons may submit an out of cycle report at anytime if Higher Headquarters (HHQ) assistance is required to prepare for Designed Operational Capability (DOC) or Air Expeditionary Force (AEF) tasking. Reports will consist of: 1) an email memo summarizing results or unresolved issues since the last report, current training plan summary, and significant shortfalls/Limiting Factors (LIMFACS) affecting training. Significant shortfalls/LIMFACS, or other training problems can be considered a trend or condition which, if unchecked, has the potential to become a critical condition. For example, if the squadron is unable to accomplish actual weapons release due to a shortage of training munitions, a shortfall exists that if

unresolved could deteriorate to a critical condition affecting MQT, Upgrades, or RAP training health. 2) A filled out squadron training health slide (attachment to email memo) summarizing critical training issues. Both items IAW the guidance and examples at the web site https://a3.asgsc.af.mil/dot/DOTO/RAP_ReportingTools.asp. Reports will reflect different phases of training unique to each AEF pair. Key reports are the Post-AEF (end of the 1st month after AEF Vulnerability period) and the Pre-AEF (3 months prior to AEF Vulnerability period). Others are snapshots of a squadron's training health. Report only significant shortfalls/LIMFACS of events/sorties that affect 15% or greater of the squadron's crew force. Include possible solutions or specific assistance required if able. HQ AFGSC will attempt to rectify or minimize noted shortfalls/LIMFACS while the training cycle is under way.

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

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

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

1.2.6. Individual pilots will:

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

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

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

1.3. Processing Changes:

1.3.1. Forward recommendations for change to this instruction to MAJCOM A3T on AF Form 847 (IMT), *Recommendation for Change of Publication*.

1.3.2. MAJCOMs will forward approved recommendations to HQ AFGSC/A3 through HQ AFGSC/A3TO.

1.3.3. HQ AFGSC/A3 will:

1.3.3.1. Coordinate all changes to the basic instruction with all applicable MAJCOM/A3s.

1.3.3.2. Process recommendation for change.

1.3.3.3. Forward recommended interim changes and revisions to HQ USAF/A3OT for HQ USAF/A3/5 approval.

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

1.3.4. MAJCOM/A3 will determine training requirements for subordinate units. This includes making changes, additions, or deletions to this volume at any time. These changes may be via supplement or RAP Tasking Memo. HQ AFGSC/A3 will be an info addressee on all changes.

1.3.5. Units will annotate all changes in this document, referring operators to the current supplement or RAP Tasking Memo.

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

1.4.1. IQT and RQT provide the training necessary to initially qualify a crewmember in a basic position and flying duties without regard to the unit's mission. The B2 IQT (Universal Pilot) syllabus qualifies new crewmembers to perform pilot and mission commander duties in the B-2. Normally, MQT training is accomplished in conjunction with IQT. However, at completion of IQT/RQT, any further MQT training will be accomplished at the unit. Upon completion of IQT or RQT, the crewmember attains Basic Aircraft Qualification (BAQ) status. Except for WG/CC, WG/CV, and general officers above wing level, BAQ is not a long-term qualification status. Waiver authority for any pilots, other than WG/CC, WG/CV, and general officers above the wing level, to remain BAQ for longer than 6 months is MAJCOM A3.

1.4.2. MQT provides the training necessary to initially qualify or re-qualify pilots in a specific position and flying duties to perform the missions assigned to a specific unit. Pilots maintain BAQ status until they complete MQT. Completion of MQT or a Formal Training Unit (FTU) instructor course is a prerequisite for BMC and CMR.

1.4.3. There are two aspects of CT. The first consists of pilot training in the basic flying skills contained in **Table 5f.**, located in the RAP Tasking Memo. These skills (non-RAP requirements) ensure safe operation of the aircraft. The second consists of specific mission-related training required to accomplish the unit's assigned missions.

1.4.4. RAP is the CT program designed to focus training on capabilities needed to accomplish a unit's core tasked missions. Following completion of IQT/RQT and MQT, pilots are trained in all the basic missions of the unit, unless excepted in **Chapter 3**. The pilot is assigned to either a CMR position or a BMC position.

1.4.4.1. CMR. The minimum training required for pilots to be qualified and proficient in all of the primary missions tasked to their unit and weapon system.

1.4.4.2. CMR Positions. All Designated Combat Aircraft (CC-Coded) unit active duty API-1/2 positions, flying Squadron Commander (SQ/CC), and Squadron Operations Officer (SQ/DO) positions are designated CMR positions. OG/CCs may designate other API-6 positions not assigned to the flying squadron as CMR. (EXCEPTION: If a unit is over-manned, the SQ/CC may elect to train no more than the number of API-1/2 authorizations earned by the Unit Manpower Document (UMD) to CMR and designate

the overage BMC. Approximately 50% of the pilots selected for CMR must be inexperienced and should be given priority.) CMR pilots maintain proficiency and qualification in all core missions of the flying unit to which they are assigned or attached. CMR pilots maintain currencies which affect CMR status, accomplish all core designated flight training (sorties and events), and all mission ground training. Failure to complete this training or maintain these currencies results in regression to Non-CMR (N-CMR) status, unless waived by appropriate authority. While N-CMR, pilots may perform missions (including exercises and contingencies) in which they are current, qualified, and either familiar or proficient, similar to BMC pilots.

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

1.4.4.4. BMC Positions. All other active duty wing pilot positions, not identified in paragraph 1.4.4.2., are designated BMC positions. BMC designations are assigned to pilots who have a primary job performing wing supervision, or staff functions that directly support the flying operation, FTU instructors or operational test aircrew. However, these pilots are required to provide additional sortie generation capability, either in lieu of or in addition to, the personnel assigned to the flying squadrons. BMC pilots maintain familiarization with all unit core missions. They may also maintain proficiency and qualification in some of the unit core missions. For missions in which they maintain familiarization only, BMC pilots must be able to attain proficiency and qualification in 30 days or less. BMC pilots accomplish all mission-related ground training designated by their attached SQ/CC. BMC pilots may deploy and may participate in any mission for which they are proficient and qualified, without additional training, as determined by the SQ/CC. Failure to complete BMC required training results in regression to Non-BMC (N-BMC) status. While N-BMC, pilots may not perform RAP training sorties without supervision (per [paragraph 1.5.4](#)) until SQ/CC approved re-certification program is complete.

1.4.4.5. N-CMR/N-BMC. Pilots that regress to N-CMR/N-BMC status will accomplish the requirements IAW [paragraph 4.7.1.2](#)

1.4.4.6. Specialized Training. Specialized training is training in any special skills necessary to carry out the unit's assigned missions that are not required by every pilot. Specialized training consists of upgrade training such as Mission Commander (MC) upgrade, flight lead upgrade (FLUG), etc., as well as CT, to maintain proficiency and qualification in unit tasked special capabilities and missions. Specialized training is normally accomplished after a crewmember is assigned CMR/BMC status, and is normally in addition to CMR/BMC requirements. Unless otherwise specified, pilots in CMR or BMC positions may hold special capabilities/qualifications as long as any additional training requirements are accomplished.

1.5. Training Concepts and Policies:

1.5.1. Units will design training programs to achieve the highest degree of combat readiness consistent with flight safety and resource availability. Training must balance the need for realism against the expected threat, pilot capabilities, and safety. This instruction provides

training guidelines and policies for use with operational procedures specified in applicable flying/operations publications.

1.5.2. ACC Training Support Squadron (ACC TRSS) will develop and validate training programs when/where tasked by the HQ ACC/A3. Other MAJCOMs may submit requests for training program support to the HQ ACC/A3. If validated, these requests will be prioritized and tasked to ACC TRSS. Designated Test Units (CB-Coded) may develop syllabi to upgrade Operation Test Aircrew in support of specific test plans. These syllabi will be approved by the OG/CC and submitted to ACC TRSS.

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

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

1.5.5. Pilots are not required to accomplish ground and/or ancillary training except as required by this instruction or AFI 36-2201V1, *Training Development, Delivery, and Evaluation*.

1.5.6. Tactical training will include use of inert and live ordnance, threat simulators, Aircrew Training Devices (ATDs), and dissimilar aircraft as much as possible.

1.6. RAP Policy and Management:

1.6.1. The pilot training cycle is 12 months and is aligned with the fiscal year. Each RAP qualification level is defined by a total number of RAP missions/sorties, broken down into mission types, plus specific weapons qualifications and associated events as determined by the MAJCOM and unit commanders.

1.6.2. The total number of RAP sorties accomplished for a qualification level is the primary factor for maintaining an individual's qualification level. The breakout of sortie/mission types is provided as a guideline to be followed as closely as possible, however, minor variances are authorized. Variances in sorties/mission types may be used as a basis for regression by the SQ/CC. Qualification in a mission is determined by the SQ/CC considering MAJCOM guidance and the individual's capabilities.

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

1.6.4. The SQ/CC's first priority is to train all designated pilots to CMR.

1.6.5. Progression from BMC to CMR requires:

1.6.5.1. A 1-month look-back at the higher sortie rate.

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

1.6.5.3. Confirmation the progressed pilot can complete the prorated number of sortie/event requirements remaining at CMR by the end of the training cycle.

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

1.6.5.5. Squadron CC certification.

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

1.6.7. CMR and BMC pilots will fly at or greater than the required monthly sortie rate. If unable, refer to Regression, paragraph 4.7

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

1.6.9. Units converting to another Mission Design Series (MDS) may fly pilots in CMR positions at the BMC rate until one month prior to the operationally ready date if the Utilization Rate (UTE) rate will not support CMR sortie rates. CMR pilots should be flown at a CMR rate for the month prior to Initial Operational Capability (IOC).

1.6.10. Units will complete training requirements during the appropriate training cycle unless where specifically excepted.

1.7. Training Sortie Program Development:

1.7.1. RAP sortie and event requirements (see [Attachment 2](#)) apply to CMR and BMC pilots as well as those carrying special capabilities or qualifications and are IAW the RAP Tasking Memo. The standard sortie requirements at [Table 1.1](#) establish the minimum number of sorties per AEF training cycle for BMC and CMR levels of training. The current RAP Tasking Memo takes precedence over this instruction, and may contain an updated sortie requirement or missions/events not yet incorporated in [Attachment 2](#).

1.7.2. Non-RAP requirements are in addition to RAP requirements. These sorties ensure basic pilot skills are maintained.

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

1.7.4. Unit flying hour programs are allocated a number of attrition sorties that compensate for non-effective training sorties. Non-effective sorties are logged when a training sortie, RAP or Non-RAP, is planned but a major portion of valid training for that type of mission is

not accomplished due to poor weather, air aborts, etc. In order to accurately allocate the number of attrition sorties, it is essential that non-effective sorties are logged appropriately.

Table 1.1. B-2 RAP Sortie Requirements (12 Month Cycle).

Cycle	CMR (Inexperienced/Experienced)	BMC (Inexperienced/Experienced)
RAP Total (1)	26/20	18/16
3-Month Lookback	6/6	4/4
1-Month Lookback	2/2	1/1

Note 1: Current RAP sortie requirements are based on the selection of highly qualified pilots for B-2 Initial Qualification. Expect sortie requirements to increase as pilot experience level decreases.

1.8. Training Records and Reports:

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

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

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

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

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

1.8.1.5. Appropriate MAJCOM directives.

1.8.2. Units will track the following information for all pilots (as applicable):

1.8.2.1. Ground training.

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

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

1.8.2.4. Requirements and accomplishment of individual currencies.

1.8.2.5. Weapons employment records in sufficient detail to document all employment attempts as well as to compute miss distance, simulated/actual releases and event hit percentage histories.

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

1.9. Weapons Delivery Recording.

1.9.1. Pilots will use and assess all available training documentation such as Digital Video Recorder (DVR), or Teleoptical Scoring System (TOSS) on all tactical missions. Flight Leads will review and score the video for all of the aircraft in their formation as necessary after every mission. Mission Commanders will review video for their sortie if single-ship.

1.9.2. As a guide, the following DVR items should be reviewed: weapons parameters, aiming accuracy, rules of engagement, adherence to Training Rules (TR) and tactical employment.

1.10. Pilot Utilization Policy:

1.10.1. Commanders will ensure that wing/group tactical pilots (API-1/2/6s) fill authorized positions IAW unit manning documents and that pilot status is properly designated. The overall objective is that pilots perform combat-related duties. Supervisors may assign pilots 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 pilot tasking, flying proficiency, currency, and experience. For inexperienced pilots, supervisors will limit the non-flying duties to those related to combat activities.

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

1.10.3. API-1/2 pilots will not perform long-term duties that are outside the scope of **1.10.2** which detract from primary duties of training for or performing the unit flying mission for longer than 30 days.

1.11. Sortie Allocation and Unit Manning Guidance:

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

1.11.1.1. Operational Units. CMR API-1, MQT API-1, CMR API-6, MQT API-6, BMC.

1.11.1.2. **FTUs and USAFWS.** Formal syllabus training, Instructor Pilot (IP) upgrade, IP CT, authorized staff personnel not performing IP or Flight Examiner (FE) duties.

1.11.1.3. **Test and Evaluation Squadron (TES) Units.** Requirements directed by MAJCOM, training required to prepare for assigned projects/tasking, and BMC training requirements that cannot be accomplished on primary missions.

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

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

1.11.3. For wings consisting of both FTU and operation units, at least one of the following pilots will maintain formal instructor status: Wing Commander (WG/CC), Vice Wing Commander (WG/CV), OG/CC, and Deputy Group Commander (OG/CD).

1.11.4. API-8 rated personnel, AFGSC/IG Inspectors in API-6 billets, and Test Unit aircrew flying authorizations will be IAW AFI 11-401 and MAJCOM guidance. They will maintain BMC qualification; however, they are not required to complete BMC specific missions/events or meet monthly lookback requirements. Test unit pilots will fly the BMC sortie rate as a minimum and should meet monthly BMC look-back. Units should provide assigned API 6/8 flyers adequate resources to maintain minimum training requirements. However, API-6/8 flyer support will not come at the expense of the flying squadron's primary mission. API 6 flyers will accomplish Non-RAP requirements with allotted BMC sorties. API-8 flyers will strive to accomplish Non-RAP requirements with allotted BMC sorties. If attached units cannot meet attached flyer requirements, they must request relief IAW AFI 11-401, AFGSC Sup. Units requiring flying hour adjustments for attached API-8 and applicable API-6 flyers must request program changes IAW AFI 11-101(AFGSC Sup), *Management Reports and Guidance for Flying Hour Program*.

1.11.5. There is no maximum sortie requirement for CMR pilots. [Table 1.2](#) defines the minimum and maximum sortie requirements for other pilots. On occasion, unique operations may require pilots to fly more than the maximum number of sorties authorized. However, this may impact training of other pilots.

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

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

1.12. Waiver Authority:

1.12.1. Unless specifically noted otherwise in the appropriate section, waiver authority for requirements of the RAP Tasking Memo and for all provisions in **Chapter 4**, **Chapter 5**, and **Chapter 6** of this instruction is the OG/CC. For all other provisions of this instruction, the waiver authority is MAJCOM/A3T, unless otherwise stated.

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

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

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

Chapter 2

FORMAL TRAINING

2.1. General: This chapter outlines Formal Training of pilots into unit aircraft. Formal Training includes IQT, RQT, Flight Instructor Course (FIC) and Basic Qualification Training (BQT). This training normally will be conducted during formal syllabus courses at the FTU whenever possible. Formal Training may be conducted at the local unit IAW provisions of this chapter. This local Formal Training normally will be conducted using appropriate USAF Training Course syllabus tracks, flow programs, and requirements. When local Formal Training is authorized, the gaining MAJCOM assumes responsibility for the burden of providing this training locally.

2.2. Waivers.

2.2.1. Request waivers IAW approved syllabus. Waivers will be considered only for exceptional circumstances and/or extensive experience and background in the weapon system.

2.2.2. Requests for waivers will include the following:

2.2.2.1. Justification for the local training in lieu of formal course training.

2.2.2.2. Summary of individual's flying experience.

2.2.2.3. Date training will begin and expected completion date.

2.2.2.4. Requested exceptions to formal course syllabus, with rationale.

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

2.4. Ground Training: Ground training may be tailored to the individual's background and experience or to local conditions. However, available and current reference materials such as AFTTP 3-1.B2, *Mission Employment B-2*, instructor guides; and audiovisual programs should be used as supporting materials to the maximum extent possible.

2.4.1. All events in **Table 2.1** may be accomplished at formal school or in-unit during initial or mission certification training. A Flight Physical, Physiological Training, Aircraft Marshalling Exam (G002), Aircrew Flight Equipment Familiarization (LL01), Emergency Egress Training/Non-Ejection Seat, LL03 and Local Area Survival (SS01) are prerequisites prior to the first aircraft flight in either phase of training or qualification

Table 2.1. Mission Certification Ground Training Requirements.

Code	Event	Crew Position	Notes
	Flight Physical	ALL	2
	Physiological Training	ALL	2

G002	Aircraft Marshalling Exam	ALL	1,2
LL01	Aircrew Flight Equipment Familiarization	ALL	1,2
LL03	Emergency Egress Training	ALL	2
SS01	Local Area Survival Training	ALL	1,2
NOTES:			
1. Accomplish upon arrival after each permanent change of station.			
2. Required prior to first flight.			

2.5. Flying Training:

2.5.1. Training will be completed within the time specified by the approved syllabus. Failure to complete training within the specified time limit requires notification through channels to MAJCOM A3 (info HQ AFGSC/A3TO and the gaining unit) with crewmember's name, rank, reason for delay, planned actions, and estimated completion date.

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

2.6. IQT: Qualifies pilots to perform left and right seat duties in the B-2. Prerequisites and time limitations are listed in ETCA <https://etca.randolph.af.mil/> and the B2 IQT (Universal Pilot) syllabus.

2.7. BQT:

2.7.1. BQT is designed for senior rated officers as well as a small number of non-senior officers in certain wing staff positions, graduates of USAF Test Pilot School, and test personnel. Course prerequisites are listed in ETCA <https://etca.randolph.af.mil/> and the B-2 BQT Syllabus. BQT graduates will be BAQ qualified pilots and must fly with an instructor until BMC.

2.7.2. All formal training courses conducted at FTUs for senior officers (colonel selectees and above) not assigned to Whiteman AFB command positions require approval at the following levels (Office of Primary Responsibility (OPR): HQ AFGSC/A3TO):

2.7.2.1. Colonel and Colonel Select: HQ AFGSC/A3T

2.7.2.2. Brigadier General Select and above: HQ AFGSC/A3

2.7.3. Senior officers must meet course entry prerequisites and will complete all syllabus requirements unless waived IAW syllabus directives (the syllabus waiver authority normally is HQ AFGSC/A3T).

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

2.8. RQT:

2.8.1. Requalifies non-current B-2 pilots. Prerequisites and time limitations are listed in ETCA <https://etca.randolph.af.mil/> and the B-2 RQT syllabus.

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

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

2.9. FIC:

2.9.1. FIC prepares pilots for instructor qualification.

2.9.2. Prerequisites and time limitations are listed in ETCA <https://etca.randolph.af.mil/> and the B-2 FIC syllabus. Attending another aircraft's FIC does not satisfy B-2 FIC requirements.

2.9.3. Units will ensure graduates complete their initial instructor evaluation IAW AFI 11-202V2 and AFI 11-2B-2V2, *B-2--Aircrew Evaluation Criteria* within 60 days of completion of FIC. Exceeding the specified time period requires OG/CC directed additional training.

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

2.9.4.1. Individuals selected for FTU instructor duty must complete the Faculty Training Course at the FTU.

2.9.5. FIC and Instructor Pilot Upgrade (IPUG) qualifies individuals for instructor duties.

2.9.5.1. IPUG is a locally approved syllabus and training is outlined in **Chapter 6**.

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

2.11. Air Refueling Familiarization Training: Accomplished prior to start of B-2 IQT, provides introduction to air refueling procedures for pilots not previously qualified in aerial refueling. Only prerequisite is pilot must be selected to enter B-2 IQT. The B-2 Air Refueling Familiarization Training syllabus is a wing syllabus not listed in ETCA.

2.12. B-2 Lead In Weapons, Tactics And Intelligence Training: Accomplished prior to start of B2 IQT, at the discretion of 394 Combat Training Squadron Commander (CTS/CC), provides introduction to tactical aspects of the B-2 mission for pilots not previously qualified in Bomber, Fighter, or Attack aircraft. Training requires approximately 5 days. Only prerequisite is pilot must be selected to enter B-2 IQT. The B-2 Lead In Weapons, Tactics And Intelligence Training syllabus is a wing syllabus not listed in ETCA.

2.13. USAF Weapons Instructor Course (WIC). A formal flight training program designed to qualify B-2 pilots as weapons officers. Prerequisites are listed in the Air Force Education and Training Course Announcements and the WIC syllabus. Upon WIC completion, IPs are qualified in all B-2 formations as Mission/Package Commanders, and as Flight Leads. WIC graduates are also qualified as Executive Officer (XO), Team Chief, and Mission Lead in the Mission Planning Cell as well as Liaison Officer (LNO) for theater planning and coordination.

2.14. USAFWS Instructor Upgrade Course. Qualifies B-2 USAFWS instructors to perform instructor duties both in flight and platform. Upon completion, USAFWS instructors are

qualified in each phase of training and may be assigned as primary mission instructors for flying as well as the primary instructor for specific platform courses.

2.15. Operational Test and Evaluation (OT&E) Training Program. Qualifies B-2 Instructor Pilots to perform B-2 OT&E missions including Force Development Evaluation (FDE), Operational Utility Evaluation (OUE), Operational Assessment (OA), etc. The 72 TES will conduct training in accordance with 53d Wing test training requirements. The 72 TES will maintain record of OT&E training completion.

Chapter 3

MISSION QUALIFICATION TRAINING

3.1. General: MQT upgrades pilots to BMC or CMR in order to accomplish the unit's mission. MQT is primarily an FTU program that is part of IQT/RQT, but may be accomplished (or completed) in the bomb squadron for unusual circumstances. For test aircrew, MQT will normally be accomplished by the respective test unit, and qualification training will be determined by SQ/CC. Applicable portions of MQT may be used to create a requalification program for pilots who have regressed from BMC or CMR to specifically address deficiencies which caused regression. MQT will train pilots to accomplish the unit mission. All training events accomplished to the required proficiency level during IQT/RQT are creditable (if applicable) for MQT. Accomplish waived FTU proficiency items prior to declaring the individual BMC/CMR. MQT events not accomplished during the IQT syllabus should adhere to the guidance in paragraph 3.4 below. Units are allowed to tailor this program for all pilots, based on experience, currency, documented performance, and formal training. For RQT, B-2 MQT status (CMR/BMC as applicable) will be regained upon completion of RQT 1480 block, CMR/BMC (as applicable) requirements IAW 11-2B-2 Volume 1 Table 7.1. (see current RAP Tasking Memo), and completion of conventional verification and/or nuclear verification (as applicable) IAW AFI 11-2B-2 Volume 1.

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

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

3.1.3. All MQT (including conventional verification and nuclear certification for CMR) will be completed within 90 calendar days after completion of squadron in-processing for CMR/BMC pilots and 6 months for Basic Qual/Staff officers. Notify the HQ AFGSC/A3T if unable to complete the required training within this time limit. Training is complete upon SQ/CC certification.

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

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

3.1.4. Pilots in MQT will not fly on Flag or Global Power missions (Exception: Pilots who have completed all conventional MQT events, verified by SQ/CC, and documented conventional verification in training folder).

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

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

3.2.1. Unit Tasking

3.2.2. Unit tactics and employment

3.2.3. Survival, Evasion, Resistance, and Escape (SERE) Code of Conduct Continuation Training (CoCCT) IAW AFI 16-1301, *SERE Program*, and MAJCOM SERE supplements.

3.2.4. Nuclear Emergency Action Procedures

3.2.5. Flash Blindness Protection

3.2.6. Nuclear Surety Training

3.2.7. Small Arms Training

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

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

3.3.2. WST MQT-2--Nuclear Weapons Employment Procedures. Alert start, base escape launch, degraded navigation, DMS activity, nuclear weapons delivery and malfunction procedures, and divert procedures.

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

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

3.4.2. At a minimum a conventional and a nuclear sortie must be accomplished, one of which must be flown at night. As a guide, units will fly these sorties as the RAP mission profiles listed in [Attachment 2 A2.4.1](#). The conventional sortie should include an actual weapons release. A minimum of one of these sorties will be flown in formation.

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

3.5. Transferring Between Units: BMC or CMR individuals transferring between units will complete MQT as determined by the gaining unit SQ/CC. This training should be based on

experience, proficiency, currency, and previous formal training of the transferring individual. If the gaining unit's assigned weapons are different, accomplish Weapons/Tactics academics as required. BMC or CMR individuals transferring between units must receive the Unit Mission Briefing. Pilots must complete applicable Nuclear Functional Training in [Table 7.1](#) published in the current RAP Tasking Memo and posted at the back of this AFI.

Chapter 4

CONTINUATION TRAINING

4.1. General: This chapter and the current B-2 RAP Tasking Memo outlines ground and flying training requirements for CMR, BMC, and BAQ pilots. Refer to **Chapter 6**, Specialized Training, for additional training program specifics. Pilots must be qualified IAW AFI 11-202V1 and AFI 11-202V2. Additionally, they must complete BQT, IQT, or RQT to fly in BAQ status, and MQT to fly in BMC or CMR status.

4.2. Ground Training: Ground training will be accomplished IAW **Table 7.1**, published in the current RAP Tasking Memo. Waiver authority for ground training specified is IAW the reference directive. Unit commanders will ensure pilots accomplish academic training requirements. Commanders may direct additional training as necessary to ensure all pilots attain and maintain a state of proficiency which will permit immediate and successful completion of the assigned mission. An individual who instructs a class receives credit for that academic training requirement. Ground training accomplished during FTU/MQT/ USAFWS may be credited toward CT requirements for the training cycle in which it was accomplished. This table is intended to be a reference for MDS-specific ground training only. This table does not include non-MDS specific ancillary training, which will also be tracked at unit level. Where discrepancies exist, the reference directive takes precedence.

4.2.1. ATDs:

4.2.1.1. **Table 6. a.**, located in the current version of the B-2 RAP Tasking Memo, depicts the minimum ATD training requirements. HQ AFGSC/A3T will determine the minimum number/type of ATD missions that require supervision. Units should determine additional CT training device supervision requirements based on expected employment tasking and mission training objectives. Pilots maintaining CMR will accomplish at least two ATD's each month, or at least six ATDs every 3 months. Pilots maintaining BMC will accomplish at least one ATD each month or at least three ATDs every 3 months. ATD accomplishment is tied to CMR/BMC status. The intent of the ATD is to supplement but not replace actual flying. If a pilot is able to fly more than CMR/BMC rates (as applicable) in a single month then ATD requirements can be reduced to no lower than 1 ATD per month.

4.2.1.2. Ensure scenarios are based on expected employment tasking and training device capabilities. Emphasis should be placed on training not readily attainable during daily flying activities.

4.2.1.3. Simulator Certification (SIMCERT) will be done by 29 TSS. The 29 TSS will certify the ATD to command standards before crediting transfer of task learning from the ATD to the aircrew. Flight evaluation completion may be accomplished per AFI 11-2B-2V2 for events certified Code 1 through SIMCERT. Certified Code 1 RAP and Non-RAP events accomplished in the WST may be credited towards training cycle requirements but may not be used to update currency, except for instrument approaches, takeoffs, bomb runs, single engine-out approaches and go-arounds. Refer to **Table 5e.** and **Table 5f.** in the current version of the B-2 RAP Tasking Memo for RAP/Non-RAP events creditable in the WST.

4.2.1.4. Pilots will accomplish spatial disorientation events in the WST per **Table 5f.** in the current version of B-2 RAP Tasking Memo.

Table 4.1. Ground Training Cycle Requirements:

in the current version of the B-2 RAP Tasking Memo.

Table 4.2. Non-RAP Training Cycle Requirements:

in the current version of the B-2 RAP Tasking Memo.

Table 4.3. WST Training Cycle Requirements:

in the current version of the B-2 RAP Tasking Memo.

Table 4.4. RAP Training Cycle Requirements:

in the current version of the B-2 RAP Tasking Memo.

4.2.2. Situational Emergency Procedure Training SEPT:

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

4.2.2.2. The intent of SEPT training is that each crewmember accomplishes a SEPT in the month they are flying. SEPT training will be accomplished each calendar month, and the currency will expire at the end of the following month. Failure to accomplish by the end of the month will result in grounding until subsequently completed.

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

4.2.2.3.1. SQ/CC or DO will approve the monthly SEPT topic.

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

4.2.2.3.3. Completion of a WST Emergency Procedure (EP) profile satisfies the monthly SEPT requirement. For an IP, administering the WST EP Sim will satisfy their SEPT requirement.

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

4.2.3. Verification (Conventional):

4.2.3.1. **(Required for CMR pilots; BMC pilots as determined by SQ/CC.)** Continuation verification updates pilots on their squadron's wartime mission. Each pilot will participate in a squadron initial/continuation verification every 20 months as a briefer, board member, or seminar participant. Pilots may also receive recurring

verification credit by serving as a member of a mission planning cell designated exercise or military campaign. Suggested briefing guide is at [Attachment 3](#).

4.2.4. Weapons/Tactics Academic Training

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

4.2.4.2. Academic instructors should be USAFWS graduates, if possible.

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

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

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

4.2.4.3.3. DMS related threat system information to include threat analysis, capabilities, limitations, strengths, weaknesses, and vulnerabilities.

4.2.4.3.4. B-2 signature management to include AFTTP 3-1.V1, *Mission Employment Tactics General Planning and Employment Considerations*, techniques/procedures, surface-to-air, air-to-air threats, and AFTTP 3-1.B-2, *B-2 Combat Aircraft Fundamentals*.

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

4.2.5. Nuclear Functional Training:

4.2.5.1. Refer to [Table 7.1](#) in the current RAP Tasking Memo.

4.2.6. Physiological Training will be conducted IAW AFI 11-403, *Aerospace Physiological Training Program*, and MAJCOM supplements.

4.3. Flying Training: All pilots will accomplish the requirements shown on [Table 5](#), located in the current RAP Tasking Memo. Failure to accomplish these requirements may require additional training as determined by the SQ/CC. In addition, the following are required:

4.3.1. BAQ Requirements:

4.3.1.1. Instrument/Qualification Evaluation IAW AFI 11-202V2 and AFI 11-2B-2V2.

4.3.1.2. Currencies (as applicable) IAW paragraph [4.6](#)

4.3.1.3. BAQ pilots will fly a supervised sortie (with a squadron supervisor or IP) at least once every 90 calendar days.

4.3.2. BMC Requirements:

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

4.3.2.2. Currencies (as applicable) IAW [paragraph 4.6](#)

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

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

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

4.3.2.6. Sortie rate (look-back) IAW [Table 1.1](#) and [paragraph 4.7.1](#) (Not Applicable (N/A) API-8 above the wing level and AFGSC/IG Inspectors).

4.3.3. CMR Requirements:

4.3.3.1. Performance satisfactory to the SQ/CC.

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

4.3.3.3. Sortie rate (look-back) IAW AFI 11-2B-2V1, [Table 1.1](#), and [paragraph 4.7.1](#)

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

4.3.3.5. Currencies (as applicable) IAW [paragraph 4.6](#)

4.3.3.6. Ground training IAW [Table 7.1](#), located in the current RAP Tasking Memo.

4.3.3.7. Weapons qualification.

4.3.4. Special Capabilities/Qualification requirements:

4.3.4.1. Specialized training IAW [Chapter 6](#) and guiding syllabi.

4.3.4.2. Sortie requirements IAW the RAP Tasking Memo.

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

4.3.4.4. Recertification/Requalification is IAW [paragraph 4.6](#)

4.3.5. Designated Test Unit Requirements:

4.3.5.1. API-1/6 pilots assigned/attached to Test units will fly at the BMC rate and accomplish the Non-RAP BMC requirements as shown in the RAP Tasking Memo, as applicable. In addition to RAP missions, formal training syllabus-directed missions and approved test plan missions apply to the BMC rate requirement for assigned/attached API-1/6 pilots at Test units. For instructors, failure to accomplish these requirements will not affect instructor status, but will require additional training as determined by the SQ/CC prior to performing instructor duties in the delinquent events.

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

4.4. Special Categories.

4.4.1. FTU Instructors, 325 WPS Instructors, TRSS/DET 12 Subject Matter Experts (SMEs), and 29 TSS/DET 5 SMEs must maintain a limited combat capability. FTU/WIC/SME sorties are not a separate RAP category, however, they can log a RAP sortie when RAP sortie requirements are met IAW **Attachment 2**. FTU/WIC/SME instructors/cadre will fly at the BMC experienced rate. To maintain BMC, FTU, WIC instructors, and SMEs must meet the BMC event totals and currency requirements in the RAP Tasking Memo and meet the BMC lookback requirements but they do not need to meet the RAP sortie type, event or weapon requirements specified in the RAP tasking message. An FTU/WIC instructor or SME that is non-current or unqualified will be considered N-BMC IAW **paragraph 4.6.2** and will be reported as such until the currency/qualification is regained. Regression is not applicable for this category.

4.4.2. FS. Due to the limited number of B-2 sorties, flight surgeons will not fly in the B-2. Flight surgeons are encouraged to perform WST missions and fly in CTP aircraft.

4.4.3. MAJCOM and NAF API-8 Pilots, and AFGSC/IG Inspectors:

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

4.4.3.1.1. Coordinate with the supporting agency to ensure appropriate ARMS data is maintained and provided IAW AFI 11-401.

4.4.3.1.2. Review assigned pilot accomplishments and currencies prior to authorizing participation in MDTs.

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

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

4.4.3.3. HHQ pilots will:

4.4.3.3.1. Review accomplishments and currencies for accuracy.

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

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

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

4.4.3.5. HHQ staff pilots may participate in tactical training events. Pilots will present documentation summarizing currencies, egress training, flight qualifications, etc., to the unit where flying is performed.

4.5. Multiple Qualification/Currency:

4.5.1. MAJCOM A3 may authorize qualification in more than one MDS aircraft for crewmembers only when such action is directed by command mission requirements and is economically justifiable. This authority cannot be delegated below MAJCOM level. Unless required for unit mission accomplishment, commanders must not permit crewmembers qualified in primary mission aircraft to maintain qualification in support aircraft. Individuals assigned to positions covered by [paragraph 4.4](#) or [paragraph 4.5.2](#) have MAJCOM A3 approval, and do not need to submit specific requests.

4.5.1.1. Submit multiple qualification requests through command channels to MAJCOM A3T. All requests must contain full justification. Approval for multiple qualification requests must be provided to the appropriate host base flight management office; flight accomplishments are not authorized until aircraft assignment is updated into ARMS.

4.5.1.2. Individually authorized multiple qualifications are valid as long as the individual is assigned to the specific position, and aircraft requested, or rescinded by MAJCOM A3.

4.5.2. Multiple qualifications are authorized for pilots and instructor pilots participating in the CTP or maintaining tactical aircraft qualification in the applicable companion trainer/chase aircraft.

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

4.5.4. Pilots maintaining multiple qualifications will fly at least once each 45 days in each aircraft. They will comply with all other currency requirements for each aircraft. **Note:** B-2 pilots dual qualified in the T-38 under the provisions of the B-2 CTP will complete both MDS annual training requirements.

4.6. Currencies/Recurrencies/Requalification:

4.6.1. **Currency.** [Table 4.5](#) defines currency requirements for all B-2 pilots. If a pilot loses a particular currency, that sortie/event may not be performed except for the purpose of regaining currency as noted.

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

EVENT	INEXP/BAQ	EXP	AFFECTS CMR/BMC	NOTES
LANDING	45	60	NO/NO	
NIGHT LANDING	60	90	NO/NO	1
BOMB RUN	60	60	YES/NO	2, 3
INSTRUMENT APPROACH	60	60	NO/NO	2

DAY AIR REFUELING	60	90	YES/NO	
NIGHT AIR REFUELING	90	120	NO/NO	1

For recurrency, unless otherwise noted, reference paragraph **4.6.2.3**. Refer to Tables 5.1, 5.2, and 5.3 in the current version of the B-2 RAP Tasking Memo for RAP/Non-RAP events creditable in the WST.

1. Must be day current to refuel or land at night unsupervised
2. If non-current 60 days or less, pilots may fly the event unsupervised and update their currency provided the other pilot is current. If non-current for more than 60 days, event must be flown with an instructor. Event may be accomplished in the WST for initial currency and to update currency (with an instructor).
3. Applies to simulated bomb runs only. Pilots non-current for bomb run may not update currency on an actual release unless they are supervised by a current IP.

4.6.1.1. Nuclear surety training, if applicable, must be accomplished once every 15 months IAW AFI 91-101, *Air Force Nuclear Weapons Surety Program* and the ETCA website. Individuals delinquent in nuclear surety training will not perform alert duty, nuclear generate, or have access to nuclear weapons.

4.6.2. Recurrency:

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

4.6.2.2. Overdue training requirements must be satisfied before the pilot is considered qualified to perform tasks applicable to that type of training. Training annotated as affecting CMR status will require regression to N-CMR until appropriate training as specified by SQ/CC is accomplished. Training identified as not affecting CMR status does not require regression from CMR, although it may result in grounding until training is completed (e.g., aircrew flight equipment training). The duration of grounding and status of sortie lookback will determine the effect on CMR status.

4.6.2.3. Regaining currency is based on time elapsed from the date the individual became non-current. **Note:** Use landing currency to determine when the individual became non-current.

4.6.2.3.1. **Up to 180 Days:** Training as directed by the SQ/CC and a proficiency demonstration of the non-current event to an instructor.

4.6.2.3.2. **180 to less than 2 years:** Training as directed by the SQ/CC. Individuals need to requalify only in events required by their training level. Once certified proficient in the non-current event by an instructor, a flight check by an evaluator is required. This evaluation need include only those non-current items that would be evaluated during an initial qualification check and documented IAW AFI 11-202V2 (AFI 11-2B-2V2). A crewmember's qualification zone may be reset if all items normally evaluated on an initial qualification check are accomplished.

4.6.3. Requalification Training: Note: An aircrew member is unqualified upon expiration of his or her qualification evaluation, loss of currency exceeding 6 months (see [paragraph 4.6.2.3.2](#)), or completion of a qualification evaluation in a different MDS (Exception: multiple qualification in CTP aircraft).

4.6.3.1. **Unqualified 2 years to 5 Years:** Complete an FTU requalification academic course, in-unit or FTU flight training, and a flight evaluation in accordance with [paragraph 2.8](#) and the B-2 Requalification Training Course Syllabus.

4.6.3.2. **Unqualified over 5 years:** Individuals non-current over 5 years will complete the Initial Qualification Course.

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

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

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

4.6.4.3. 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 decertification. 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 IP will not instruct in that event/sortie until the required currency is regained.

4.7. Regression:

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

4.7.1.1. Failure to meet 1-month RAP/Contingency Operations sortie lookback requires a review of the pilot's 3-month sortie history. If the 3-month lookback has been met, pilots may, at SQ/CC discretion, remain CMR/BMC. Failure to meet the 3-month lookback will result in regression to N-CMR/BMC status as appropriate, or the pilot may be placed in probation status for 1 month at the SQ/CC's discretion. If probation is chosen, the only way to remove a pilot from probation and preserve the current status is to reestablish a 1-month lookback by the end of the probation period (see [Figure 4.1](#)).

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

4.7.1.3. Look-back computations begin the calendar day following completion of MQT. The pilot must maintain 1-month look-back until 3-month look-back is established.

4.7.2. Regression for Weapons Qualification: Failure to maintain RAP tasked weapons qualification at the end of the training cycle for events tasked as Qual at CMR/BMC will require regression to N-CMR/N-BMC unless waived by the OG/CC. To regain CMR/BMC, the pilot must re-achieve initial qualification in the deficient weapons event (see paragraph 5.2). Events accomplished for this initial qualification may count toward the cumulative CT event qualification required at the end of the next training cycle.

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

4.8. End of Cycle Training Requirements: Pilots who fail to complete sortie and/or event requirements of this instruction by the end of the training cycle may require additional training depending on the type and magnitude of the deficiency. Refer to paragraph 4.9 to see if some of these requirements can be prorated. In all cases, report training shortfalls IAW paragraph 1.2.5.14

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

4.8.2. Pilots who fail to meet annual Non-RAP sortie and/or event requirements may continue CT at CMR/BMC as determined by lookback. The SQ/CC will determine if additional training is required. Failure to meet Non-RAP sortie and/or event requirements for BQ results in supervised status until successful training is accomplished, as determined by the SQ/CC.

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

4.8.3.1. Regression to N-CMR/N-BMC if the SQ/CC determines the sortie type deficiency is significant. To regain CMR/BMC the pilot will complete all deficient sortie requirements. These sorties may be counted against the total requirements for the new training cycle.

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

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

4.9. Proration of End-of-Cycle Requirements: At the end of the training cycle, the SQ/CC may prorate all training requirements when Duties Not Involving Flying (DNIF), emergency leaves, non-flying Temporary Duty (TDY)/exercises, FTU training, combat/contingency deployments, and/or Air Reserve Components (ARC) mandatory training required by civilian employment preclude training for a portion of the training cycle. 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 as non-availability. The following guidelines apply:

- 4.9.1. Proration will only be used to adjust for genuine circumstances of training non-availability, not to mask training or planning deficiencies.
- 4.9.2. Proration is based on cumulative days of non-availability for flying during the training cycle. Use [Table 4.6](#) to determine the number of months to be prorated based on cumulative calendar days of non-availability.
- 4.9.3. If IQT or MQT is reaccomplished, a pilot's training cycle will start over at a prorated share following completion of IQT/MQT.
- 4.9.4. For example, Capt Jones was granted 17 days of emergency leave in January and attended SOS in residence from March through April for 56 consecutive calendar days. His SQ/CC authorized a total of 2 months proration from his training cycle (2 months for the 73 cumulative days of non-availability for flying.)
- 4.9.5. Prorated numbers resulting in fractions of less than 0.5 will be rounded to the next lower whole number, but no requirement may be prorated below one.
- 4.9.6. Newly assigned/converted pilots and pilots achieving CMR/BMC after the 15th of the month are considered to be in CT on the first day of the following month for proration/lookback purposes. A prorated share of RAP sorties must be completed in CT.
- 4.9.7. Night and Air Refueling (AR) requirements accomplished during MQT may be credited toward prorated CT requirements if accomplished during the cycle in which the pilot was declared CMR/BMC, unless specified otherwise by MAJCOM.
- 4.9.8. A pilot's last month on station prior to departing Permanent Change of Station (PCS) may be prorated. Individuals departing PCS may be considered CMR for reporting purposes during a period of 60 days from date of last flight, or until loss of CMR currency, port call date, or sign in at new duty station.
- 4.9.9. CMR pilots who attend USAFWS in TDY-and-return status may be reported CMR until the requirements of AFGSCI 10-450 Vol 6, paragraph 2.3.2.2.4, (Aircrew Emergency Actions Procedures Training) are no longer met. Upon return, these pilots will accomplish a prorated share of sortie/event requirements (see [Table 4.6](#)).
- 4.9.10. Contingency operations can have a positive or negative impact on a unit's CT program, as emphasis is on supporting the actual contingency. A potential lack of training opportunities while deployed can place a burden on the unit, forcing it to accomplish the majority of its CT program in a reduced period of time at home station. The following proration procedures are intended to provide flexibility in accomplishing the unit's CT program.
- 4.9.10.1. Normally, all sorties flown during contingency operations will be logged on AF Form 1522 as contingency operations sorties. These sorties do not count toward annual RAP requirements, but may be used for lookback purposes. RAP events logged during contingency operations sorties do not count toward annual RAP requirements, but may be used to update currencies. Upon return from contingency operations, units will prorate RAP sorties and events for the period of time each individual was deployed. In addition, proration is authorized for deployment preparation and deployment recovery time where home station flying is reduced by the MAJCOM.

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

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

Table 4.6. Proration Allowance.

Cumulative Days of Non-flying	Months of Proration Allowed	Cumulative Days of Non-flying	Months of Proration Allowed
0 - 15	0	321 - 350	11
16 - 45	1	351 - 381	12
46 - 76	2	382 - 411	13
77 - 106	3	412 - 442	14
107 - 137	4	443 - 472	15
138 - 167	5	473 - 503	16
168 - 198	6	504 - 533	17
199 - 228	7	534 - 564	18
229 - 259	8	565 - 594	19
260 - 289	9	595 and over	20

4.10. Regaining CMR/BMC Status:

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

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

4.10.2.1. Up to 90 days, per [paragraph 4.7.1.2](#)

4.10.2.2. 91-180 days, same as above, plus qualification and tactical written examinations.

4.10.2.3. 181 days and beyond, reaccomplish MQT.

4.11. Example of the Look-back, Regression, Proration, and Requalification Process:

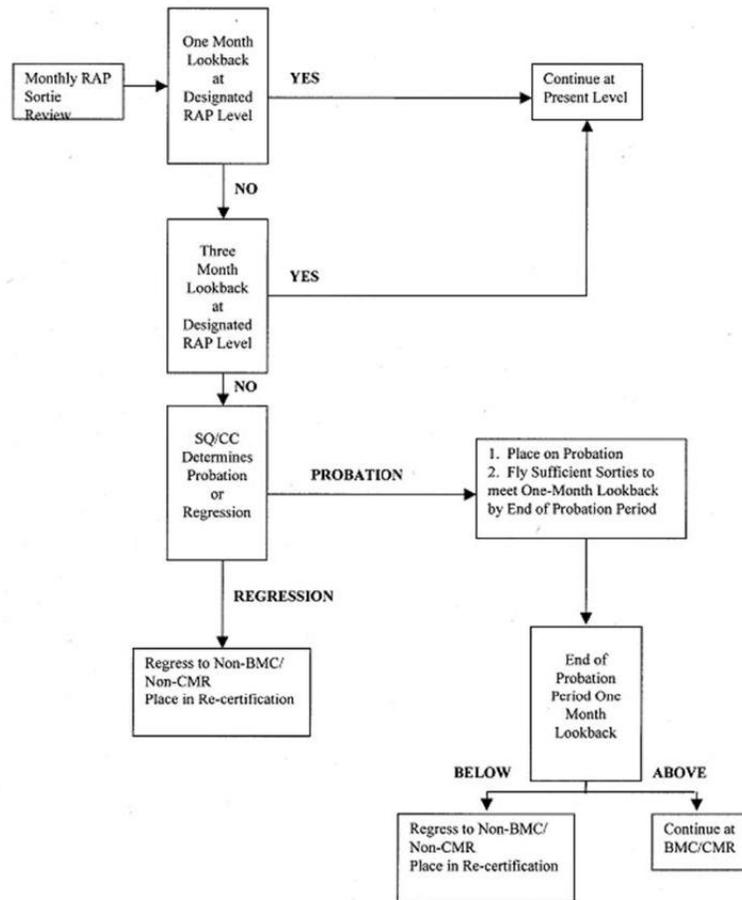
4.11.1. Capt Smith is an inexperienced CMR pilot in AFGSC with a 1- and 3-month lookback requirement of two and six RAP sorties, respectively. On 3 Feb, he flew a RAP sortie prior to departing for a non-flying TDY staff tour for 2 months. He reported back for flight duty on 6 Apr. What is his status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

4.11.1.1. The SQ/CC wanted to list Capt Smith as a countable CMR pilot for reporting purposes throughout the TDY. Therefore, on 1 Mar, his Flight Commander (Flt/CC) performed the mandatory 1-month lookback (Feb) on Capt Smith. He only flew one RAP sortie, failing the 1-month lookback. The Flt/CC then performed a 3-month lookback (Dec, Jan, Feb). This showed that he flew only five sorties for this period. Had he flown one more sortie, his SQ/CC could continue Capt Smith at CMR. However, with five sorties, Capt Smith did not meet the 3-month lookback for a CMR pilot. The SQ/CC could regress Capt Smith to N-CMR, but instead elected to put him on probation, still carrying him as CMR.

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

4.11.1.3. At the end of the training cycle, the SQ/CC prorated 2 months off of Capt Smith's total requirements. In spite of this proration, Capt Smith was deficient in one RAP sortie type category. The SQ/CC could regress Capt Smith to N-CMR, if deemed significant. After accomplishing the tailored re-certification program (the deficient sorties), the SQ/CC would re-certify Capt Smith to CMR. This training sortie counts for the new training cycle.

Figure 4.1. Regression Flow Chart.



Chapter 5

WEAPONS DELIVERY EMPLOYMENT QUALIFICATION

5.1. General. This chapter outlines requirements for attaining initial qualification and maintaining CT qualification for CMR pilots in the employment of air-to-surface weapons. Refer to "Description of Events" at [Attachment 2](#) for further guidance on weapons events. Weapons delivery/employment qualification is not required for Test aircrew.

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

5.1.2. Weapons qualification will be achieved by completing a minimum number of record deliveries and achieving a minimum percentage of record hits during the training cycle.

5.1.3. Graduates of the B2 IQT syllabus are required to maintain weapons qualification as an individual event.

5.1.3.1. Graduates of the B2 IQT syllabus may log 50% of their record release requirements in the WST.

5.2. Initial Qualification. Graduates of the B-2 IQT syllabus must accomplish initial qualification in any weapons event requiring qualification at CMR/BMC. Initial qualification achieved in IQT or MQT satisfies requirements for CT qualification, but not for CT event requirements. Initial qualification will carry over for consecutive tours in the B-2. RQT students previously weapons qualified need to meet the requirements of the RQT syllabus (proficiency as listed to include live/inert release) to regain weapons qualification status. Upon completion of RQT, the pilot will need to accomplish required record releases IAW [paragraph 5.3](#)

5.2.1. Initial qualification is satisfied when the pilots have accomplished 6 record deliveries (actual or simulated) for each of the following: GBU-31/28, GBU-38, AGM-154/158, B-61/83, and Conventional Unguided weapon record releases. DVR/WST scoring may be used; however, WST scoring will not exceed 50% of the required deliveries per weapon category. The pilot must achieve a minimum hit rate of 50 percent on those deliveries.

5.2.2. See [Attachment 2](#) for hit criteria for GBU-31/28, GBU-38, AGM-154/158, B-61/83, and Conventional Unguided weapons events.

5.3. CT Qualification. These criteria establish the minimum standards to maintain qualification in the appropriate RAP-tasked weapons delivery events and do not necessarily determine evaluation criteria established by other instructions or agencies (e.g., inspection/evaluation teams). These qualifications are valid throughout the following training cycle. Qualification criteria consist of the number of record releases listed in the RAP tasking message with an overall hit rate of 50% in each weapon type: GBU-31/28, GBU-38, AGM-154/158, B-61/83, and Conventional Unguided. WST scoring is not allowed for CT qualification.

5.3.1. CT weapons deliveries will be tactical deliveries, to the maximum extent possible, simulating realistic employment of Unit Committed Munitions List (UCML) using published Dash-34 safe escape maneuvers, egress procedures, etc. Consideration should be given to appropriate fuzing options, probability of damage (PD), and safe separation criteria. CT air-to-surface weapons event requirements will be accomplished on scoreable tactical ranges to

the maximum extent possible. To maintain a combat perspective in a peacetime environment, weapons deliveries should simulate realistic employment of live munitions/Standard Conventional Load (SCL).

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

5.3.3. Weapon qualification will be aligned with the squadron's 12 month training cycle. At the end of the training cycle, weapons delivery scores will be reviewed to assess qualifications. If qualified, the pilot's qualification is valid through the following training cycle.

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

Chapter 6

SPECIALIZED TRAINING

6.1. Ground Training Requirements. Ground training events accomplished in one training program, and subsequently required for another training program, need not be re-accomplished unless required by the SQ/CC. For example, conduct of flight briefings accomplished during mission commander checkout is creditable to simulator instructor checkout. Annotate in the individual training record when event is initially accomplished.

6.2. Aircraft Commander (AC) Upgrade. This program establishes minimum requirements for upgrade to aircraft commander.

6.2.1. Prerequisites:

6.2.1.1. B2 IQT graduate.

6.2.1.2. 1000 total hours (total time, not to include pilot training hours), or previous fighter 4-ship flight lead, or previous Major Weapons System (MWS) Aircraft Commander, or 200 post IQT B-2 hours and 40 RAP sorties.

6.2.1.3. OG/CC is the waiver authority for entrance requirements.

6.2.2. Upgrade Program:

6.2.2.1. Squadron upgrade program managed through Training Program Management (TPM) process.

6.2.2.2. Aircraft Commander will be accomplished IAW an OG/CC approved syllabus. As a minimum the following ground and flight training will include:

6.2.2.2.1. Wingman responsibilities and unit training objectives.

6.2.2.2.2. Mission Preparation: Mission objectives, Desired Learning Objectives (DLOs), currencies, capabilities, tactics, attack plan, and briefing preparation to include In-flight Emergencies (IFE) and emergency diverts.

6.2.2.2.3. Conduct of Briefings and Debriefings: Objectives, DLOs, lessons learned, use of briefing guides and audiovisual aids, briefing techniques, and debriefing/questioning techniques.

6.2.2.2.4. Conduct of Missions: Flight discipline, emergency procedures, and training rules.

6.2.2.2.5. One documented WST emphasizing emergency procedures, Cockpit/Crew Resource Management (CRM), and decision making.

6.2.2.2.6. One documented flight in the right seat, as the lead of either a two or a three ship formation, emphasizing flight discipline, emergency procedures, and training rules, to be flown with an IP in the jet.

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

6.3. Formation Training. Formation training should place appropriate emphasis on tactical employment. Initial Formation training will be conducted during IQT/MQT. In the event formation training is not accomplished during IQT/MQT, an OG/CC approved training program will be accomplished. RQT students previously formation qualified only require re-familiarization with formation procedures. A flight as either lead or wing and thorough brief and debrief of formation procedures meets this requirement.

6.3.1. FLUG:

6.3.1.1. FLUG will be accomplished IAW an OG/CC approved syllabus. As a minimum the following ground and flight training will include:

6.3.1.2. Flight Lead (FL) Responsibilities. FL/wingman relationship, unit training objectives.

6.3.1.3. Mission Preparation. Mission objectives, DLOs, wingman requirements and responsibilities, currencies, capabilities, delegation of mission planning duties, tactics, attack plan, and briefing preparation to include IFEs and emergency divers.

6.3.1.4. Conduct of Flight Briefings and Debriefings. Objectives, DLOs, lessons learned, use of briefing guides and audiovisual aids, flight member involvement, briefing techniques, and debriefing/questioning techniques.

6.3.1.5. Conduct of Missions. Control of flight, flight discipline, emergency procedures, training rules, broke lock procedures, and responsibilities to SQ/CC.

6.3.2. FLUG training: Will include a minimum of two flights as the lead of either a two or a three ship formation. One WST focusing on FL techniques and responsibilities is required (federated desired). One flight will be flown in the right seat to meet the AC upgrade requirement. This flight must be flown with a SQ/CC approved supervisor and or IP in the jet. Upon successful completion of the AC upgrade ground training and flight, with SQ/CC approval, the upgradee can fly as an AC without completing the formation part of this training. The upgradee, however, will not be allowed to lead a formation until the two formation flights are completed (debrief included). Formation flights will be flown with SQ/CC approved supervisors and/or IPs in either the lead or wing aircraft.

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

6.4. IPUG.

6.4.1. IPUG prepares pilots for instructor qualification and is accomplished at the unit level IAW the OG/CC approved syllabus.

6.4.2. IPUG training:

6.4.2.1. As a minimum the syllabus will include three flights and a checkride focusing on conventional range operations, nuclear weapons employment, and guided weapons employment.

6.4.3. Individuals selected for FTU instructor duty, must complete a separate FTC at the FTU.

6.4.4. Entry requirements (waiverable by OG/CC): 1 year as aircraft commander and/or 100 B-2 hours as an AC.

6.4.5. Squadron commanders will decide which instructors are qualified to conduct IPUG training.

6.4.6. Units will ensure graduates complete their initial instructor evaluation IAW AFI 11-202V2 and AFI 11-2B-2V2.

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

6.5. MC Upgrade. This program establishes the minimum requirements for upgrade to MC. WIC graduates are qualified as MCs.

6.5.1. **MC Responsibility:** The MC is responsible for planning, coordinating, briefing, executing, and debriefing joint/composite force employment packages. MCs, once certified, are authorized to lead joint/composite force missions.

6.5.2. **MC Prerequisites:** SQ/CCs/operations officers will consider judgment, technical expertise, experience, and unit weapons officer recommendations when selecting pilots for MC upgrade. MCs will be instructors or experienced ACs.

6.5.3. **Ground Training:** Upgrading MCs must satisfactorily complete the following unit-developed blocks of instruction prior to certification as an MC:

6.5.3.1. Mission Brief/Debrief techniques and procedures.

6.5.3.2. Weapons.

6.5.3.3. JMEM/Automated Weaponing Optimization Program (AWOP)/CWDS.

6.5.3.4. Bomber Maneuvers.

6.5.3.5. Joint Theater Air Control Systems.

6.5.3.6. Air Tasking Order creation/breakout.

6.5.3.7. Mission Planning Procedures.

6.5.3.8. AFTTP 3-1.General Planning (General Planning and Employment Considerations), AFTTP 3-1.Threat Guide (Threat Reference Guide and Countertactics), AFTTP 3-1.B-2 (Tactical Employment – B-2), and AFTTP 3-3.B-2 (Combat Aircraft Fundamentals – B-2) review.

6.5.3.9. Integrated Air Defense Systems.

6.5.3.10. Joint/Composite Force Integration.

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

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

6.6. Pre-Deployment Spin-Up Training. This training will be conducted prior to deploying in support of contingency operations (if time permits) or exercises. The objective of this training is to ensure the pilot's ability to conduct all missions in support of expected tasking. Tasked units are responsible for contacting appropriate gaining command/operations to determine expected mission tasking. Additionally, contact HQ AFGSC/A3X for site survey requirements. This assures the responding forces are prepared for the appropriate tasking and allows the responding OG/CC to tailor this training for the theater, threat, and tactics for the assigned task. The SQ/CC is then responsible to implement this spin-up, prosecute the required missions, and determine the specific requirements necessary to reach the desired level of proficiency. Emphasis will be placed on training needed for missions not accomplished in daily operations. This training will be conducted IAW all applicable regulations.

6.6.1. **Ground Training:** Pilots will complete academic training prior to deployment. Units will brief ROE/Training Rules, command and control, engagement authority and procedures, SPINs, airspace restrictions, unique communications requirements, Emissions Control (EMCON) procedures, Operational Control (OPCON), and theater Order of Battle. Accomplish a review of the Foreign Clearance Guide, <https://www.fcg.pentagon.mil/fcg.cfm>, for the unique procedures and requirements of the destination country. Additionally, this exercise will include a discussion of the airfield description and operating peculiarities. This review of the location's unique operational environmental features should include but is not limited to inflight procedures, seasonal weather, other unique weather phenomena (e.g., space weather impacts), wind shear potential and characteristics (i.e., sea breeze front, low altitude jet stream potential, etc.), airfield restrictions, taxi routes, and operating data if available. The local weather flight can assist with weather training.

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

6.7. Long-Duration Qualification Training. A one-time, long-duration B-2 WST (minimum 24 hour duration) must be accomplished prior to a pilot's first long-duration aircraft sortie (>16 hours). Emphasis should be placed on preflight/inflight fatigue countermeasures to include supervised use of approved pharmaceuticals administered by an authorized flight surgeon. Long duration qualification training can carry over for consecutive tours in the B-2.

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

6.8.1. This program is designed to qualify pilots in visual refueling formation (observation position) and provide a basic introduction to large aircraft close formations and maneuvering. Inflight visual formation qualification training must be done with an instructor pilot qualified in the maneuver to be performed.

6.8.2. The qualification program will consist of the following:

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

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

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

6.8.2.2.2. Minimum of two rejoins from the 60 degree echelon position to the observation position. **Certification:** Following satisfactory completion of the above requirements, the SQ/CC will certify the visual refueling qualification status; including any restrictions; in appropriate written format (letter of X's, gradesheets, ARMS, etc.).

6.9. Forms Adopted. AF Form 847, *Recommendation for Change of Publication*.

AF Form 1522, Arms Additional Training Accomplishment.

PHILIP M. BREEDLOVE, Lt Gen, USAF
DCS, Operations, Plans, and Requirements

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Abbreviation and Acronyms

A/A—Air-to-Air
AAA—Anti Aircraft Artillery
AC—Aircraft Commander
ACC—Air Combat Command
ADIZ—Air Defense Identification Zone
AEF—Air Expeditionary Force
AF—Air Force
AFE—Aircrew Flight Equipment
AFGSC—Air Force Global Strike Command
AFRC—Air Force Reserve Command
AFRE—Alert Force Response Exercise
AFRIMS—Air Force Records Information Management System
AGL—Above Ground Level
AHC—Aircraft Handling Characteristics
ANG—Air National Guard
AOA—Angle of Attack
AOC—Air Operations Center
AOG—Air Operations Group

AP—Approaches
API—Aircrew Position Indicator
AR—Air Refueling
ARC—Air Reserve Components
ARMS—Aviation Resource Management System
A/S—Air-to-Surface
ATD—Aircrew Training Device
AW—Actual Weapon
AWACS—Airborne Warning and Control System
AWOP—Automated Weaponing Optimization Program
B—Basic (Initial)
BAQ—Basic Aircraft Qualification
BLOS—Beyond Line of Sight
BMC—Basic Mission Capable
BQT—Basic Qualification Training
BRA—Bomb Rack Assembly
BR/WR—Bomb Run/Weapon Release
BS—Bomb Squadron
C2—Command and Control
CAF—Combat Air Forces
CAS—Close Air Support
CB—Coded—Designated Test Aircraft
CBI—Computer Based Instruction
CC—Commander
CC—Coded—Designated Combat Aircraft
CCO—Chief of Combat Operations
CCP—Command and Control Procedures
CMF—Combat Mission Folder
CMR—Combat Mission Ready
CoCCT—Code of Conduct Training
COMSEC—Communications Security
CPT—Cockpit Procedures Trainer

CRM—Cockpit/Crew Resource Management
CSAR—Combat Search and Rescue
CT—Continuation Training
CTP—Companion Trainer Program
CTS/CC—Communications Training Squadron Commander
CV—Vice Commander
CWDS—Combat Weapons Delivery Software
DLO—Desired Learning Objectives
DMPI—Desired Mean Point of Impact
DMS—Defensive Management System
DNIF—Duties Not Involving Flying
DOC—Designed Operational Capability
DOD—Department of Defense
DP—Departures
DRU—Direct Reporting Unit
DVR—Digital Video Recorder
EAM—Emergency Action Messages
EC—Electronic Combat
ECM—Electronic Countermeasures
EI—Essential Elements of Information
EID—Emitter Identification Data
EMCON—Emissions Control
EP—Emergency Procedure
EPE—Emergency Procedures Evaluation
ESS—Electronic Scoring Site
ETCA—Education and Training Course Announcement
EW—Electronic Warfare
EWO—Electronic Warfare Officer; Emergency War Order
EXP—Experienced Aircrew
FAC—Forward Air Controller
FAM—Familiarization
FDE—Force Development Evaluation

FE—Flight Examiner
FEB—Flying Evaluation Board
FIC—Flight Instructor Course
FL—Flight Lead
Flt/CC—Flight Commander
FLUG—Flight Lead Upgrade
FOA—Field Operating Agency
FP—Force Protection
FS—Fighter Squadron, Flight Surgeon
FSWD—Full Scale Weapons Delivery
FTC—Faculty Training Course
FTU—Formal Training Unit
G—Gravitational Load Factor
GATS—GPS Aided Targeting System
GP—General Purpose
HQ—Headquarters
HHQ—Higher Headquarters
IAW—In Accordance With
ID—Identify/Identification
IFE—In-Flight Emergency
IFF—Identification Friend or Foe
IG—Inspector General
IOC—Initial Operational Capability
IP—Instructor Pilot or Initial Point
IPUG—Instructor Pilot Upgrade
IQT—Initial Qualification Training
IRC—Instrument Refresher Course
JASSM—Joint Air-to-Surface Stand-Off Missile
JFT—Joint Force Training
JMEM—Joint Munitions Effectiveness Manual
JSOW—Joint Standoff Weapon
LIMFACS—Limiting Factors

LNO—Liaison Officer
LSBR—Left Seat Bomb Run
MAJCOM—Major Command
MC—Mission Commander
MDS—Mission Design Series
MDT—Mission Directed Training
MGR—Manual GATS Release
MIJI—Meaconing, Interference, Jamming and Intrusion
Mil—Milliradian
MIL—Military Power
MISREP—Mission Report
MITO—Minimum Interval Takeoff
MQT—Mission Qualification Training
MWS—Major Weapons System
N/A—Not Applicable
NAF—Numbered Air Force
N-BMC—Non-Basic Mission Capable
N-CMR—Non-Combat Mission Ready
NHTS—Nuclear Weapons Training Sortie
NLT—Not Later Than
OA—Operational Assessment
OG—Operations Group
OG/CC—Operations Group Commander
OG/CD—Deputy Group Commander
OPCON—Operational Control
OPR—Office of Primary Responsibility
OPSEC—Operations Security
OSC—On-scene Commander
OSS—Operations Support Squadron
OT&E—Operational Test and Evaluation
OUE—Operational Utility Evaluation
P—Pilot/Proficient

PAA—Primary Aircraft Authorization
PAI—Primary Aircraft Inventory
PAOC—Pacific Air and Space Operations Center
PC—Package Commander; Positive Control
PCS—Permanent Change of Station
PCM—Positive Control Material
PD—Probability of Damage
PFT—Programmed Flying Training
PMAI—Primary Mission Aircraft Inventory
PTAI—Primary Training Aircraft Inventory
QUAL—Qualification
RAP—Ready Aircrew Program
RBS—Radar Bomb Score
RDS—Records Disposition Schedule
RLA—Rotary Launcher Assembly
ROE—Rules of Engagement (Combat only)
RQT—Re-Qualification Training
RTRB—Realistic Training Review Board
SAFE—Selected Area For Evasion
SAR—Search and Rescue
SBRA—Smart Bomb Rack Assembly
SCL—Standard Conventional Load
SEFE—Stan/Eval Flight Examiner
SELO—Stan/Eval Liaison Officer
SEO—Single Engine Out
SEPT—Situational Emergency Procedure Training
SERE—Survival, Evasion, Resistance, Escape
SILS—Simulated Instrument Landing System
SIMCERT—Simulator Certification
SME—Subject Matter Expert
SOF—Supervisor of Flying
SPINS—Special Instructions

SQ—Squadron
SQ/CC—Squadron Commander
SQ/DO—Squadron Operations Officer
TAR—Training Accomplishment Report
TD—Tactical Deception (AFI 10-704)
TDY—Temporary Duty
TES—Tactics Eval SQ/Test & Evaluation Squadron
TOSS—Teleoptical Scoring System
TOT—Time Over Target
TPC—Two-person Control
TPM—Training Program Management
TR—Training Rules
TRSS—Training Support Squadron
TST—Time Sensitive Targeting
TTR—Tactics and Training Range
UCML—Unit Committed Munitions List
UHF—Ultra High Frequency
UMB—Unit Mission Brief
UMD—Unit Manning Document
USAF—United States Air Force
USAFE—United States Air Forces in Europe
USAFWS—United States Air Force Weapons School
UTE—Utilization Rate
VID—Visual Identification
VT—Advanced Tactical Events
VTR—Video Tape Recorder
WE—Weapons Delivery
WG—Wing
WG/CC—Wing Commander
WG/CV—Vice Wing Commander
WIC—Weapons Instructor Course
WS—Weapons School

WST—Weapon System Trainer

XO—Executive Officer

Terms

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

Aircraft Commander (AC)—The individual qualified to perform B-2 aircrew duties, designated on the Flight Authorization as the pilot responsible for the safe and efficient conduct of flight operations.

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

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

Attrition Sortie—a replacement sortie to allow for expected losses due to maintenance, operations, supply, air traffic control, sympathy, HHQ, weather, and other cancels. Attrition sorties are not substitutes for capability shortfalls; they are additive to the contract to ensure mission goals are met. Sorties are planned and launched as a RAP training sortie, Non-RAP sortie, or collateral sortie. It is imperative that units log these sorties properly. Improper accounting of these sorties will result in improper sortie allocation, stresses to the unit schedule, and negative impacts to the quality of unit training programs.

Basic Aircraft Qualification (BAQ)—A status of an aircrew member who has satisfactorily completed training prescribed to maintain the skills necessary to fly the unit aircraft. The member must perform at the minimum frequency necessary to meet the most recent sortie and flight standards set for the weapons system. BAQ will only be carried by aircrew until completion of MQT. BAQ is not a permanent qualification except for General Officers above the wing level, and any other crew members specifically authorized by MAJCOM A3.

Basic Mission Capable (BMC)—The status of an aircrew who has satisfactorily completed training (MQT) prescribed to be fully qualified to perform the basic unit operational missions but does not maintain CMR status. Aircrew accomplishes training required to remain familiarized in all, and may be qualified and proficient in some, of the primary missions of their weapon system and unit. These aircrew members may also maintain special capabilities (Refer to paragraph 4.3.4.).

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

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

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

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

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

Companion Trainer Program (CTP)—Designed to augment the limited flying opportunity afforded B-2 pilots and select wing support pilots, honing airmanship by flying sorties in the T-38 IAW AFI 11-2T/AT-38V3, *T/AT-38--Operations Procedures*.

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

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

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

Desired Learning Objectives (DLO)—Objectives set by the sortie's package commander intended for use as learning progress benchmarks. DLOs should be understandable, attainable, and quantifiable. Accomplishment of desired learning objectives will indicate mission success on training missions via completion of specific mission tasks. An example DLO would read, "Determine spacing requirement for formation bombing in high altitude formation." The corresponding mission task would read, "Perform a target direct bomb run."

DNIF—Duty Not Involving Flying

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

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

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

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

Experienced Aircrew (EXP)—All aircraft commanders and instructor pilots are considered experienced upon completion of the applicable upgrade training. Unit commanders may elect to retain an individual meeting the minimum requirements as inexperienced if designation as experienced is not warranted. Designation of aircrew as experienced may take place when minimum requirements are met, and training requirements will be prorated. Unit commanders may return an individual to inexperienced status at any time.

Familiarization (FAM)—Normally requires a minimum of five weapons deliveries be completed during the training cycle. FAM events are established in the RAP Tasking Memo.

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

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

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

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

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

Joint Force Training (JFT)—Any sortie planned and flown with another service or country.

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-2).

Low Altitude—Below 5,000 feet AGL.

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

Mission Qualification Training (MQT)—Training required to achieve a basic level of competence in unit's primary tasked missions. This training is a prerequisite for CMR or BMC status.

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

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

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

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

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

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

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

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

Requalification Training (RQT)—Training necessary to requalify a crewmember in the aircraft.

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

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

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

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

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

Tactical Deception—Any activity designed to mislead the enemy operational commander by manipulating, distorting, or falsifying evidence, thereby inducing the enemy to act in a manner favorable to our interests or desires (see AFI 10-704, *Military Deception Program*).

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

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

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

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

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

Attachment 2

EVENTS DESCRIPTIONS

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

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

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

A2.1.3. Accomplishment of a specific training element, function, or task (i.e., Air Refueling, Precision Approach, etc.).

A2.2. Weapons Delivery Events:

A2.2.1. A delivery is defined as a pass at a target on which ordnance is expended or meets the criteria defining a specific weapon delivery. All deliveries will be recorded, but not necessarily as a "record" delivery. A delivery constitutes a weapons delivery event based on two categories: By record keeping (Record or Non-record) and by RAP tasking (Familiarization (FAM) and Qualification (QUAL)).

A2.2.2. Record Keeping:

A2.2.2.1. **Non-Record.** Basic or Tactical weapons delivery accomplishments not credited toward weapons qualification provided the crewmember declares non-record prior to beginning the event.

A2.2.2.2. **Record.** Conventional or nuclear delivery scored for individual weapons qualification. Scoring shall be accomplished by ground, TOSS, DVR, or WST (initial qualification only) as appropriate. For a DVR scored record delivery to count as a hit, it must be scored by a weapons officer or a SQ/CC designated individual. A maximum of two record deliveries may be accomplished during a sortie using the same release offsets. Additional record deliveries may be accomplished from headings differing by at least 45 degrees or on different targets/ ranges or using different release offsets. Record deliveries may not be preceded by non-record deliveries in the same event on the same sortie. The first two deliveries will be considered record unless otherwise declared prior to the roll-in to final. Scores will be documented by range and bearing from the desired impact point. For a multiple guided weapons release, each individual Desired Mean Point of Impact (DMPI) counts as a record release. Radar aiming must be accomplished for all record releases (N/A for standoff record releases and actual releases). This does not imply that the system must be updated (i.e. move the cursor), only that the opportunity to update the system via offset or target direct aiming is available. All actual weapon releases will be counted as record releases.

A2.2.3. Hit Criteria:

A2.2.3.1. **Stand off Weapons Record and Actual Release scoring criteria:** Weapons score is ascertained by TOSS/Range Control Officer, video tape recorder (VTR)/DVR

assessment or WST scoring system. Hit criteria (actual or simulated): effective release of one or more weapons within correct parameters to include correct coordinates, proper target file/weapons edit settings, attained release parameters, and appropriate malfunction analysis/corrective action.

A2.2.3.2. Guided Weapons Record and Actual Release scoring criteria: Weapons score is ascertained by TOSS/Range Control Officer, DVR assessment or WST scoring system. Hit criteria is based on authorized evaluation of aiming, navigation system integrity and system buffers. Aiming must be within two radar pixels of DMPI for DVR scoring. Guided weapon deliveries with multiple DMPIs will score each DMPI individually.

A2.2.3.3. Unguided Weapons Record and Actual Release scoring criteria: Weapons score is ascertained by TOSS/Range Control Officer, DVR assessment or WST scoring system. For a weapons pass made at 5,000 ft Above Ground Level (AGL) or below, the hit criteria is less than or equal to 150 feet or desired weapons effects, whichever is less. For a weapons pass made above 5,000 ft AGL, the hit criteria is less than or equal to 250 feet or desired weapons effects, whichever is less. For simulated releases, aiming must be within 2 radar pixels of the desired aimpoint (either offset or target direct), and aircraft within weapons parameters to be counted as a hit.

A2.2.3.4. Weapons Record and Actual Release scoring criteria: All weapons releases, actual and simulated, that are suspected as misses will be documented and forwarded to the applicable SQ/DOW for review. SQ/DOW will determine if the miss was the result of aircrew error. If the miss is the result of aircrew error, it will be annotated as a miss and count against the aircrew for weapons qualification. If SQ/DOW determines that the miss was not due to aircrew error, it will be annotated as non-aircrew attributable and will not count against them for weapons qualification.

A2.2.4. RAP Tasking:

A2.2.4.1. FAM. Weapons events tasked as FAM may be record deliveries. Each single bomb run counts as one delivery. Unless otherwise specified in the RAP Tasking Memo or formal course syllabi, FAM tasking normally requires a minimum of five weapon deliveries per delivery type.

A2.2.4.2. QUAL. Weapons tasked at QUAL must be record deliveries. QUAL tasking demonstrates the pilot's capability to put appropriate ordnance on target. Unless otherwise specified in the RAP Tasking Memo or formal course syllabi, QUAL criteria is established for each event in [Chapter 5](#).

A2.2.5. Definitions: Miscellaneous Weapons Delivery definitions to be considered for event descriptions.

A2.2.5.1. Dry Pass. Weapons delivery pass during which no ordnance is expended. Such dry passes prior to completion of record deliveries in an event are charged to the crewmember as gross errors. Unless pass was dry because of safety interests, system malfunctions, basic delivery requirements, required by range regulation or Air Force directive, or directed for flight integrity purposes which were not due to aircrew error will be considered as a dry pass and will not count as a record release delivery.

A2.2.5.2. **Foul.** A penalty directed to a specific aircraft and crew for actions inconsistent with established procedures or safety considerations. A foul will result in a gross error for that delivery. Verbal warnings will not be substituted for fouls. A second foul or any dangerous pass will result in mandatory expulsion from any further deliveries during that mission and a gross error score for the event. A foul will be charged IAW flying directive publications.

A2.2.5.3. **Gross Error.** A penalty score or miss assigned to a pilot's/mission commander's records when a weapons delivery attempt results in: munitions impact outside the range scoring capability, a chargeable dry pass, a foul, or an unintentional release.

A2.2.5.4. **Hit.** Predicated upon achieving the desired Probability of Damage per target type and number/type of weapons as defined by JMEM documents.

A2.2.5.5. **Multiple Release.** More than one weapon released against the same target on a single pass.

A2.2.5.6. **Inadvertent.** Ordnance which was released without command by the aircrew. Impact will not be scored.

A2.2.5.7. **System Malfunction.** An undeclared multiple release caused by a verified system malfunction. Score is void after system malfunction verification, otherwise, unintentional rules apply.

A2.2.5.8. **Unintentional.** Ordnance released due to aircrew error. Will be scored as gross error regardless of impact point.

A2.2.5.9. **No Spot.** A weapons release during which no impact was observed. No score or error will be assigned.

A2.2.5.10. **Void Delivery.** Weapons delivery not successfully completed due to: a documented and verified weapons system malfunction, a pass aborted for safety, no spot, or circumstances beyond the control of the aircrew.

A2.3. WST Training Events: [Table A2.1](#) defines the training activity required to receive credit for WST training activity.

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

A2.4.1. **RAP Missions.** [Table A2.1](#) defines training missions required to fulfill tasked requirements. Only one RAP mission may be logged per sortie. Requirements to log effective RAP sorties and mission types are contained within each mission description.

A2.4.2. **Sorties (Non- RAP):**

A2.5. Events: [Table A2.1](#) defines the events to be used for fulfilling tasked requirements. Included in the table are **Advanced Tactical Events (VT)**, **Approaches (AP)**, **Bomb Run/Weapon Release (BR/WR)**, **Departures (DP)**, **Electronic Combat Events (EC)**, and **Weapons Delivery (WE)**. In the absence of guidance, units will determine the content of tasked events and how often they may be logged.

A2.6. Ground Events: [Table A2.1](#) lists the ground events to be used for fulfilling tasked requirements. In the absence of guidance, units will determine the content of tasked events.

A2.6.1. **Nuclear Functional Training:** [Table A2.1](#) lists nuclear training events.

A2.6.2. **Unit Mission Briefing.** To ensure pilots are familiar with the sortie requirements and operational procedures applicable to the unit mission at the pilots' base of assignment. Pilots will initially be given a comprehensive briefing regarding the Emergency War Order (EWO) commitments, sortie requirements, and operational procedures applicable to the unit mission. This will include comprehensive discussion on topics outlined in AFGSCI 10-450 Vol 2, and a review of the individual unit's mission. Curriculum development: Unit EWO study officer.

A2.7. Table A2. 1. defines all B-2 training events in the order they would occur during flight. All ground and ancillary training items are at the end of the table.

A2.7.1. **Task Identification (ID):** Each event's ARMS Task ID is annotated in the first column.

A2.7.2. **ARMS Event Description:** Each event's ARMS event description is annotated in the second row.

A2.7.3. **Event Classification:** The third column classifies each type of event

A2.7.3.1. **RAP classification:** RAP events are designated by the symbol "R"

A2.7.3.2. **Currency classification:** Currency events are designated by symbol "C"

A2.7.3.3. **Non-RAP classification:** Non-RAP events are designated by symbol "NR"

A2.7.3.4. **Annual Currency:** Annual Currency events are designated by symbol "AC"

A2.7.3.5. **Periodic classification:** Currency events are designated by symbol "XXC" where "XX" indicates the number of months required for currency

A2.7.3.6. **One Time Currency classification:** One Time Currency events are designated by symbol "OT"

A2.7.3.7. **Ground Training:** Currency events are designated by symbol "C"

Table A2.1. Tasks.

TASK ID	ARMS EVENT DESCRIPTION	R - RAP C - CURRENCY NR – Non-RAP OT- One Time Event GT- Ground Training
AA01B	B2 QUAL EVAL	R
B-2 Qualification Evaluation.		
SR40	CONV SRTY	R

Conventional Weapons Training Sortie. A RAP sortie designed to emphasize conventional employment of the B-2. The sortie profile should be planned to include: formation takeoff, departure, enroute navigation, air refueling, electronic rendezvous, conventional bombing procedures, guided/standoff weapons release or conventional bomb run, GATS procedures, DMS activity, Dynamic Targeting, instrument/emergency/visual approach and landing procedures. Log applicable RAP and Non-RAP events in addition to this sortie. As a minimum, the following events must be accomplished: Conventional Bomb Run, Guided Weapons Release, or Standoff Weapons Release (only one type required) and Signature Management Exercise. Additionally, a minimum of 3 of the following events must be accomplished: 1) DMS Activity. 2) Actual Weapon Release. 3) Command and Control Event. 4) Formation Sortie. 5) Dynamic Targeting Exercise. 6) MANGAT or AUTOGAT Bomb Run, 7) A/R or A/R EMCON 3

SR42	NUCLEAR SRTY	R
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Nuclear Weapons Training Sortie (NHTS). A RAP sortie designed to emphasize nuclear employment in the high altitude environment. The sortie profile should be planned to include: Minimum Interval Takeoff (MITO) taxi and takeoff, base escape departure, enroute navigation, air refueling, electronic rendezvous, nuclear bombing procedures, DMS activity, Simulated Instrument Landing System (SILS) approach, instrument/emergency/visual approach and landing procedures. Log applicable RAP and Non-RAP events in addition to this sortie. As a minimum, the following events must be accomplished: Nuclear Bomb Run. Signature Management Exercise. Additionally, 3 of the following events must be accomplished: 1) DMS Activity. 2) Actual Weapon Release. 3) Multiple Release Bomb Run. 4) Command and Control Event. 5) Formation Sortie. 6) Alert Force Response Exercise (AFRE). 7) MITO Taxi and Takeoff. 8) Base Escape Departure. 9) SILS Approach, 10) A/R or A/R EMCON 3.

N/A	CMDR OPTION	R
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Any one of the RAP sorties (CS, NS) the commander designates.

RC16	NIGHT SRTY	R
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A sortie flown primarily at night. To take credit for this event, either the takeoff or landing and at least 50 percent of the flight duration or 1 hour, whichever is less, must occur between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time. Pilots may also take credit for this event if their sortie is airborne for an entire night (airborne the entire time between sunset and sunrise) regardless of the type of takeoff or landing performed.

RA67	FORMATION SRTY	R
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A minimum of 30 minutes of formation flight is required. May be dual logged with any RAP Sortie.

AJ04B	INSTRUCTOR SRTY	NR
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Instructor Sortie. A sortie where a significant portion of the instructor's time was spent actively instructing. If the instructor judges he/she did not receive adequate RAP training, he/she may elect to not log a RAP sortie even if he/she did complete the minimum RAP events. Instructors are not required to accomplish additional sorties to maintain instructor qualification.

GS30	ALERT RESP EX	R
Alert Force Response Exercise. A unit tailored training exercise designed to provide pilots the necessary skills to respond to an Emergency War Order (EWO) launch or conventional dispersal message. The event will include but is not limited to: 1) Aircraft cocked to simulate alert status without weapons. 2) Launch message (general purpose launch message addressed to formation). 3) Alert start using slap switch procedures, scramble checklist emphasizing expeditious BOLDPRINT execution, and free flow taxi. Crews will not roll over chocks. 4) Minimum of three aircraft will be scheduled. 5) Respond from alert facility.		
TO00	TAKEOFF	NR
Creditable to the pilot flying. May also take credit for touch-and-go. Event may be accomplished in the WST for initial currency and to update currency (with an instructor).		
TO12	MITTO	R
Minimum Interval Taxi-Take Off. When possible, accomplish an alert start, AA Prep navigation alignment (without GPS), and taxi to the predetermined hold point completing the scramble checklist. 30-45 second spacing is required to take credit in the WST. May be logged in the WST with OG approval. Peacetime auxiliary air door/ engine restrictions apply in the jet—increased spacing is allowable. See AFI 11-2B-2V3 for additional guidance.		
DP06	BASE ESCAPE DEP	R
Base Escape Departure. Departure using flight manual base escape procedures. May be logged in the WST.		
RA10	MILSTAR	R
Requires proper configuration for MILSTAR/SATCOM operation (as applicable), and completion of at least one successful transmission with an agency outside of the formation. Only one event may be logged per sortie.		
RA87	HAVE QUICK	R
Have Quick. Requires proper radio configuration for Have Quick operation and completion of at least one successful voice transmission and reception. Only one event may be logged per sortie.		
RB67	SECURE UHF	R

Secure Ultra High Frequency (UHF) Voice Communication. Requires proper radio configuration for secure UHF operation and completion of at least one successful UHF voice transmission and reception. Each crewmember may take credit for this event when accomplished.

CE50	SECURE HF	R
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Secure High Frequency Voice Communication. Requires proper radio configuration for secure HF operation and completion of at least one successful HF voice transmission and reception. To exercise global command and control, secure HF transmissions must be made through the USAF Global HF System. Crews must attempt a secure phone patch from "MAINSAIL" (normally Andrews) to Whiteman Command Post (see Flight Information Handbook for frequency listing) for credit. May take credit for up to two events per sortie if of differing type.

CE91	AMT	R
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Airborne Mission Transfer. Must receive a mission in-flight via PRC-117 satellite, cut to TARGA, and load the new mission onto the aircraft.

CE92	PRC-117	R
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Requires proper configuration for completion of at least one successful email transmission and reception. Only one event may be logged per sortie.

AM08B	BLOS	NR
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Beyond Line of Sight communication system operation. Requires proper configuration and use of the ACS system in flight. Only one event may be logged per sortie.

CE93	LINK-16	R
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Requires proper configuration of the Link-16 system and successful utilization of the system in flight. Only one event may be logged per sortie.

AP01B	APRCH CURRENCY	C
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Approach Currency. A precision or non-precision instrument approach that is flown IAW AFMAN 11-217 Volume 1, *Instrument Flight Procedures*, at a frequency specified in Chapter 4. Credit only to the pilot flying.

AP02	NON-PRE APRCH	NR
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Non-Precision Approach. A non-precision instrument approach that is flown at minimum from the final approach fix to a landing, touch and go, or a missed approach.

AP01	PREC APRCH	NR
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Precision Approach. A precision instrument approach that is flown at minimum from the final approach fix to a landing, touch and go, or a missed approach.

AP30	CIR APRCH	R
Circling Approach. A non-precision approach followed by a circle to land or low approach on a runway not aligned with the final approach course. Landing opposite direction on the runway the approach was flown to fulfill this requirement; a side-step to a parallel runway does not. Credit only to the pilot flying.		
AP38	VISUAL APRCH	NR
Visual Approach. An approach that is done primarily with outside visual references.		
AP74	SILS APRCH	R
Synthetic Instrument Landing System Approach. May be dual logged with a precision or non-precision approach. Follow command weather minima guidance for on board guidance approaches. May be logged in the WST.		
AP37	SEO APRCH	NR
Single Engine Out (SEO) Approach. A simulated single engine out approach. Should be dual logged with an instrument or visual approach. May be logged in the simulator.		
AP75	SEO GO	NR
Single Engine Out Go Around. Flown on completion of a SEO approach. Dual log with SEO approach. May be logged in the simulator.		
AR01	A/R DAY	R
Air Refueling Day. An individual pilot must be in direct control of the aircraft during contact to receive credit. Tanker rendezvous may be accomplished by any means necessary to safely arrive at the contact position.		
AR02	A/R NIGHT	R
Air Refueling Night. Air refueling where at least 10 minutes is during night-time conditions.		
AR06	A/R EMCON 3	R

Air Refueling Emissions Control Option 3. Air refueling minimizing electronic emissions IAW the air refueling manual Emissions option 3 (EMCON 3) procedures. For credit use EMCON 3 procedures for the rendezvous and first contact. Essential radio communications accomplished for safety of flight does not preclude event accomplishment.

AR42	HOT PIT REFUEL	C
Hot Pit Refueling. Accomplish hot pit refueling per local directives. Only one crew during an ERCC may take credit for accomplishing the hot pit refuel. Hot Pit Refueling is a yearly currency which is updatable in the WST or in the aircraft.		
RB95	SIGNATURE MGT	R
Signature Management Exercise. Designed to allow the use of appropriate low observable techniques and defensive actions to counter threats during actual or simulated weapons delivery. Threats may be surface or airborne. The desired method to accomplish this event is in conjunction with an actual ground-based or airborne EC asset. If an actual EC asset is used, the crew will notify the TTR after departing the IP. If an actual EC asset is not used, it may be simulated. To take credit for this event using a simulated threat the appropriate level 4 threat data must be briefed during mission planning day to include: threat avoidance rings, strengths and weaknesses, and appropriate counter tactics. Additionally, a bomb run must be accomplished simulating the briefed threat. One event may be logged per run. No more than four events may be logged per sortie. May be logged in the WST.		
RB96	DMS ACTIVITY	R
Defense Management System Activity. Electronic threat activity reflecting the unit's AOR with applicable training Emitter Identification Data (EID) loaded. Includes threat recognition, awareness, and avoidance (if required). This event is intended to be accomplished primarily in the WST. However, it may be logged in conjunction with a Signature Management Exercise if an actual ground-based or airborne EC asset is used or may be accomplished using a link scenario with integrated threats. To take credit for this event the TSD must be used to recognize, evaluate, and react to a surface or airborne threat. A DMS activity may be logged for each run per separate threat scenario. No more than four events may be logged per sortie. May be logged in the WST.		
NE06	DEGRADED NAVIGATION	R
An alignment of the inertial navigation system without the use of GPS. Alignment will be accomplished in an expeditious manner if done on the ground, to simulate operations in a nuclear environment.		
SR67	GLOBAL POWER	R
Global Power Sortie. See Attachment 4		
SR38	COMPOSITE FORCE	R
Employing multiple flights of the same or different types of aircraft, each under the direction of its own flight leader, performing the same or different roles (AFI 11-214, <i>Air Operations Rules and Procedures</i>). Flag or equivalent exercise desired. Must be flown in accordance with AFI 11-214 requirements.		
BR01	BOMB RUN CUR	C, R

Bomb Run Currency

AT72B	CONV UNGUIDED BOMB RUN	R
Conventional Unguided Bomb Run		
AT73B	CONV UNGUIDED RR	R
Unguided Record Release. A weapons pass made with live, inert or simulated SBRA or RLA weapons on a target that is determined during mission planning. Unguided SBRA weapons releases can only be logged by the pilot aiming the crosshairs if aiming is used. For coordinate only releases, both pilots may log the release. May be logged in the WST.		
AT75B	CONV UNGUIDED AR (BRA/SBRA)	R
Unguided SBRA Actual Weapon Release. An actual release of a live or inert unguided weapon from the SBRA. Unguided SBRA actual weapons releases can only be logged by the pilot aiming the crosshairs if aiming is used. For coordinate only releases, both pilots may log the release. For Unguided SBRA actual weapon releases, the number of weapons dropped equals the number of Unguided SBRA actual weapon release events logged. An Unguided SBRA actual weapons release must release at least two weapons and actual aircraft track must be within 10 degrees of mission planned track to count as a hit. Score only the aimed weapon and not the average of the weapons.		
AT74B	CONV UNGUIDED AR (RLA)	R
Unguided Conventional RLA actual weapon release. An actual release of a live or inert unguided weapon from the RLA. For Unguided Conventional RLA actual weapon releases, the number of weapons dropped equals the number of Unguided Conventional RLA actual weapon release events logged. Can only be logged by the pilot aiming the crosshairs if aiming is used. For coordinate only releases, both pilots may log the release. Log with type bomb run.		
AT70B	B-61/83 RR	R
B-61/83 (Nuclear) Bomb Run Record Release. A weapons pass made with either inert or simulated weapons on a target that is determined during mission planning. A BDU-38 can be utilized in this capacity and logged for credit. Can only be logged by the pilot aiming the crosshairs if aiming is used. For coordinate only releases, both pilots may log the release. May be logged in the WST.		
AT71B	B-61/83 AR	R
B-61/83 (Nuclear) Bomb Run Actual Weapon Release. An actual release of a live or inert nuclear weapon. A BDU-38 can be utilized in this capacity and logged for credit. For Nuclear Bomb actual weapon releases, the number of weapons dropped equals the number of Nuclear Bomb actual weapon release events logged. Can only be logged by the pilot aiming the crosshairs if aiming is used. For coordinate only releases, both pilots may log the release.		

AT64B	GBU-38 RR	R
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GBU-38 (Guided SBRA) Record Release. A weapons pass made with live, inert, or simulated guided SBRA weapons on a target determined during mission planning. For Coordinate Only releases, both pilots may log the release if aiming was not used. May be logged in the WST.

AT65B	GBU-38 AR	R
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GBU-38 (Guided SBRA) Actual Weapon Release. A weapons pass made with either live or inert SBRA guided weapons on a target. Actual weapons releases can only be logged by the pilot aiming the crosshairs. For coordinate only releases, both pilots may log the release if aiming was not used. For Guided SBRA weapon releases, the number of weapons dropped equals the number of Guided SBRA Actual Weapons Release events logged.

AT61B	GBU-31/28 RR	R
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GBU-31/28 (Guided RLA) Record Release. A weapons pass made with live, inert or simulated guided RLA weapons on a target determined during mission planning. Can only be logged by the pilot aiming the crosshairs if aiming is used. For coordinate only releases, both pilots may log the release. May be logged in the WST.

AT62B	GBU-31/28 AR	R
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GBU-31/28 (Guided RLA) Actual Weapons Release. A weapons pass made with either live or inert RLA guided weapons on a target. Actual weapons releases can only be logged by the pilot aiming the crosshairs. For coordinate only releases, both pilots may log the release if aiming was not used. An attempt should be made to drop 50% of releases with FMU-152 fuse. For Guided RLA weapon releases, the number of weapons dropped equals the number of Guided RLA Actual Weapons Release events logged.

AT67B	AGM-154/158 RR	R
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AGM-154/158 (Standoff) Weapon Record Release. A weapons pass made with live, inert or simulated JSOW or JASSM on a target determined during mission planning. Can only be logged by the pilot aiming the crosshairs if aiming is used. For coordinate only releases, both pilots may log the release. May be logged in the WST.

AT68B	AGM-154/158 AR	R
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AGM-154/158 (Standoff) Record Release. A weapons pass made with live, inert or simulated JSOW or JASSM release on target determined during mission planning. May be logged in the WST.

AT66B	AGM-154/158 BOMB RUN	R
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AGM-154/158 Bomb Run

AT51B	MAN GAT	R
Manual GATS Release (MGR). Accomplish manual GATS for guided bomb run using non -AFMSS preplanned targets. Log with type release and bomb run accomplished if applicable. May be logged in the WST.		
AT76B	AUTO GAT	R
Automatic GATS Release (AGR). Accomplish auto GATS for guided bomb run using AFMSS preplanned targets. Log with type release and bomb run accomplished if applicable. May be logged in the WST.		
AT77B	DYNAMIC TARGETING EX	R
B-2 Dynamic Targeting Operations are those operations which add and/or change a B-2 target set while enroute to the target area. To take credit for this event, an actual change to a planned target set (i.e. an existing target is moved or a new target is added) must occur enroute to the target area. This update must be received by HPW, AMT, VSAT, LINK 16, or as part of a pre-built retargeting training scenario. Simply updating the coordinates of an existing target does not constitute a dynamic targeting exercise for training purposes. The attacking aircraft should also receive target data/description and clearance from an appropriate command and control (C2) asset. Use of CRCs, Airborne Warning and Control System (AWACS), JSTARS, Air Operations Center (AOC), UAV, TACP, Forward Air Controller (FAC) or a simulation thereof. Scenarios should include standard fire support control measures utilizing standard Air Force and Joint terminology for clearance of fires. Only the attacking aircraft will receive credit for the event. Although the target is unplanned, the event and procedures must be thoroughly briefed. A bomb run must be accomplished on at least one of the changed targets. May be logged in the WST.		
AT57B	FULL SCALE WD	R
Full Scale Weapons Delivery (FSWD). Delivery of live or inert ordnance representing a typical combat configuration or SCL in a tactical scenario. Normally, a FSWD requires the delivery of an equivalent of one full bay of weapons released on a single target complex. Weapons may be delivered from alternate bays as determined by the stores management processors. May be logged in the WST.		
AT59B	WPN JETTISON	R
Weapons Jettison. Jettison of weapons IAW flight and weapons manual procedures. This event may only be logged once per sortie. May be logged in the WST.		
LD01	DAY LANDING	NR, C
Day Landing (LDG): Creditable only to the pilot flying.		
LD02	NIGHT LANDING	NR, C

Night Landing. A landing accomplished 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. May be dual logged with touch and go or SEO landing.

LD17	SEO LANDING	R
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Single Engine Out Landing. Flown on completion of a SEO approach. Dual log with SEO approach. May be logged in the simulator.

SQ15	CONV WST	W
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Conventional Weapons System Trainer Mission. The profile should include: takeoff, air refueling, DMS activity (theater specific threats), inflight replanning, guided/standoff weapons release, weapons malfunction procedures, weapon jettison procedures, conventional bomb run (optional), weapons retargeting, AFSATCOM (transmit and receive), Forward Operating Location approach and landing.

SQ16	NUCLEAR WST	W
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Nuclear Weapons System Trainer Mission. The profile should include: message authentication procedures, alert start, launch, and departure using base escape procedures, air refueling (at heavyweight inflight gross weights), DMS activity, nuclear weapons prearming, arming, delivery, and malfunction procedures, weapon jettison procedures, inflight replanning, SILS, and a recovery base approach and landing at minimum fuel conditions.

SQ17	EP WST	W
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Emergency Procedures Weapons System Trainer. The profile should include: bold face items, engine starting malfunctions, abort procedures, loss of engine(s) on takeoff, AMAD failure, engine(s) out go around and landings, and a representative cross section of critical system malfunctions and non-critical malfunctions.

SQ14	INST WST	W
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Instrument Procedures Weapons System Trainer. The profile should include: low visibility takeoff, instrument departure, fix to fix, holding, unusual attitude recoveries, spatial disorientation, penetration, SILS, precision and non-precision approaches, strange field approaches, AHC maneuvers, and low visibility approaches emphasizing low visibility approach coordination. At least 2 approaches per crewmember should be accomplished.

GS05	INSTRUMENT REFRESHER	W, GT
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To receive credit for Instrument Refresher, all of the following must be accomplished: Instrument Refresher Course WST, Instrument Refresher Course Computer Based Training, and Instrument Refresher Course Class.

BK01B	TAKEOFF WST	W
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Takeoff in Weapons System Trainer. Creditable as Takeoff (TO00).

BP02B	NON-PRE APR WST	W
Non-Precision Approach in Weapons System Trainer		
BP03B	PRE APR WST	W
Precision Approach in Weapons System Trainer		
BP06B	SEO APR WST	W
Single Engine Out approach in Weapons System Trainer		
BP07B	SEO GO WST	W
Single Engine Out Go-Around in Weapons System Trainer		
ME50	SPAT DISORIENT EVENT	NR, W
Spatial Disorientation in Weapons System Trainer		
BZ00B	TOTAL WST	W
Total number of Weapons System Trainers accomplished in training cycle		
GS03	B2 SEPT	GT
B-2 Situational Emergency Procedure Training		
GA13B	B2 SEPT W/IP	GT
B-2 Situational Emergency Procedure Training with Instructor Pilot		
GA10	COMSEC	GT
Communications Security Training		
GS52	CONV VERIFY	GT
Conventional Verification		
GA06	CRM	GT
Crew Resource Management		
GA57	FLY SAFE	GT

Quarterly Fly Safe

IE15	INTEL TRNG	GT
Intelligence Training		
IE05	ISOPREP RVW	GT
ISOPREP Review		
GA40	SMALL ARMS/9MM	GT
Small Arms 9mm training		
GA45B	US/RUSSIA ACTIV	GT
US/Russia Activity		
GA59	WPNS/TAC ACAD	GT
Weapons and Tactics Academics – See paragraph 4.2.4.		
GS42	EWO STUDY	GT
<p>Emergency War Order Study. This is a quarterly requirement designed to provide the crewmember with the information necessary for the effective and successful completion of the unit's assigned EWO mission. This course will include both specialized briefings and individual or crew self-study of all areas pertinent to the completion of the unit's assigned EWO tasking. Additionally, pertinent information concerning changes to the Unit Mission Brief (UMB), new or changed alert procedures, EWO intelligence, EWO changes, communication procedures, and two-person control violations will be briefed to crews. INTEL will develop and provide a quarterly intelligence update briefing. All agencies providing basic EWO preparation will prepare briefing/material as requested by the EWO study officer. Additionally, they will immediately inform the EWO study officer of changes in their specialized areas. Curriculum development: Unit EWO study officer. Instructor: Operations Support Squadron (OSS) EWO study officer and representatives from applicable wing staff agencies (as required).</p>		
GS56	CMD CNTL PROC	GT

Command and Control Procedures (CCP). To ensure positive control (PC) aircrew are proficient in command control and operational reporting procedures. Pilots will review any procedural changes in EAP-STRAT Volume V, Aircrew Emergency Action Procedures. Additionally, aircrew will be required to copy and decode practice Emergency Action Messages (EAMs) and answer related questions. CCP examinations may be taken as a crew effort. Pilots who fail a CCP test will be identified to the unit OG/CC and require immediate retraining to include: 1) Thoroughly briefing the identified area of weakness using source documents and training aids as necessary to ensure complete understanding. 2) Retesting the deficient area to verify comprehension. 3) Pilots who fail reexaminations will be recommended for immediate removal from alert status and decertification as required. 4) Pilots who do not receive training will be identified to the unit OG/CC and will be required to receive all missed training and evaluations before assuming alert, exercise or real world. Curriculum development and Instructor: Command Post.

GS59	EWO CERT	GT
<p>Emergency War Order Certification. This is an annual requirement designed to provide pilots with the preparation and training necessary to ensure effective execution and completion of the unit's assigned EWO mission. Selected wing staff agencies will provide specialized briefings and remain available for assistance to the crew member throughout the certification preparation. The OSS EWO study officer will ensure that those agencies listed below as additional instructors construct formal briefings pertinent to their areas of EWO expertise. The unit EWO study officer will construct an "in-house" briefing schedule and ensure that it is strictly followed. Secondly, they will also periodically monitor each staff agency briefing and evaluate the currency, quality, and effectiveness of the information presented. Unit staff agencies listed below will ensure that their respective briefings are constantly updated to reflect only the most current information available. Additionally, each staff agency will develop a bank of test questions addressing their specialty. This question bank will be kept by the OSS EWO study officer. Pilots will prepare their briefing for certification to ensure detailed coverage of those items specified in AFGSCI 10-450V2. Curriculum development: Unit EWO study officer and Unit OSTW (AFTTP 3-1 Vols 1, 2, and 23 material). Instructor: OSS/OST EWO study officer and qualified representatives from the following unit staff agencies: 1) Command Control Division (CPS). 2) Combat Intelligence Branch (IN). 3) Combat Crew Communications Branch (CPS). 4) Offensive Systems Branch (OSTO). 5) Defensive Systems Branch (OSTD). 6) Tactics Branch (OSTW). 7) Weapons Branch (OSTN). 8) SQ/DOT.</p>		
GS55	NUC SURETY	GT

Nuclear Surety Training. To ensure applicable pilots and staff personnel requiring training are knowledgeable in all areas pertaining to the Department of Defense (DOD) nuclear safety standards, nuclear security, CJCSI 3620.1's two-person policy, the unit's security areas, and local procedures. This course will include detailed instruction in the DOD nuclear safety standards, nuclear security, STRATCOM's two-man policy, two-person control policies, the personnel reliability program, and entry and escort procedures and designated secure areas. In the event of a change in policy, procedures, weapons, or aircraft hardware or software, all personnel will receive appropriate training by the wing/squadron Nuclear Surety Officer (designated by OG/CC) prior to performing duties affected by the change. Nuclear surety training must be accomplished once every 15 months (see: <https://etca.randolph.af.mil/> for currency requirements). Individuals delinquent in training will not perform alert with or have access to nuclear weapons or critical components.

GB10B	PC DOCUMENTS	GT
PC Documents Training. To ensure pilots and staff personnel requiring access to Positive Control Material (PCM) are knowledgeable in all areas pertaining to the safeguarding and handling of PCM IAW CJCSI 3260.01A. This course will include detailed instruction in the types of PCM, personnel requirements for access to PCM, the Two-Person Control (TPC) concept as it applies to PCM, physical security requirements for receipt, storage, transport, accountability, and destruction of PCM, possible compromise situations for PCM along with the proper reporting procedures, and the proper use of PCM. PC Documents Training must be accomplished initially prior to Nuclear Certification and every 6 months thereafter. Individuals delinquent in training will not perform alert or have access to PCM.		
GM02B	CHEM SUIT TQT	GT, M
Chemical Suit Training. AFI 10-2501		
GM05B	CHEM WARFARE	GT, M
Chemical Warfare Training. AFI 10-2501		
GM11B	FP/ANTI-TERROR	GT, M
Force Protection/Anti-terrorism Training. AFI 10-245		
GM30B	HOMOSEX POLICY	GT
Homosexual Policy Training. GAO/NSIAD 92-985		
GT04B	INFO ASSURANCE	GT
Information Assurance Training. AFI 33-204		
GT07B	LOAC	GT

Law of Armed Conflict Training. AFI 51-401

GT10B	FLT LIN DR LIC	GT
Flight Line Driver's License Training. AFI 24-301		
GT13B	OPSEC	GT
Operations Security Training. AFI 10-1101		
GT14B	PH1 SECRTY TNG	GT, OT
Phase One Security Training. AFI 31-101		
GT16B	PH2 SECRTY TNG	GT
Phase Two Security Training. AFI 31-101		
GT16B	SAR REFRESH	GT
Special Access Required Refresher Training		
GT17B	SELFAID/BUDCARE	GT
Self Aid and Buddy Care Training. AFI 2238		
GT18B	SEX ASSAULT TNG	GT
Sexual Assault Training. DODD 6495.01		
GT20B	SFTWR ANTI-PIR	GT
Software Anti-Piracy Training. AFI 33-114		
GT20B	SUICIDE PREVNT	GT
Suicide Prevention Training. AFI 44-154		
GT22B	SUP SAFETY TNG	GT, OT
Supervisor Safety Training. AFI 91-301, paragraph 7.2		
SR00B	TOTAL RAP	R
Total number of RAP Sorties completed.		
LL02	EMERGENCY EGRESS, EJECTION SEAT	GT

B-2 Egress Training. AFI 11-301 V1_AFGSC_SUP1 This is a grounding item and an annual requirement. Member sits in trainer seat and performs ground egress.

LL06	AIRCREW FLIGHT EQUIPMENT (AFET) TRAINING	GT
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AFE/Life Support Equipment Training. AFI 11-301 V1_AFGSC_SUP1

SS06	EMER PARA TRNG	GT
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Emergency Parachute Training. AFI 16-1301

SS01	LCL AREA SURV	GT
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Local Area Survival Training. AFI 16-1301

SS02	COMBAT SURVIVAL	GT
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Combat Survival Training. AFI 16-1301

SS05	WATER SURVIVAL	GT
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Water Survival Training. AFI 16-1301

SS03	CNDT AFTER CAPT	GT
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Conduct After Capture Training. AFI 16-1301

SS07	CNTG SERE INDOC	GT
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Contingency Survival Evasion Resistance Escape Indoctrination Training. AFI 16-1301

ST00	TOTAL SORTIES	R
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Total number of sorties flown.

Attachment 3

VERIFICATION GUIDE

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

A3.1.1. Overview:

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

A3.1.1.2. Mission overview.

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

A3.1.2. Area of Operations:

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

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

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

A3.1.3. Status of Enemy Forces:

A3.1.3.1. Ground forces and accompanying air defense threats (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.

Attachment 4

LONG ENDURANCE TRAINING

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

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

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

A4.4. Crew Rest and Flight Duty Limitations.

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

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

A4.4.3. Units are encouraged to use any reasonable means to shorten an extended crew duty day, such as using preflight crews, minimizing show times, etc. Additionally, during the planning of long duration missions, planners should review time over targets (TOTs) and the way in which these will impact aircraft launch and recovery times. Every attempt should be

made to minimize conflict with crew circadian rhythms. Where possible, avoid scheduling critical phases of flight during normal sleep periods (such as 2300 through 0600 hours home-base time).

A4.5. Human Factors/Physiological Issues.

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

A4.5.2. Unit flight surgeons will ensure medications (Go Pills) are used IAW current AF/A3/5 and AFGSC/A3/SG message guidance and HQ AFGSC/SG guidelines.

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

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

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

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

A4.6.1. **EUCOM AOR:** The following procedure will be used by aircrew employing to or transiting the EUCOM AOR. Crossing 45W longitude eastbound, aircrew will check in via CTII, VSAT or establish a phone patch via HF radio (or other suitable means) with the 32 AOC, (DSN 314-478-8831/4156/) call sign: WOLFHOUND at Ramstein Air Base, Germany. Pass in-flight report to include, time of crossing, aircraft status, and ETA to target. The 32 AOC will provide a weather update and confirm range availability if within the EUCOM AOR. This does not replace the need to communicate directly with the specific range for final confirmation and for the aircrew to comply with all range procedures. Keep the 32 AOC advised of any deviations to the original planned operation (use of an alternate range, weather divert, etc.). Contact the 32 AOC passing longitude 45W westbound to CONUS with an in-flight Mission Report (MISREP). If unsuccessful, pass reason. If exiting eastbound/ entering westbound, make exit/entry report at 30E longitude to the 32 AOC.

Units will coordinate with the 16 AF AOC NLT 7 business days prior to mission launch to confirm and coordinate the mission SPINS.

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

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

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

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

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

A4.7. Global Power Program. Global Power is the unclassified nickname for HQ AFGSC-tasked bomber out-of CONUS long-range conventional strike deployment-employment capabilities needed to respond to the spectrum of Air Expeditionary Force engagement scenarios. Global Power by itself is unclassified, although the exercises it is connected with may be classified.

A4.7.1. Office of Primary Responsibility is HQ AFGSC/A3X, 841 Fairchild Ave, Building 5541, Barksdale AFB, LA 71110, DSN 781-0323. E-mail address is AFGSCA3Xworkflow@barksdale.af.mil.

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

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

A4.7.2.2. Each sortie must be a minimum of 13 hours to ensure the crew's experience the physiological effect of long duration flight. The length of the Global Power mission will depend upon the actual overseas range and the employment/deployment scenario. It is highly desirable to release live weapons for every Global Power mission. There are times that Global Power training can be accomplished without releasing live weapons if the mission complexity would make live weapons release impractical. Waiver authority for live releases resides with BW/CC.

A4.7.2.3. Inflight planning re-planning and target reassignment. Flexibility is a key ingredient to Global Power mission profiles. Each unit must be prepared to conduct airborne re-planning and target reassignment to the maximum extent possible.

A4.7.2.4. Global Command, Control and Communication Systems. HQ AFGSC will exercise "real world" command relations to the maximum extent possible (refer to [A4.2](#) for basic guidelines). Ensure all communication systems available (Voice SATCOM, HPW, LINK-16, BLOS, and other secure communication systems) are exercised on all Global Power training sorties as much as practical.

A4.8. Mission Options: The following options reflect the most likely use of bombers across the spectrum of engagement: Round-robin missions: bombers launch from home station, conduct an employment mission to an overseas range, then land at home station. This option is the most demanding on aircrew and air refueling assets. Deployment-employment missions: bombers launch from the CONUS, release weapons on an overseas range, then land at a bomber FOL. Higher headquarters directed deployments: All JCS directed missions, combatant commander request for forces (participation in the EUCOM, PACOM, SOUTHCOM, or CENTCOM AOR), and JCS exercise deployment sorties en route to overseas location, regardless of mission profile, will be considered Global Power missions.

A4.9. Funding: AFGSC/A3X manages Global Power missions and has the authorization to fund TDY, per diem, and billeting costs of operation and maintenance personnel supporting the mission.

A4.10. Scheduling: HQ AFGSC/A3X will schedule, coordinate, and manage all Global Power missions. It will interface with overseas MAJCOMs, numbered air forces, and individual bomber units. Presently, Global Power taskings are contained in the AFGSC CPO. Due to the dynamic nature of many exercises, dates may change, but this annual schedule will provide the framework units need to plan and will be changed only IAW the process identified in the AFGSC CPO. If a unit has an alternative plan they would like to execute in a particular quarter, they should inform A3X with adequate lead-time so that proper coordination may proceed. Global Power missions that require short-notice airlift/inflight refueling must be avoided. A3X will schedule each bomber squadron for a minimum of two Global Power missions per AEF cycle in the CPO. It is recommended that one of the two Global Power missions be scheduled to occur within three months of AEF vulnerability. Participation in higher headquarters overseas exercises also qualifies for Global Power credit.

A4.11. Individual Bomber Unit Responsibilities:

A4.11.1. Units will develop local guidance and procedures for all aspects of Global Power missions. Appoint an OSS primary and alternate POC to interface with HQ AFGSC on all long duration/Global Power matters. Ensure A3X has a current name, message address, DSN number, and E-mail address (if applicable) for the OSS POC. All unit contact with A3X will be coordinated through the OSS POC. Units will also designate a primary and alternate project officer for each Global Power /long duration mission to ensure proper coordination and information flow between all concerned. Both primary and alternate project officers must maintain total working knowledge of all aspects of their assigned mission. Maintain HQ AFGSC/A3X as “info” addressee on all message traffic associated with Global Power. Similarly info the concerned overseas MAJCOM and parent NAF. Normally, units will work range requests, fighter intercepts, Electronic Countermeasures (ECM), and so on, through the exercise office of the particular overseas MAJCOM. Range guide information is available from other MAJCOM exercise offices or HQ AFGSC/A3X to assist in planning for overseas range use.

A4.11.2. Units will consult the AFGSC CPO to determine the type of exercise the Global Power mission will support (i.e. JCS, MAJCOM, etc.) in order to ensure the correct Air Refueling Support Priority (IAW AFI 11-221, *Air Refueling Management (KC-10 and KC-135)*, [Attachment 1](#)) can be assigned. Contact A3X if there is any question on the priority level to be assigned.

A4.11.3. “Horseblanket” requests are critical to ensure air refueling will happen where and when needed. Short-notice tanker requests should be avoided to the maximum extent possible. Unit will ensure they submit tanker requests with the proper priority level IAW AFI 11-221, [Attachment 1](#). “Horseblanket” scheduling is normally due the last week of the first month of the quarter for the following quarter. The following is a guideline for “Horseblanket” air refueling requests:

A4.11.3.1. Jan thru Mar Global Power missions: request air refueling support the third week in October.

A4.11.3.2. Apr thru Jun Global Power missions: request air refueling support the third week in January.

A4.11.3.3. Jul thru Sep Global Power missions: request air refueling support the third week in April.

A4.11.3.4. Oct thru Dec Global Power missions: request air refueling support the third week in July.

A4.11.3.5. Because Global Power missions are tanker-intensive, units should consider any and all options to reduce the inflight refueling requirements.

A4.11.4. Units will consult/comply with the DOD Foreign Clearance Guide and AFGSC/CC OMNIBUS Plan - 96 for applicable guidance.

A4.11.5. Unit Intel Office will submit a threat advisory support request message IAW AFGSCI 14-250 NLT 10 working days prior to launch date. Unit Intel personnel will become familiar with procedures listed in the most recent edition of this instruction as well any published guidance detailing advisory support procedures.

A4.11.6. Units may explore options to use if the mission cannot be accomplished as planned. However, alternate missions should be kept as simple as possible due to the complexity of the primary mission. Training events will be limited to the minimum required to accomplish the specific mission taskings and operational training.

A4.11.7. Provide a detailed summary of planned employment activity to A3X NLT 3 weeks before the sortie date. This information may be provided via fax or e-mail to make the three-week suspense. However, ensure both HQ AFGSC and the parent NAF get the same information. Unit POCs will also contact HQ AFGSC/A3X 48 hours prior to mission launch to update the three-week report. This may be done via telecom, fax, or e-mail. This summary will include:

A4.11.7.1. Date of launch (local date)

A4.11.7.2. Takeoff time (Zulu and local times)

A4.11.7.3. Landing time (Zulu and local times, and date)

A4.11.7.4. Landing location, if not home station

A4.11.7.5. Duration

A4.11.7.6. Number of aircraft in formation

A4.11.7.7. Number of airborne/ground spares

A4.11.7.8. Weapons carried: Type and number

A4.11.7.9. All activity planned; include bombing altitude and weapon tactics, fighter or ECM activity, etc.

A4.11.7.10. Range name/location

A4.11.7.11. Target number and TOT (Zulu and local times, and date)

A4.11.7.12. Threat Advisory Support Activity, actual and simulated

A4.11.7.13. Emergency/divert fields

A4.11.7.14. Air refueling information: Number of times; pounds unloaded per aircraft per refueling; tanker unit and type; A/R tracks; each ARIP.

A4.11.7.15. Route description (general verbal description of the route to facilitate development of a briefing slide).

A4.11.7.16. Return mission information if deploying (Same format as above).

A4.11.8. Inflight reports must be made to the unit command post. These reports, as a minimum, will include a takeoff report, end air refueling report, a strike report, and a landing report. Also, a report will be made anytime unplanned circumstances significantly affect the outcome of the mission, such as inflight emergency, divert, release system malfunction, weather, navigation problems, and so on. Crew judgment is the key when deciding what needs to be reported. The unit command post will relay all inflight reports to the HQ AFGSC Command Post, who will then up-channel reports to the AFGSC/A3. For United States Air Forces in Europe (USAFE) AOR ask your command center to forward any pertinent information to the 603 AOC, (DSN 314-478-8831/4156/) call sign: WOLFHOUND at Ramstein Air Base, Germany.

A4.11.9. Within 3 days after the mission, a call must be made to A3X with a verbal report on the mission. This is not an official after-action report but a generalized "how it went" briefing. All information on the pre-mission (3-week) report should be updated with the actual mission results to include threat advisory support results. EXCEPTION: if anything occurs during the mission that needs to be briefed to the AFGSC Staff (diversion, emergency, diplomatic incident, etc.), call AFGSC Command Center, DSN 574-1555, immediately. If in doubt, call.