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SECRETARY OF THE AIR FORCE**

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Flying Operations

U-2 AIRCREW TRAINING

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This instruction implements AFPD 11-4, *Aviation Service*; AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*; and AFI 11-202V1, *Aircrew Training*. It establishes the minimum Air Force standards for training and qualifying personnel performing duties in the U-2. This instruction does not apply to Air National Guard (ANG) or Air Force Reserve Command (AFRC) members or units. Major Commands (MAJCOMs)/Direct Reporting Units (DRUs)/Field Operating Agencies (FOAs) are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to AF/A3O-AI, through ACC/A3CH, for approval prior to publication in accordance with (IAW) AFI 11-200. **NOTE:** The terms DRU and FOA as used in this paragraph refer only to those DRUs/FOAs that report directly to HQ AF. Keep supplements current by complying with AFI 33-360, *Publications and Forms Management*. See **paragraph 1.3.** of this volume for guidance on submitting comments and suggested improvements to this publication. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363 *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) maintained in the Air Force Records Information Management System (AFRIMS) located at <https://www.my.af.mil/afirms/afirms/afirms/rims.cfm>. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Form 847s from the field through the appropriate functional's chain of command.

This instruction requires the collection or maintenance of information protected by the Privacy Act of 1974, 5 U.S.C. § 552a. The authority to collect and maintain the records prescribed in this instruction are *Title 37 United States Code Section 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); *DOD Directive 7730.57, Aviation Career Incentive Act and Required Annual Report*; *Air Force Instruction 11-401, Aviation Management*; and *Executive Orders 9397 and 13478*. System of records notice F011 AF XO A, Aviation Resource Management System (ARMS) applies. The reporting requirements in this instruction are exempt from licensing IAW AFI 33-324, *The Information Collections and Reports Management Program; Controlling Internal, Public, and Intra-agency Air Force Information Collections*.

SUMMARY OF CHANGES

This interim change implements new guidelines regarding required reporting of RAP shortfalls, and replaces multiple references to EWO certification and the EWO certification process with the correct reference to RISNO certification and the RISNO certification process. A margin bar (|) indicates revised material.

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Chapter 1

GENERAL GUIDANCE

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

1.2. Responsibilities.

1.2.1. ACC is assigned as the lead command for the U-2 IAW AFDPD 10-9, *Lead Command Designation and Responsibilities for Weapon Systems*, and ACC/A3 is designated as the responsible agency for this instruction. ACC/A3 will:

1.2.1.1. Chair semi-annual ACC Realistic Training Review Boards (RTRBs) to review ground and flying training requirements/programs for CAF units.

1.2.1.2. Process all change requests. ACC/A3C is the overall OPR, and will process all changes to this instruction. Proposed changes to this volume are submitted IAW AFI 11-215, *USAF Flight Manuals Program (FMP)*. Changes to this volume require approval by AF/A3.

1.2.1.3. Determine training requirements to meet expected unit tasking.

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

1.2.2. Direct Reporting Units (DRUs), as appropriate, will:

1.2.2.1. Provide standard instructional texts to support operational tactics training. Two copies of each will be forwarded to ACC/A3 and each NAF/A3, and five copies to each CAF wing/group.

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

1.2.2.3. Review subordinate unit training programs annually.

1.2.3. Wings/Groups will:

1.2.3.1. 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.

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

1.2.3.3. Designate the training level to which each API-6 flyer will train. Review programs and manning positions annually.

1.2.3.4. If applicable, forward supplements or other supporting documents to the MAJCOM for review. Review supplements annually.

1.2.3.5. Identify training shortfalls that adversely impact operational capability through appropriate channels.

1.2.4. Unit Supervision will:

1.2.4.1. Ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned and attached aircrews.

1.2.4.2. Ensure review of training and evaluation records of newly assigned aircrews and those completing formal training, to determine the training required for them to achieve BMC or CMR and to ensure provisions of this instruction are met.

1.2.4.3. Ensure Ready Aircrew Program (RAP) missions are operationally oriented, 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 definition.

1.2.4.4. Determine utilization of BMC aircrews.

1.2.4.5. Determine how many and which BMC and CMR aircrews will carry special capabilities or qualifications.

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

1.2.4.7. Assist the wing or group in developing the unit's training programs.

1.2.4.8. Monitor individual assigned and attached crewmember currencies and requirements.

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

1.2.5. Individual aircrews will:

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

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

1.2.5.3. Ensure they participate only in ground and flying activities for which they are prepared, current, and qualified.

1.2.6. U-2 Forward Operating Locations (FOL) will forward all events accomplished to the appropriate home station unit for tracking as expeditiously as possible, but no less frequently than on a weekly basis.

1.3. Processing Changes.

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

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

1.3.3. ACC/A3 will:

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

1.3.3.2. Process recommendations for change. Approval authority for changes is AF/A3.

1.3.3.3. Address time sensitive changes by immediate action message.

1.3.3.4. MAJCOM A3s will determine training requirements for their subordinate units. This includes making changes, additions, or deletions to this instruction at any time. These changes may be via supplement or RAP tasking message. ACC/A3 will be an info

addressee on all changes. ACC/A3 will include MAJCOM supplemental guidance in the next publication of the instruction.

1.4. Training.

1.4.1. Aircrew training is designed to progress aircrews from Basic Qualification Training (BQT), to Mission Qualification Training (MQT), and finally to Continuation Training (CT). For crewmembers previously qualified, BQT is replaced by Re-qualification Training (RQT).

1.4.2. BQT and RQT provide the training necessary to qualify aircrew in basic position and flying duties without regard to the unit's mission. Upon completion of BQT or RQT, the crewmember attains Basic Aircraft Qualification (BAQ) status. BAQ is a prerequisite for MQT. Except for General Officers, BAQ is not a long-term qualification status. Waiver authority for any aircrew, other than General Officers, to remain BAQ is MAJCOM/A3. In the event an individual is identified to remain in BAQ status, the Unit/CC will determine applicable ground and flight training requirements.

1.4.3. MQT provides the training necessary to initially qualify or re-qualify aircrews in a specific position and flying duties to perform the missions assigned to a specific unit. Aircrews maintain BAQ status until completion of MQT. Completion of MQT is a prerequisite for BMC and CMR. Previously qualified U-2 instructor pilots, while entered in the RQT syllabus, may enter Instructor Pilot Upgrade (IPUG) prior to MQT, but will not instruct any mission specific topics (sensor operations, FOL operations, etc) until BMC/CMR. Those not previously qualified as U-2 IPs may enter IPUG training after completion of MQT.

1.4.4. RAP is the CT program designed to focus training on capabilities needed to accomplish the unit's core tasked missions. Following completion of MQT, a pilot will have received training in all of the core missions of the unit, unless exempted in [Chapter 3](#). The crewmember will then be assigned to either a CMR or BMC position.

1.4.4.1. CMR: The minimum training required for crew members to be qualified and proficient in all of the primary missions tasked to their assigned unit and weapons system.

1.4.4.2. All Combat (CC-coded) unit active duty API-1 and flying SQ/CC and SQ/DO positions are designated CMR. OG/CCs may designate other API-6 positions not assigned to the flying squadron as CMR. (**EXCEPTION:** If a unit is over-manned, the Unit/CC may elect to train the front line of the Unit Manning Document (UMD) API-1s to CMR and designate the overage BMC. In this case, priority should be given to inexperienced crewmembers, with at least 50%, if available, designated CMR). CMR crewmembers maintain proficiency and qualification in all core missions of the flying unit to which they are assigned or attached. CMR crewmembers maintain currencies, which affect CMR status, accomplish all core designated flight training (sorties and events), and accomplish all mission ground training. Failure to complete this training or maintain those currencies causes regression to Non-CMR (N-CMR) status. While N-CMR, crewmembers may not perform operational missions.

1.4.4.3. BMC: The minimum training required for crew members to be familiarized in all, and possibly qualified and proficient in some, of the primary missions tasked to their assigned unit and weapons system.

1.4.4.4. All other (not CMR) active duty wing aircrew positions are designated BMC. Aircrews who have a primary job performing wing supervision or staff functions that directly support flight operations, or are FTU instructors or operational test aircrews fill BMC positions. However, these aircrews are required to provide additional sortie generation capability, either in lieu of or in addition to, the personnel assigned to the flying squadrons. BMC aircrews maintain familiarization with all unit core missions. BMC aircrews also maintain proficiency and qualification in some of the unit core missions. BMC crewmembers accomplish all applicable Category II ground training as required IAW **Table 4.1.** Normally, BMC pilots will be trained to a CMR level prior to deploying for a flying TDY. Failure to complete BMC required training results in regression to Non-BMC (N-BMC) status. While N-BMC, crewmembers may not perform mission-oriented training without supervision until re-certified.

1.4.4.5. N-CMR and N-BMC. Aircrews who regress to N-CMR or N-BMC status will accomplish a tailored program to regain CMR or BMC status as specified by the Unit/CC.

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 of every aircrew. Specialized training consists of upgrade training such as Instructor Pilot Upgrade (IPUG), Functional Check Flight (FCF), etc., as well as CT to maintain proficiency and qualification in unit special capabilities and missions. Specialized training is normally accomplished after a crewmember is assigned CMR or BMC status, and is normally in addition to CMR or BMC requirements. Unless otherwise specified, crewmembers in CMR or BMC positions may hold special capabilities or qualifications as long as any additional training requirements are accomplished.

1.5. Training Concepts and Policies.

1.5.1. Design training programs to achieve the highest degree of operational readiness and proficiency consistent with flight safety and resource availability. Training must balance the need for realism against the expected threat, aircrew capabilities, and safety. This instruction provides training guidelines and policies to be used with operational procedures specified in applicable flying and operations publications.

1.5.2. ACC Training Support Squadron (ACC/TRSS) will develop and validate training programs when tasked. Other MAJCOMS may submit requests for training program support to the ACC/A3. If validated, these requests will be prioritized and tasked to ACC/TRSS. Designated test units (CB-coded) may develop syllabi to upgrade Operational 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. Design training missions to achieve operational capability in squadron tasked roles, maintain proficiency, and enhance mission accomplishment and safety. RAP training missions should emphasize either basic mission skills or scenarios that reflect procedures and operations based on employment plans, collection requirements, location, current intelligence, and opposition capabilities. Use of procedures and actions applicable to operational scenarios is desired (e.g., appropriate use of code words, authentication procedures, safe recovery procedures, tactical deception, in-flight reports, threat reactions, and intelligence briefing/debriefing).

1.5.4. In-flight Supervision. Unless specifically directed, Unit/CC determines the level of supervision required to accomplish the required training. If mission objectives include introduction to tasks or instruction to correct previous discrepancies, an instructor pilot (IP) may be required.

1.5.5. Aircrews will not be required to accomplish ground or ancillary training except as required by this instruction and AFI 36-2201, *Air Force Training Program*.

1.5.6. The ACC aircrew training cycle is 12 months. Units will complete all training requirements during the appropriate training cycle unless specifically exempted.

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

1.6.1. Each qualification level (BMC/CMR) is defined by a total number of sorties, broken down into low RAP and high RAP sorties.

1.6.2. The number of sorties is the primary factor for maintaining an individual's qualification level. Qualification in a particular mission is determined by the Unit/CC, considering MAJCOM guidance and each individual's capabilities.

1.6.3. An effective RAP sortie is either a low or high sortie meeting the requirements outlined in [Attachment 2](#). Operational reconnaissance missions are considered RAP events.

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

1.6.5. Progression from BMC to CMR requires:

1.6.5.1. Valid one (1)-month lookback at the CMR sortie rate.

1.6.5.1.1. "Lookback" is a method through which pilots are ensured adequate frequency and recency of RAP events to achieve and/or reestablish CMR or BMC. A current lookback is established by the pilot accomplishing the required amount of RAP sorties during a one or three month time frame. On the date that a pilot has completed these required sorties, lookback has been established for that training month.

1.6.5.2. Qualification in core missions and RAP events required at CMR.

1.6.5.3. Confirmation that the progressed aircrew can complete a prorated number of sortie and event requirements for CMR by the end of the training cycle.

1.6.5.4. Completion of mission-related ground training.

1.6.5.5. Unit/CC certification.

1.6.6. Unit/CCs will determine and assign crew members who will train for and maintain special capabilities or qualifications.

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

1.7. Training Sortie Program Development.

1.7.1. RAP sortie and event requirements apply to BMC and CMR aircrews, as well as those carrying special capabilities or qualifications (see [Attachment 2](#) for definitions). The sortie requirements in [Table 4.2](#) establish the minimum number of RAP sorties per training cycle.

1.8. Training Records and Reports.

1.8.1. Units will maintain aircrew records for individual training and evaluations IAW applicable Air Force and MAJCOM directives.

1.8.2. Track the following information for all pilots:

1.8.2.1. Ground training.

1.8.2.2. Requirements and cumulative individual sorties, RAP sorties, sortie types, and events accomplished for the training cycle.

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

1.8.2.4. Currencies.

1.8.3. Units may fill in ARMS "NO DATE" with either the date of the last FTU equivalent accomplished, or the unit mission certification date. Units will submit a mid-year report at the end of the sixth month of the annual training cycle documenting all incomplete training to ACC/A3C (info copy to NAF/A3). Prior to submitting the report, units are reminded to prorate incomplete training as detailed in **Chapter 4** of this instruction. Reports will be submitted using the guidance and examples presented at <https://acc.eim.acc.af.mil/org/A3/A3C/A3CH/default.aspx> and are due to ACC/A3C by 15 April. Reasons training was not accomplished must be specified and whether failure to accomplish the training resulted in regression, retraining, or was waived by the OG/CC. Negative reports are required.

1.9. Aircrew Utilization Policy.

1.9.1. Commanders will ensure wing or group tactical aircrews (API-1/6s) fill only authorized positions IAW unit manning documents and aircrew status is properly designated. The overall objective is for aircrew members to perform operationally related duties. Supervisors may assign crew members to valid, short-term tasks (escort officer, FEB/mishap board member, etc.) but must continually weigh the factors involved, such as level of aircrew tasking, flying proficiency, currency, and experience. For inexperienced aircrews in the first year after completion of MQT, supervisors will limit the non-flying duties to those related to combat activities.

1.9.2. Duties required by various publications which may be assigned to Combat Air Force (CAF) API-1 aircrews are: weapons and tactics officer, flying safety officer, SOF, mobility/contingency plans, training (except ARMS documentation), SQ Standardization/Evaluation Liaison Officer (SELO), squadron aircrew flight equipment officer, electronic combat officer, and other duties directly related to flying operations. In some instances, such as squadron-assigned flying safety officers, API-1s may be attached to the wing. API-1s will not be attached to wing staffs or man wing staff positions unless total wing aircrew API-1/6 manning is 100 percent or better. CCs will ensure wing staff aircrews (API-6s) perform duties justified in manpower standards documents and authorized in UMDs.

1.9.3. Aircrew will not perform long-term duties which detract from their primary duties of training for, or performing, the unit's flying missions. **EXCEPTION:** Aircrew members who are on long-term DNIF status or are suspended can perform such duties.

1.10. Sortie Allocation Guidance.

1.10.1. API-1 inexperienced pilots (INEXP) should receive sortie allocation priority over experienced pilots (EXP). Priorities for sortie allocation are as follows for:

1.10.1.1. Formal training units: Formal syllabus training, instructor upgrade, instructor CT, authorized staff personnel not performing instructor or SEFE duties (to include API-5 flight surgeons).

1.10.1.2. Combined formal training and operational units: Formal syllabus training, CMR/API-1, MQT/API-1, CMR/API-6, MQT/API-6, BMC, API-5/flight surgeons/others.

1.10.1.3. Operational units: CMR/API-1, MQT/API-1, CMR/API-6, MQT/API-6, and BMC (to include API-5 flight surgeons).

1.10.1.4. USAF Weapons School (USAFWS), and Test & Evaluation Squadron (TES) Units: Requirements directed by MAJCOM, training required to prepare for assigned projects or tasking, BMC requirements that cannot be accomplished on primary missions, API-5 flight surgeons.

1.10.2. Wing API-6 authorizations are IAW UMDs.

1.10.3. For wings consisting of both FTU and operational units, it is highly desired one of the following maintain formal IP status in the U-2: WG/CC, WG/CV, OG/CC, or OG/CD.

1.10.4. API-8 (above wing level) rated personnel flying authorizations will be IAW AFI 11-401 and MAJCOM guidance. They will fly the BMC rate, however they are not required to complete BMC specific missions or events, or meet monthly lookback requirements.

1.11. Waiver Authority.

1.11.1. With MAJCOM/A3 approval, waiver authority for all RAP requirements and all provisions in **Chapter 4** and **Chapter 5** of this volume is the OG/CC. Unless specifically noted otherwise in the appropriate section, and also with MAJCOM/A3 approval, the OG/CC may adjust individual requirements in **Chapter 4** and **Chapter 5** on a case-by-case basis, to accommodate variations in aircrew member experience and performance. For all other provisions of this volume, and IAW AFI 11-202 Volume 1, the waiver authority is the MAJCOM/A3. Waiver authority for supplemental guidance will be as specified in the supplement and approved through higher level coordination authority.

1.11.2. Units will submit an annual report of all incomplete training to ACC/A3C (info copy to NAF/A3) by 15 October. Prior to submitting the annual report, units are reminded to prorate incomplete training as detailed in **Chapter 4** of this instruction. Reports will be submitted using the guidance and examples presented at <https://acc.eim.acc.af.mil/org/A3/A3C/A3CH/default.aspx>. Reasons training was not accomplished must be specified and whether failure to accomplish the training resulted in regression, retraining, or was waived by the OG/CC. Negative reports are required.

Chapter 2

BASIC QUALIFICATION TRAINING

2.1. General. Specific training guidance, procedures, policy, and requirements for BQT are described in the U2BQT or U2RQT course syllabi.

2.2. Prerequisites. Course prerequisites will be IAW the appropriate course syllabus and the Air Force Education and Training Course Announcements (ETCA).

2.3. Senior Staff Training (SST): All formal training courses for senior officers (colonel selects and above) conducted at the FTU require approval at the following levels (OPR: ACC/A3CH):

2.3.1. Colonel and colonel selects: ACC/A3C.

2.3.2. BG selects and above: ACC/A3.

2.3.3. Senior officers must meet course entry prerequisites and will complete all syllabus requirements unless waived IAW syllabus directives.

2.3.4. 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/A3.

Chapter 3

MISSION QUALIFICATION TRAINING

3.1. General. Mission Qualification Training (MQT) is a unit training program that upgrades aircrew who have completed BQT/RQT to BMC or CMR. MQT will train aircrews to accomplish the unit mission. Units are allowed to tailor this program for all crew members, based on experience, currency, documented performance, and formal training. Specific training guidance, procedures, policy, and requirements for MQT are described in the U2MQT course syllabus.

3.2. Training Completion. MQT is complete following initial conventional and RISNO certification. Training will be completed within the time specified by the syllabus. Pilots will be considered CMR following completion of MQT, Unit/CC certification, and meeting lookback. Training sorties flown during any Qualification Training count towards the initial lookback.

Chapter 4

CONTINUATION TRAINING

4.1. General.

4.1.1. This chapter outlines ground and flying training requirements for CMR and BMC aircrews. Refer to **Chapter 5** for additional training program specifics.

4.1.2. Pilots must be qualified IAW AFI 11-202V1 and V2. Additionally, they must complete BQT, RQT, or SST to fly in BAQ status, and MQT to fly in BMC or CMR status.

4.2. Ground Training.

4.2.1. The three categories of ground training are: Category I: Mobility, Category II: Aircrew, and Category III: Air Force Awareness/Ancillary Training Program. Ground training accomplished during BQT/RQT/SST/IPUG may be credited toward CT requirements for the training cycle in which it was accomplished.

4.2.1.1. **Category I: Mobility.** Required for all CMR aircrews. BMC aircrews require this training prior to an operational deployment. At Unit/CC discretion, BMC aircrews may maintain currency in some or all of this training to allow for short notice deployment. Failure to accomplish this training will affect CMR status as noted in **Table 4.1**.

4.2.1.2. **Category II: Aircrew Ground Training.** The following is required for all pilots.

4.2.1.2.1. Certification. Crew members will accomplish a formal conventional mission certification and a formal RISNO certification prior to becoming CMR. MQT will culminate with the successful completion of both certifications. The conventional certification will precede the RISNO certification unless the 99RS/CC dictates otherwise. Certification topics are listed in **Attachment 3**.

4.2.1.2.1.1. Conventional Certification. The 99RS/CC or designated representative is the certifying official for the conventional certification board. Board should include Tactics, Intelligence and SERE representatives. The board should be conducted with the participation of the 548 IG, whenever possible. Each pilot will demonstrate to the certifying official and board members a satisfactory knowledge of the unit's assigned conventional mission. BMC pilots may accomplish an initial certification or participate in a recertification to facilitate future upgrade to CMR status, at the discretion of the Unit/CC.

4.2.1.2.1.1.1. Initial and recurring certification training will incorporate Intelligence/SERE, Eleconric Combat and Tactics, and must include: Threat Knowledge, Evasion and Recovery, Collection and Reporting, and Current Intelligence covering significant military and political developments in the unit's mission area of interest. When possible, Evasion and Recovery training will be conducted by a SERE specialist.

4.2.1.2.1.1.2. The conventional recertification requirements must be met every 12 months, and can be accomplished by attending the required academic

training, attending an initial certification brief, or acting as an academic lesson briefer. Following the training, the 99RS/DO or a representative will chair a table-top session to complete the recertification.

4.2.1.2.1.2. Reconnaissance In Support of Nuclear Operations (RISNO) Certification. The 9RW/CC or designated representative (9RW/CV, 9OG/CC or 9OG/CD) is the certifying official for the RISNO board. The board should include Tactics, Intelligence and SERE representatives, and should be conducted with the participation of the 548 IG, whenever possible. The RISNO recertification requirements must be met every 18 months as a briefer or board member (FOL SQ/CCs may act as a RISNO board certifying official for recertifications). Continuation training (e.g. semiannual RISNO study) updates pilots on their unit's RISNO mission. Initial and recurring certification training will incorporate Intelligence, Electronic Combat and Tactics Training. BMC pilots may accomplish an initial certification or participate in a recertification to facilitate future upgrade to CMR status, at the discretion of the Unit/CC.

4.2.1.2.2. Stall Awareness CBT. Ground training should consist of U-2 aerodynamics in the stall region, stall awareness cues, proper stall recovery procedures, and a review of the hazards of stalls in the U-2.

4.2.1.2.3. Situational Emergency Procedures Training (SEPT).

4.2.1.2.3.1. This training is not an evaluation, but a review of abnormal procedures, emergency procedures, aircraft systems operations, and aircraft systems limitations during realistic scenarios. One crew member should present a situation and another discuss actions necessary to cope with the malfunction and carry it to a logical conclusion. SEPT is normally accomplished in a table-top discussion. Critical action procedures (if applicable) and unit special interest items should be emphasized.

4.2.1.2.3.2. Incorporate the following elements into unit SEPT training programs:

4.2.1.2.3.2.1. SQ/Det CC involvement in the selection of a monthly SEPT topic.

4.2.1.2.3.2.2. Develop SEPT scenarios using U-2 mishaps or incidents as baseline cases.

4.2.1.2.3.2.3. Discuss at least two emergency procedures for each phase of flight over the course of the monthly SEPT period.

4.2.1.2.3.2.4. Accomplish two SEPT sessions each annual training period (one per semi-annual period) with an IP or unit supervisor to include minimum fuel and emergency divert training. These SEPT sessions must be conducted in the MPT (**EXCEPTION:** At U-2 FOLs where an MPT is not available, *assigned* pilots will accomplish the semi-annual SEPT via a table-top discussion or similar format).

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

4.2.1.2.3.4. IP/Student emergency procedures discussions satisfy the monthly SEPT requirement for the IP who administers this training.

4.2.1.3. **Category III: Air Force Awareness/Ancillary Training Program.** This training is required for all Air Force personnel. The frequency of this training is listed in **Table 4.1.**

4.2.1.3.1. US/Russian Prevention of Dangerous Military Activities. Initial, annual refresher and pre-deployment (if applicable) training for the Prevention of Dangerous Military Activities will be conducted to ensure all pilots are familiar with the agreement and the implementing provisions. Training requires review of the “Procedures for the Prevention of Dangerous Military Activities Between US and Russia” section of the Flight Information Handbook.

Table 4.1. Ground Training.

SUBJECT	FREQUENCY	DIRECTIVE	AFFECT CMR/BMC	GROUNDING
CATEGORY I—MOBILITY TRAINING: Training required to deploy a CMR U-2 Pilot or for U-2 pilots that fly operational missions after generating in place.				
CBRN Defense and Explosive Ordnance Reconnaissance	Initial/24 months	AFI 10-2501, AFI 10-403	No/No	No
Information Assurance (IA) Awareness Training	Initial/12 months	AFI 33-115V2AFI 10-403	No/No	No
Law of Armed Conflict	Annual	AFI 51-401, AFI 36-2201, AFI 10-403	No/No	No
Self-Aid/Buddy Care	Initial/12 months/24 months (Note 1)	AFI 36-2238, AFI 10-403	No/No	No
NBC Mask Quantitative Fit Training (QNFT)	When issued / with weight loss or gain / extensive dental work/or after facial surgery	AFMAN 32-4006	No/No	No
Anti-Terrorism Awareness Training	12 months	AFI 10-245, AFI 10-403	No/No	No

SUBJECT	FREQUENCY	DIRECTIVE	AFFECT CMR/BMC	GROUNDING
COMSEC Training	12 months	AFI 33-201V2	Yes/No	No
M-9 Training	Initial/24 months	AFI 31-207, AFI 36-2226 ACC Supp, AFI 10-403	No/No	No
CATEGORY II—AIRCREW TRAINING: Training required of all CMR and/or BMC U-2 pilots on a recurring basis.				
ISOPREP Review	6 months	AFI 14-105	Yes/No	No
Instrument Refresher Course	Due by end of 4 th quarter following completion (Note 2)	AFMAN 11-210	No/No	No
Flight Physical	Annual	AFI 48-123	Yes/Yes	Yes
Contingency SERE Indoctrination (CSI) (Note 3)	60 days prior to deployment	AFI 16-1301	Yes/No	No
Level C Code of Conduct Formal Courses: - Wartime Level C SV-80 - Water Surv Para SV-86A - Gov Detention SV-83/93 or equivalent courses	- Initial - Initial - Initial / 18 months	AFI 16-1301, AFI 11-2U-2V1	Yes/Yes	No
Conduct After Capture	36 months	AFI 16-1301	Yes/No	No
RISNO Certification	18 months	ACCI 10-450	Yes*/No (Note 4)	No
RISNO Study	6 months	ACCI 10-450	No/No	No

SUBJECT	FREQUENCY	DIRECTIVE	AFFECT CMR/BMC	GROUNDING
Conventional Certification -Intelligence -E&R/SERE -EW and Tactics	12 months	AFI 11-2U-2V1, AFI 14-105 AFI 10-706, AFI 16-1301	Yes/No	No
Stall Awareness Training	12 months	AFI 11-2U-2V1	Yes/Yes	Yes
Pressure Suit Training (Altitude Chamber)	Original / 5 Years	AFI 11-403	Yes/Yes	Yes
Aircrew Flight Equipment Familiarization Training	Initial / PCS (Note 5)	AFI 11-301V1	Yes/Yes	Yes
Egress/Ejection	6 months/12 months (Note 6)	AFI 11-301V1 AFI 11-2U-2V1	Yes/Yes	Yes
Aircrew Flight Equipment Continuation Training (AFFECT)	12 Months	AFI 11-301V1 AFI 11-2U-2V1	Yes/Yes	No
Combat Survival Training	36 months	AFI 16-1301	Yes/Yes	No
Non-Combat Survival Training (Note 7)	36 months	AFI 16-1301	No/No	No
Water Survival Training	36 months	AFI 16-1301	Yes/Yes	No
Local Area Survival Training	1 time prior to first local sortie	AFI 16-1301	Yes/Yes	Yes
Emergency Parachuting Training	12 months	AFI 16-1301	Yes/Yes	Yes
Situational Emergency Procedures Training (SEPT) (ACC)	Monthly	AFI 11-2U-2V1	Yes/Yes	Yes

SUBJECT	FREQUENCY	DIRECTIVE	AFFECT CMR/BMC	GROUNDING
Flying Safety Training	Quarterly	AFI 91-202, ACC Sup	No/No	No
CRM	24 months	AFI 11-290	Yes/Yes	Yes
CATEGORY III – Air Force Awareness/Ancillary Training Program. Training required of all ACC U-2 Pilots IAW other sources but not necessarily affecting CMR or directing Grounding.				
Protection of the President	PCS	AFI 71- 101V2	No/No	No
US/Russia Prevention of Dangerous Military Activities	12 months	Flight Information Handbook	No/No	No
NOTES:				
1: SABC currency for frequent deployers is 12 months. For all others, SABC currency is 24 months.				
2. For example, if IRC is completed on 15 January 2011, next IRC is to be completed NLT 31 March 2012				
3. CSI is also referred to as High Risk Capture/Isolation (HRC/I) theater preparation.				
4. RISNO certification affects CMR for RISNO/EWO missions only.				
5. Aircrew flight equipment familiarization training is satisfied by U2BQT and U2RQT formal course syllabi. Use academic completion date for accomplishment date in ARMS.				
6. Inexperienced U-2 pilots require egress/ejection training every 6 months; following TDY/deployment of 60 days or more, a 30-day grace period is provided to accomplish refresher training. Experienced U-2 pilots require egress/ejection training every 12 months and are not granted a TDY/deployment grace period.				
7. NCST is only required for those U-2 pilots who do not deploy, and is normally encompassed as a portion of CST.				
8. Assigned/attached flight surgeons will accomplish requirements as outlined in AFI 11-202V1, paragraphs 2.9. and 4.1.4. Additionally, prior to flight, U-2 specific high-altitude physiology chamber training in the U-2 pressure suit is required.				

4.3. Flying Training. All pilots will accomplish the applicable requirements as shown in **Table**

4.2. In addition, the following are required for:

4.3.1. Basic Mission Capable (BMC) Requirements.

- 4.3.1.1. Mission Evaluation IAW AFI 11-202V2.
- 4.3.1.2. Sortie rate (lookback) IAW applicable tables.
- 4.3.1.3. Applicable currencies.
- 4.3.1.4. Ground training IAW **Table 4.1**.
- 4.3.2. Combat Mission Ready (CMR) Requirements.
 - 4.3.2.1. Performance satisfactory to the Unit/CC.
 - 4.3.2.2. Mission Evaluation IAW AFI 11-202V2.
 - 4.3.2.3. Sortie rate (lookback) IAW applicable tables.
 - 4.3.2.4. RAP sorties and events IAW the procedures set forth in this instruction. Failure to accomplish RAP-tasks events may be waived by the Unit/CC as long as the total RAP sorties are accomplished. Report waivers IAW **paragraph 1.11**.
 - 4.3.2.5. Applicable currencies.
 - 4.3.2.6. Ground training IAW **Table 4.1**.
- 4.3.3. Re-certification / re-qualification is IAW **paragraph 4.6**.

Table 4.2. U-2 RAP and Training Event Requirements.

SORTIE/EVENT Low/High/Total	BMC	INEXP CMR With CTP	EXP CMR With CTP	CMR no CTP
Periodic Requirements	9/4/18	9/9/36	9/8/30	30/12/42
3- Month Lookback	3/1/5	3/3/10	3/2/7	5/2/10
1- Month Lookback	1/0/2	1/1/4	1/1/3	2/1/4
RAP Events				
Night Sortie	0	4 (Note 1)	4 (Note 1)	5
INS Exercise	3	6	4	4
Evasive Maneuver	3	6	4	4
DR Navigation	3	4	3	3
Have Quick	1	2	2	2
QD Exercise	1	2	2	2
Tactical Departure	1	2	2	2
Tactical arrival	1	2	2	2
Precision Approach	6	6	6	12
Non-Precision Approach	6	6	6	12
Missed Approach	4	4	4	4
Circling Approach	3	4	4	6

NOTES:

1. Up to ½ of the night flight requirements may be accomplished in the CTP aircraft. CTP night sorties used towards U-2 requirements must meet the night sortie requirements in Attachment 1 of this instruction.

2. For individuals deployed longer than 120 days (e.g. 179-day or 365-day TDYs), sortie rate (lookback) should be applied using “CMR no CTP” column.

4.4. Special Categories.

4.4.1. Flight Surgeon (FS). FS flying rates and requirements will be IAW AFI 11-401. Assigned/attached flight surgeons are authorized one flight annually in the two-seat TU-2S.

4.4.2. MAJCOM and NAF API-8 Crew members:

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

4.4.2.1.1. Coordinate with the supporting agency to ensure appropriate ARMS data is maintained and provided IAW AFI 11-421, *Aviation Resource Management*.

4.4.2.1.2. Review assigned pilot accomplishments and currencies prior to authorizing them to participate in MDT.

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

4.4.2.2. HHQ pilots maintaining BMC status are required to accomplish ground training as required by **Table 4.1**. Specific currencies will be provided to the host unit and HHQ supervisors will determine pilot qualifications to participate in unit scenarios for MDT.

4.4.2.3. Pilots will:

4.4.2.3.1. Review accomplishments and currencies for accuracy.

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

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

4.4.2.4. Instructor-qualified pilots may perform instructor duties with the concurrence of the Unit/CC, if qualified and current for the applicable missions/events.

4.5. Multiple Qualification/Currency.

4.5.1. MAJCOM/A3 may authorize qualification in more than one mission design series (MDS) aircraft for aircrews only when such action is directed by command mission requirements and is economically justifiable. This authority cannot be delegated below MAJCOM level. Commanders must not permit crewmembers qualified in primary mission aircraft to maintain qualification in support aircraft unless required for unit mission accomplishment. Individuals assigned to positions covered by **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/A3C. All requests must contain full justification. Approval for multiple qualification request must be provided to the appropriate host base flight management office (HARM).

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 until rescinded by MAJCOM/A3.

4.5.2. Multiple qualification is authorized as follows and does not require specific authorization:

4.5.2.1. U-2 pilots participating in the Companion Trainer Program (CTP) or maintaining qualification in the applicable companion trainer aircraft.

4.5.2.2. The U-2S and TU-2S are considered the same MDS.

4.5.3. Multiple qualification is not appropriate for senior wing supervisors of units with different types of mission aircraft. Wing Commanders will qualify in only one of their wing's mission aircraft (e.g. U-2, RQ-4 or MC-12). Either the Wing/CV or OG/CC should qualify in another of the wing's mission aircraft (not the same one selected by the WG/CC). The 9RW senior wing leadership should all qualify in the T-38 companion trainer when feasible (EXCEPTION: pilots qualified in the RQ-4 as their primary aircraft (i.e. whose Aeronautical Order authorizes performance of duties in remotely piloted aircraft) require a waiver to obtain/maintain qualification in the T-38). See MAJCOM guidance for policy on Senior Supervisor Familiarization Flights, and ACC Syllabus U2SST.

4.5.4. U-2 pilots dual qualified in the T-38 under the provisions of the Companion Trainer Program, will be qualified and current IAW AFI 11-202V1 as supplemented. Use the "With companion trainer" column in applicable training tables and complete both MDS annual training requirements in full. (*Exception:* for pilots deployed for more than 120 days (e.g. 179-day or 365-day TDYs) use the "CMR no CTP" column.)

4.6. Currencies/Recurrencies/Requalification.

4.6.1. Currency. **Table 4.3** defines currency requirements for all U-2 pilots. If a pilot loses a particular currency, that sortie or event may not be performed except for the purpose of regaining currency as noted. Loss of U-2 event currency not exceeding six months does not affect overall qualification, but may require regression to N-CMR/N-BMC.

4.6.2. Recurrency.

4.6.2.1. Recurrency is required whenever a crewmember does not meet a currency requirement in 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 Unit/CC is accomplished.

4.6.2.3. Unless otherwise specified, supervisory requirements pertaining to recurrency may be satisfied in the flight position that offers the best control of the mission or in a mobile vehicle, as determined by the Unit/CC.

4.6.3. Loss of IP Status and Requalification. IPs will be decertified if:

4.6.3.1. They fail a flight check. To regain instructor status, a pilot must successfully complete a flight check IAW AFI 11-202V2.

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

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

4.6.4. Mobile Currency/Recurrency.

4.6.4.1. With OG/CC approval, U-2 pilots who lose flying currency due to extenuating circumstances (e.g. long-term DNIF) may continue to perform mobile duties provided mobile currency as defined in **Table 4.3** is maintained. If mobile currency is lost, recurrency requirements will be determined by the unit operations officer. This paragraph will only be applied on an individual/case-by-case basis, cannot be applied as blanket approval, and approval will be documented in writing. Approval will not be delegated below the OG/CD level.

4.6.4.2. With Top 3 approval, U-2 IPs may provide instruction from the chase vehicle in events for which their own currency has expired.

Table 4.3. U-2 Pilot Currencies.

EVENT	CURRENCY INEXP / EXP (days)	AFFECTS BMC/CMR	NOTES
HIGH SORTIE	45 / 60	YES	1
INSTRUMENT APPROACH	30 / 45	YES	1,3
LANDING	30 / 45	YES	1
LANDING, NIGHT	90	NO	1,4
NO FLAP LANDING	45	YES	1,3
NO VOICE LANDING	45	YES	1,3
SIMULATED FLAME OUT	45	YES	1,3
LANDING, REAR SEAT, TU-2S IP	90	NO	1,2

EVENT	CURRENCY INEXP / EXP (days)	AFFECTS BMC/CMR	NOTES
MOBILE	90	NO	5
<p>NOTES:</p> <p>1. For all events update currency by flying the event. Regain lost currency by flying the event under instructor supervision from a mobile vehicle or in the aircraft. Loss of currency less than six months does not affect overall qualification.</p> <p>2. IPs will not perform landing phase instruction without rear seat currency. Currency may be updated on any sortie under the supervision of a qualified Mobile Officer with Unit CC/DO approval.</p> <p>3. While deployed to an FOL for a flying TDY, these currencies do not effect BMC/ CMR status for 90 days from the date last accomplished. This may be waived up to 120 days by 9 OG/CC.</p> <p>4. If night landing currency is lost, it cannot be regained on an operational mission. To regain night landing currency, the requirements of a night sortie and night landing as listed in Attachment 1 must be met in the U-2.</p> <p>5. Mobile recurrency requires supervision of one takeoff and landing in the chase vehicle by a qualified, mobile-current U-2 IP.</p>			

4.7. Regression.

4.7.1. CMR/BMC Regression for Failure to Meet Lookback. If a pilot does not meet lookback requirements throughout the training cycle, commanders can (1) regress the pilot to N-CMR or N-BMC, as applicable, (2) remove him from a CMR manning position, (3) place the pilot on probation or (3) initiate action to remove the pilot from active flying status.

4.7.1.1. Failure to meet the 1-month lookback requires a review of the pilot's 3-month sortie history. If the 3-month lookback has been met, pilots may, at Unit/CC discretion, remain CMR or BMC. Failure to meet lookback will result in regression to N-CMR or N-BMC, as appropriate, or the pilot may be placed on probation status for one additional month at the Unit/CC discretion. If probation is chosen, the only way to remove a pilot from probation is to complete the sortie requirements that establish a 1-month lookback. Pilots currently holding probationary status will not normally deploy and any deviation requires OG/CC approval. While deployed to an FOL for a flying TDY, lookback can be satisfied by any combination of RAP (high or low) sorties.

4.7.1.2. For pilots regressed to N-BMC or N-CMR for lookback, the Unit/CC will approve a tailored program to bring the pilot up to applicable standards. Upon completion of the re-certification program, the pilot must also meet the 1-month lookback requirements prior to reclaiming CMR or BMC status. The sorties and events

accomplished during the recertification may be credited towards the total sortie and event requirements for the training cycle as well for the monthly sortie requirement.

4.7.2. Pilots who fail an aircraft qualification, mission, or instrument evaluation will be handled IAW AFI 11-202V2. They will regress to N-CMR or N-BMC as applicable. They will remain N-CMR or N-BMC until successfully completing required corrective action, a re-evaluation, and are re-certified by the Unit/CC.

4.8. End-of-Cycle Training Requirements. Pilots who fail to complete sortie 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. The pilot is able to continue CMR or BMC as determined by lookback. The Unit/CC will determine if additional training is required. If additional training is required, the pilot will be regressed to a N-CMR or N-BMC status until the tailored training program is complete and a 1-month lookback is established. Refer to **paragraph 4.9** for proration guidance. In all cases, report training shortfalls IAW **paragraph 1.11**.

4.9. Proration of End-of-Cycle Requirements. At the end of the training cycle, the Unit/CC may prorate any training requirements when DNIFs, emergency leaves, non-flying TDY, or exercises preclude training for a portion of the training period. Normal annual leave will not be considered as non-availability. Extended bad weather which precludes the unit from flying for more than 15 consecutive days may be considered as non-availability. The following guidelines apply:

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

4.9.2. Proration is normally based upon periods of consecutive days of non-availability for flying. Use **Table 4.4** to determine the number of “Months of Proration Allowed” for each period of non-availability. Proration is cumulative over the training cycle (add “Months of Proration Allowed” for each non-availability period for total training cycle proration - refer to example in **paragraph 4.9.4**). Adding non-availability periods that do not individually meet the proration threshold (16 days) may be considered, but final proration must be approved by Unit/CC.

4.9.3. If BQT is re-accomplished, a pilot’s training cycle will start over at a prorated share following completion of MQT training.

4.9.4. **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 Unit/CC authorized a total of three months proration from his training cycle (one month for emergency leave and two months for SOS).

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 as shown in **Table 4.4**.

4.9.6. Newly assigned pilots and pilots achieving CMR or BMC after the 15th of the month are considered to be in CT on the first day of the following month for proration purposes. Events and sorties for the remainder of the training cycle may be prorated. A prorated share of RAP sorties must be completed in CT.

4.9.7. A pilot's last month on station prior to departing PCS may be prorated. Individuals departing PCS may be considered CMR for reporting purposes during a period of 60 days from date of last flight, or until loss of CMR currency, port call date, or sign in at new duty station.

Table 4.4. Proration Allowance.

DAYS OF NON-FLYING	MONTHS OF PRORATION ALLOWED
0 – 15	0
16 - 45	1
46 - 75	2
76 - 105	3
106 - 135	4
136 - 165	5
166 - 195	6
196 - 225	7
>225	N/A (See AFI 11-202V1)

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

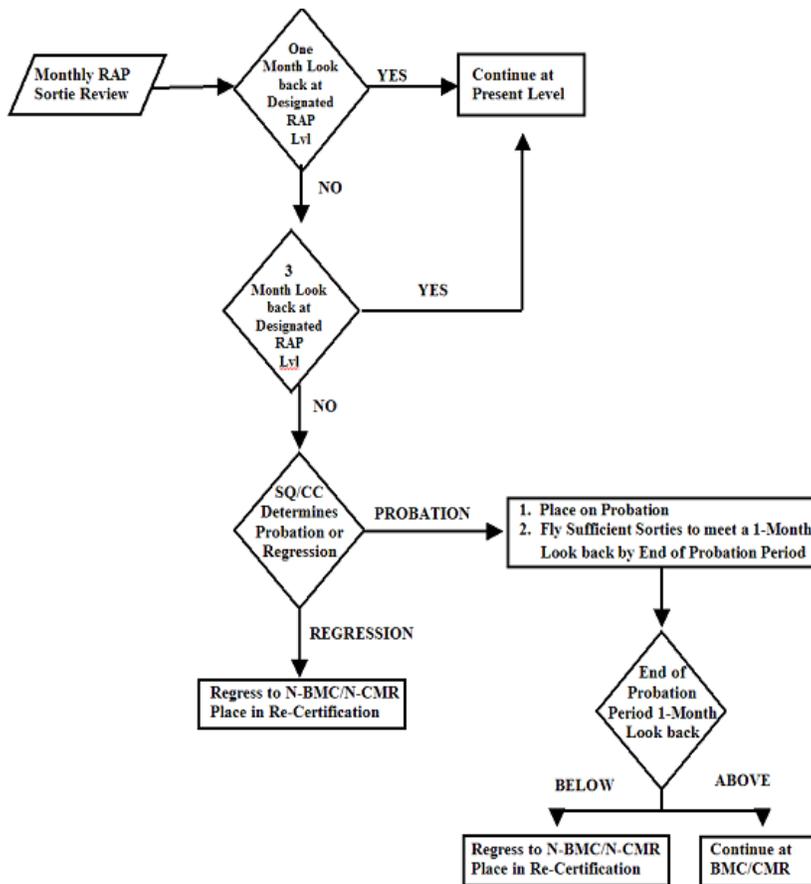
4.10.1. Capt Smith is an experienced CMR U-2 pilot (with CTP) with a 1-month lookback requirement of 1 low sortie, and 1 high sortie, plus one other sortie (low or high) for a total of 3 RAP sorties. His 3-month lookback requirement is 3 lows and 2 highs, plus 2 other sorties (low or high) for a total of 7 RAP sorties. On Feb 3, he flew a low sortie prior to departing for a non-flying TDY for 2 months. He reported back for flight duty on 6 Apr. What is his status throughout his TDY and on his return?

4.10.2. The Unit/CC wanted to list Capt Smith as a countable CMR crewmember for reporting purposes throughout the TDY. Therefore, on 1 Mar, his Flt/CC performed the mandatory 1-month lookback (Feb) on Capt Smith. He failed this, having flown one RAP sortie. The Flt/CC then performed a 3-month lookback (Dec, Jan, Feb). This showed that he flew 4 lows and 2 highs for a total of 6 sorties. Had he flown 1 more RAP sortie, his Unit/CC could have continued Capt Smith at CMR. However, with only 6 total RAP sorties, Capt Smith did not meet the 3-month lookback for CMR. The Unit/CC could regress Capt Smith to N-CMR, but instead elected to put him on probation, still carrying him as CMR.

4.10.3. On 1 Apr, Capt Smith’s 1-month lookback (Mar) was zero sorties. The Unit/CC must now regress Capt Smith to N-CMR. Upon his return 6 Apr, he must be placed in a re-certification program.

4.10.4. At the end of the 12 month training cycle, the Unit/CC prorated two months off of Capt Smith’s total requirements. In spite of this proration, Capt Smith was deficient by one high sortie and two low sorties. Capt Smith may be retained as CMR or regressed to N-CMR at the discretion of the Unit/CC. In any case, report the training shortfalls IAW **paragraph 1.11.**

Figure 4.1. Regression Flow Chart.



NOTE: FOR PILOTS WHO ARE ON PROBATION OR WERE REGRESSED FOR LOOK-BACK, UNIT/CC MAY RECERTIFY AT THE PREVIOUS RAP LEVEL WHEN THE APPROPRIATE 1-MONTH LOOK-BACK IS SATISFIED. 

Chapter 5

SPECIALIZED/UPGRADE TRAINING

5.1. General.

5.1.1. Specialized/upgrade training for the U-2 includes Instructor Pilot Upgrade (IPUG) for the U-2S (single-seat) and TU-2S (two-seat).

5.1.2. Specific training guidance, procedures, policy, and requirements for upgrade training are described in the U2IPUG Syllabus.

HERBERT J. CARLISLE, Lt Gen, USAF
DCS, Operations, Plans and Requirements

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

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- AFI 10-2501, *Air Force Emergency Management (EM) Program Planning and Operations*, 24 January 2007
- AFI 10-403, *Deployment Planning and Execution*, 13 January 2008
- AFI 10-704, *Military Deception Program*, 30 August 2005
- AFI 10-706, *Electronic Warfare (EW) Operations*, 30 November 2007
- AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, 19 January 2012
- AFI 11-202V1, *Aircrew Training*, 20 November 2010
- AFI 11-202V2, *Aircrew Standardization/Evaluation Program*, 13 September 2010
- AFI 11-202V3, *General Flight Rules*, 22 October 2010
- AFI 11-207, *Combat Aircraft Delivery*, 24 Oct 2007
- AFI 11-214, *Air Operations Rules and Procedures*, 22 December 2005
- AFI 11-215, *USAF Flight Manuals Program (FMP)*, 22 December 2008
- AFI 11-290, *Cockpit/Crew Resource Management Training Program*, 11 April 2001
- AFI 11-401, *Aviation Management*, 10 December 2010
- AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Aviation Badges*, 13 December 2010
- AFI 11-403, *Aerospace Physiological Training Program*, 20 February 2001
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- AFI 16-402, *Aerospace Vehicle Programming, Assignment, Distribution, Accounting and Termination*, 1 December 2009
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AFI 36-2251, *Management of Air Force Training Systems*, 5 June 2009
AFI 51-401, *Training and Reporting to Ensure Compliance with the Law of Armed Conflict*, 11 August 2011
AFI 71-101V1, *Criminal Investigations Programs*, 8 April 2011
AFI 71-101V2, *Protective Service Matters*, 17 May 2011
AFI 91-202, *The US Air Force Mishap Prevention Program*, 5 August 2011
AFMAN 11-210, *Instrument Refresher Program (IRP)*, 3 February 2005
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AFPD 10-9, *Lead Command Designation and Responsibilities for Weapon Systems*, 8 March 2007
AFPD 11-4, *Aviation Service*, 1 September 2004
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DoD 5500.7-R, *Joint Ethics Regulation*, 1 August 93
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JCS MOP 2, *Joint Chiefs of Staff Memorandum of Policy # 2*
Privacy Act of 1974, 5 U.S.C. § 552a
Title 37, United States Code, Section 301.a, 3 January 2007

Adopted Form

AF Form 847, *Recommendation for Change of Publication*, 22 September 2009

Abbreviations and Acronyms

ACC—Air Combat Command

ACC/A3C—C2ISR Operations Division

ACC/A3CH—High Altitude Reconnaissance Operations Branch

ACC/A3T—Flight Operations Division

AF—Air Force

AFECT—Aircrew Flight Equipment Continuation Training

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive
AFRC—Air Force Reserve Command
AFSC—Air Force Specialty Code
AFTTP—Air Force Tactics, Techniques and Procedures
ANG—Air National Guard
API—Aircrew Position Indicator
ARMS—Aviation Resource Management System
ATD—Aircrew Training Device
BAQ—Basic Aircraft Qualified
BQT—Basic Qualification Training
BMC—Basic Mission Capable
CAF—Combat Air Forces
CAT—Category
CB—Combat Tactics OT&E coded aircraft
CBRN—Chemical, Biological, Radiological, Nuclear
CBT—Computer Based Training
CC—Commander or Combat coded aircraft
CCTS—Combat Crew Training Squadron
CD—Deputy Commander
CIRVIS—Communication Instructions Reporting Vital Intelligence Sighting
CMR—Combat Mission Ready
COMSEC—Communications Security
CRM—Cockpit/Crew Resource Management Training
CSI—Contingency SERE Indoctrination
CST—Combat Survival Training
CT—Continuation Training
CTP—Companion Trainer Program
CV—Vice Commander
DNIF—Duty Not Involving Flying
DP—Destination Point
DRU—Direct Reporting Unit
E&R—Evasion and Recovery

EP—Emergency Procedures
EPE—Emergency Procedures Evaluation
ETCA—Education and Training Course Announcements
EW—Electronic Warfare
EWO—Emergency War Order
EXP—Experienced Pilot
FCF—Functional Check Flight
FEB—Flying Evaluation Board
FEF—Flying Evaluation Folder
FOA—Field Operating Agency
FOL—Forward Operating Location
FP—First Pilot
FS—Flight Surgeon
FTU—Formal Training Unit
HHQ—Higher Headquarters
HRC/I—High Risk of Capture/Isolation
IA—Information Assurance
IAW—In Accordance With
IFA—Inflight Alignment
IFR—Instrument Flight Rules
IG—Intelligence Group
ILS—Instrument Landing System
IMC—Instrument Meteorological Conditions
INEXP—Inexperienced Pilot
INS—Inertial Navigation System
IOC—Initial Operational Capability
IP—Instructor Pilot
IPUG—Instructor Pilot Upgrade
IRC—Instrument Refresher Course
ISOPREP—Isolated Personnel Report
MAJCOM—Major Command
MDS—Mission Design Series

MDT—Mission Directed Training
MPT—Mission Procedures Trainer
MQT—Mission Qualification Training
N/A—Not Applicable
NAF—Numbered Air Force
NAV—Navigation
N-BMC—Non-Basic Mission Capable
N-CMR—Non-Combat Mission Ready
NCST—Non-Combat Survival Training
NLT—Not Later Than
OFT—Operational Flight Trainer
OG—Operations Group
OPR—Office of Primary Responsibility
OPSEC—Operations Security
PAR—Precision Approach Radar
PCS—Permanent Change of Station
QNFT—Quantitative Fit Training
RAP—Ready Aircrew Program
RISNO—Reconnaissance in Support of Nuclear Operations (RISNO)
RPLAN—Replan
RQT—Requalification Training
RS—Reconnaissance Squadron
RTRB—Realistic Training Review Board
RW—Reconnaissance Wing
SABC—Self-Aid/Buddy Care
SEFE—Stan/Eval Flight Examiner
SELO—Stan/Eval Liaison Officer
SEPT—Situational Emergency Procedure Training
SERE—Survival, Evasion, Resistance, and Escape
SFO—Simulated Flameout
SOF—Supervisor of Flying
SQ—Squadron

SST—Senior Staff Training

TDY—Temporary Duty

TES—Test & Evaluation Squadron

T.O.—Technical Order

TRSS—Training Support Squadron

UMD—Unit Manning Document

UNIT/CC—Unit Commander

USAFWS—US Air Force Weapons School

Terms

Basic Mission Capable (BMC)—The status of an aircrew member who has satisfactorily completed training (MQT) prescribed to perform the unit mission but who does not maintain CMR status. Crewmember 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.

Basic Qualification Training (BQT)—Training to qualify the aircrew in basic aircraft flying duties. For U-2s, the basic aircraft flying duties are for solo flight without specific regard to the unit's operational mission.

Certification—The process of certifying aircrew tactical employment and special weapons capabilities, procedures, and rules. (*Note:* Applies to aircrew tactical employment knowledge, including conventional and RISNO missions. Certification is conducted in both initial and follow-on phases. Initial certification is a formal board proceeding convened to verify individual aircrew knowledge. Continuation training is to reinforce, refresh, and update aircrews on unit mission/tasking, tactics, and procedures).

Combat Mission Ready (CMR)—A 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.

Computer Based Training (CBT)—Use of computers to teach crewmembers U-2 systems operations.

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 BMC and CMR aircrews.

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

Emergency Procedures Evaluation (EPE)—An evaluation of aircrew knowledge and responsiveness to critical and non-critical emergency procedures conducted by a SEFE in an MPT, aircraft cockpit, or by oral ground evaluation (should only be used when circumstances preclude use of any of the above).

Experience Levels—Differentiation of U-2 pilots as either experienced or inexperienced dependent on RAP status and U-2 flying hours.

Experienced Pilot (EXP)—BMC or CMR pilot with 300 or more flying hours in the U-2 and squadron commander's certification.

Flight Surgeon—Medical doctor qualified to perform flight surgeon duties with current aeronautical orders in that AFSC.

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

Inexperienced Pilot (INEXP)—BMC or CMR pilot with less than 300 flying hours in the U-2.

Instructor Supervision—The direct supervision of training by an instructor crew member. For the U-2, supervision can be in the TU-2S or in a mobile vehicle having two-way radio contact with the pilot.

Mission Accomplishment Report (MAR)—Computer generated product or form used to schedule and record the accomplishment of continuation training events.

Mission Procedures Trainer (MPT)—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.

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 BMC or CMR status.

Mobile Officer—Qualified individual who provides safety of flight oversight and needed aid to the mission crew.

Night Sortie—Night time is that time logged between the end of evening civil twilight and the beginning of morning civil twilight, as published in the *American Air Almanac*. Night time may be logged on a high, low or CTP sortie. As a minimum, a night sortie will include one of the following:

Night Sortie(1)—Flight time of at least 1 hour when night time may be logged.

Night Sortie(2)—3 landings accomplished during the period when night time may be logged.

Mobile Vehicle—Chase vehicle operated by the Mobile Officer who provides safety of flight and needed aid to the mission crew.

Primary Mission Aircraft Inventory (PMAI)—Aircraft authorized for performance of the operational mission. The PMAI forms the basis for allocation of operating resources to include manpower, support equipment, and flying-hour funds. The operating command determines the PMAI required to meet their assigned missions.

Ready Aircrew Program (RAP) Event—A combat-oriented training event that can be linked to aircrew readiness to accomplish assigned operational mission(s). RAP ties flying training events and combatant commander requirements together to focus unit training on its assigned/tasked missions.

Requalification Training (RQT)—Training/Training Program necessary to requalify a pilot to BAQ.

Situational Emergency Procedures Training (SEPT)—A review of abnormal procedures, emergency procedures, aircraft systems operations and limitations based on realistic scenarios. This training is not an evaluation, but a review of abnormal and emergency procedures and aircraft system operations and limitations during realistic scenarios. One pilot should present the situation and the other discuss actions necessary to cope with the malfunction and carry it to a logical conclusion. Discuss at least two EPs per phase of flight during the SEPT session, emphasizing any special interest items. SEPT training will be accomplished each calendar month. Failure to accomplish by end of calendar month will result in grounding until subsequently completed. Accomplish SEPT with IP sessions by the end of every sixth calendar month in the MPT (if available) and include emergency divert training. If an MPT is not available (such as at a forward operating location), SEPTs will be accomplished one-on-one. Completion of a simulator EP profile satisfies the monthly SEPT requirement. Formal course student SEPTs may satisfy the monthly SEPT requirement for the IP who administers this training.

Squadron Supervisor—Squadron Commander, Operations Officer, Assistant Operations Officers, and Flight CCs.

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.

Training Accomplishment Progress Report (TAPR)—Computer generated or locally developed form used to schedule or record accomplishment of training events. It will be used for crewmembers in any qualification or upgrade phases of training.

Attachment 2

GLOSSARY OF EVENT DESCRIPTIONS

A2.1. U-2 RAP Sorties: *Note:* Unless otherwise specified in these event descriptions, units will determine the necessary parameters for fulfilling and/or logging tasked events.

A2.1.1. **High Sortie:** For the U-2: a sortie flown above FL 600. Must include at least one RAP Event listed in **Table 4.2**. Training sorties are generally considered “effective” if the pilot(s) have flown at least 2+00, updated all required or expired training events and completed all other critical briefed objectives. A high sortie can also be logged on an Operational Check Flight (OCF), Functional Check Flight (FCF) or an actual sensor employment sortie provided at least one of the RAP events listed in **Table 4.2** is accomplished.

A2.1.2. **Low Sortie:** For the U-2, a sortie flown below FL 450. Generally considered “effective” if the pilot flew at least 45 minutes single-seat (or 1 hour dual), updated all required or expired training events and completed all other critical briefed objectives.

A2.1.3. **Ineffective Sortie:** Training sortie is ineffective if it did not meet the definition of “effective sortie”. Does not count towards RAP sortie requirements.

A2.2. U-2 Events:

A2.2.1. **INS Exercise.** Training in the use of navigation systems. Consists of various combinations of the following: inflight alignment (IFA), entry and execution of an RPLAN, file transfer(s), Destination Point (DP) manual entry, use of multiple steering modes, orbit entry and steering, ETA control and sequential track steering.

A2.2.2. **Evasive Maneuver:** Tactical turns above FL 600 as defined by Air Force Tactics, Techniques and Procedures Manual 3-1.U2.

A2.2.3. **Dead Reckoning (DR) Navigation:** Enter the operations area in NAV mode, simulate the loss of the Inertial Navigation Unit (INU), to include disengagement of the autopilot, and navigate to the operations area exit point using DR procedures. Handheld GPS may be used to aid situational awareness during this exercise.

A2.2.4. **HAVE QUICK (HQ):** The practice of loading the combat or MAJCOM HAVE QUICK training net WOD, world-wide TOD. Requires proper radio configuration for HAVE QUICK operation and successful utilization between ground station or another aircraft. Only one event may be logged per sortie.

A2.2.5. **Quickdraw (QD) Exercise:** Positive contact and appropriate transfer between Quickdraw interrogator and Hook 112B1 or 112G survival radio.

A2.2.6. **Tactical Departure:** Departure procedure as defined by Air Force Tactics, Techniques and Procedures Manual 3-1.U2 for threat avoidance.

A2.2.7. **Tactical Arrival:** Arrival procedure as defined by Air Force Tactics, Techniques and Procedures Manual 3-1.U2 for threat avoidance.

A2.2.8. **Instrument Approach:** Precision or non-precision instrument approach procedure that is flown at a minimum from the final approach fix to a landing, touch and go, or a missed approach.

A2.2.9. **Precision Approach:** A precision instrument approach that is flown at a minimum from the final approach fix to a landing, touch and go, or a missed approach.

A2.2.10. **Non-Precision Approach:** A non-precision instrument approach that is flown at a minimum from the final approach fix to a landing, touch and go, or a missed approach.

A2.2.11. **Missed Approach:** Actual or simulated maneuver performed in accordance with IFR procedures when an instrument approach cannot be completed to a landing.

A2.2.12. **Circling Approach:** Visual maneuver performed in accordance with IFR procedures to align the aircraft with a runway for landing when a straight-in landing from an instrument approach is not possible.

A2.2.13. **No Flap Landing:** Landing with less than 20 degrees of flaps, including gust-up landings.

A2.2.14. **No Voice Landing:** Landing without altitude calls from the mobile.

A2.2.15. **Night Landing:** Landing accomplished between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac.

A2.2.16. **Simulated Flame Out Pattern (SFO):** Visual pattern simulating loss of engine.

A2.2.17. **Landing, Rear Seat, U-2ST IP:** Landing by a qualified TU-2S instructor from the rear cockpit.

Attachment 3**CERTIFICATION GUIDE (CONVENTIONAL AND RISNO)**

- A3.1.** Unit Mission Briefing.
- A3.2.** Command Relationships/Tasking Sources.
- A3.3.** Operations Procedures.
- A3.4.** Sensors, Data Link Architectures, and Ground Stations.
- A3.5.** Evasion & Recovery.
- A3.6.** Threat Knowledge.
- A3.7.** Electronic Warfare and U-2 Defensive Systems.
- A3.8.** Tactics.
- A3.9.** Communication Procedures.
- A3.10.** Command and Control Procedures.
- A3.11.** RISNO Unit Mission Brief.
- A3.12.** Initial RISNO Sortie Study
- A3.13.** Alert Procedures/Orientation.
- A3.14.** OPLAN/RISNO Mission Study.
- A3.15.** EWO Communications and Safe Passage Procedures.
- A3.16.** OPSEC.