

**BY ORDER OF THE COMMANDER  
AIR COMBAT COMMAND**

**AIR COMBAT COMMAND MANUAL  
11-2RQ-4, VOLUME 1**



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***Flying Operations***

***RQ-4—CREW TRAINING***

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This manual implements Air Force Manual (AFMAN) 11-202, Volume 1, *Aircrew Training*. This manual establishes minimum Air Force standards for training and qualifying personnel who operate USAF RQ-4 aircraft and applies to all RQ-4 units. This manual applies to all civilian employees and uniformed members of the Regular Air Force who operate USAF RQ-4 aircraft. This publication does not apply to the United States Space Force, Air Force Reserve, or the Air National Guard. Ensure all records generated as a result of processes prescribed in this publication adhere to Air Force Instruction (AFI) 33-322, *Records Management and Information Governance Program*, and are disposed in accordance with the Air Force Records Disposition Schedule, which is located in the Air Force Records Information Management System. Refer recommended changes and questions about this manual to the Office of Primary Responsibility (OPR) using the Department of the Air Force (DAF) Form 847, *Recommendation for Change of Product*; route DAF Forms 847 from the field through the appropriate functional chain of command. Units, will forward proposed supplements to this manual to Air Combat Command (ACC) Persistent Attack and Reconnaissance Division (ACC/A3M) for approval prior to publication. The authorities to waive wing/unit level requirements in this manual are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See Department of the Air Force Manual (DAFMAN) 90-161, *Publishing Processes and Procedures*, Table A10.1, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the publication OPR for non-tiered compliance items. See [paragraph 1.2](#) for additional waiver information. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this manual does not imply endorsement by the DAF.

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## Chapter 1

### GENERAL GUIDANCE

**1.1. Roles and Responsibilities.** This manual establishes the minimum Air Force standards for training, qualifying, and certifying personnel performing aircrew duties in the RQ-4. **Note:** For the purposes of this manual, certification denotes a commander's (CC's) action, whereas qualification denotes a formal evaluation. Reference AFMAN 11-202, Volume 2, *Aircrew Standardization and Evaluation Program*, for an explanation of qualifications versus certifications.

#### 1.1.1. ACC Director of Operations (ACC/A3) will:

1.1.1.1. Chair annual Combat Air Forces Realistic Training Review Boards to review ground and flying training requirements and programs. Focused at the operations group commander (OG/CC) and ACC Flight Operations Division (ACC/A3T) level, board participation includes active and reserve component units and organizations.

1.1.1.2. Process all change requests.

1.1.1.3. Coordinate, publish, and distribute the Ready Aircrew Program (RAP) Tasking Memorandum (RTM), which describes annual training requirements for designated combat coded units. The RTM is also available upon request by emailing ACC RQ-4 Operations Branch (ACC/A3MR), [ACCA3.A3MR.RQ-4OpsBranch@us.af.mil](mailto:ACCA3.A3MR.RQ-4OpsBranch@us.af.mil).

#### 1.1.2. Wings and groups will:

1.1.2.1. Develop, approve, and implement programs to ensure training objectives are met and assist subordinate units in management of training programs.

1.1.2.2. Attach aircrew position indicator (API)-5/6/8/B aircrew to a flying squadron and designate the continuation training (CT) status for each, except when otherwise mandated.

1.1.2.3. Review manning programs and position designations annually.

1.1.2.4. Review training programs and syllabi, annually. Forward unit supplements to this manual to ACC/A3T (or equivalent), for coordination prior to certification and approval.

#### 1.1.3. Squadrons/units will:

1.1.3.1. Combat-coded units will publish a letter of aircrew qualifications/certifications monthly (example: Letter of X's). The letter provides a list of aircrew that have special capabilities or qualifications for that month. The letter also provides utilization of basic mission capable (BMC) aircrew (annotate missions/events that maintain qualification/certification).

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

1.1.3.3. Monitor assigned and attached aircrew currencies and requirements.

1.1.3.4. Review training and evaluation records of newly assigned aircrew and those completing formal training to determine the training required for them to achieve the appropriate qualification, certifications, and training status. After review and evaluation, archive the previous flying assignment training folder.

1.1.3.5. Develop unit training programs using RTM guidance and this manual. Consider attrition and collateral sorties (including associated training requirements) when developing unit training and flying hour programs.

1.1.3.6. Review qualifications and training requirements of non-aircrew (flight surgeon, ground liaison officer, etc.) and determine appropriate flight restrictions.

1.1.3.7. Ensure aircrew only participate in missions, events, and tasks for which they are being trained, or are current and qualified/certified.

1.1.3.8. Submit training reports as outlined in the RTM guidance.

1.1.4. Individual aircrew will:

1.1.4.1. Monitor currencies and requirements established by this manual.

1.1.4.2. Only participate in ground and flying activities for which they are being trained, or are current and qualified/certified.

**1.2. Waivers.** Forward waiver requests through appropriate channels to the applicable Commander Air Force Forces (COMAFFOR) for those aircrew and assets under the COMAFFOR's oversight, for approval. The COMAFFOR, will notify ACC/A3 of waivers within 72 hours of issuance. **(T-2)** Wing (WG) commanders (WG/CCs) will notify the publication OPR within 72 hours of waiver approval. **(T-2)** In accordance with DAFMAN 90-161, paragraph 9.2.2 a copy of the approved waiver must be issued within 30 days. An email to the waived publication OPR that includes a completed DAF Form 679, *Department of the Air Force Publication Compliance Item Waiver Request/Approval*, or equivalent will suffice. Waiver authority for supplemental guidance will be as specified in the supplement and approved through higher level coordination authority.

### **1.3. Training Programs, Concepts, and Policies.**

1.3.1. Units will design training programs to achieve the highest degree of mission readiness consistent with flight safety and resource availability. **(T-2)** Training programs are designed to progress aircrew from initial qualification training (IQT) (Basic course or transition/ requalification training [TX]), then to mission qualification training (MQT), (CT), and specialized training as required. The guidelines in this manual should be balanced with operational procedures listed in ACCMAN 11-2RQ-4, Volume 3, *RQ-4 Operations Procedures*, and Combatant Commander priorities.

1.3.2. ACC Training Support Squadron will assist OG/CCs develop training programs when tasked by the ACC/A3. **(T-2) Note:** Test-coded units may develop syllabi to upgrade operational test aircrew in support of specific test plans. The test group/CC will approve the syllabi. **(T-2)**

1.3.3. IQT and TX provide the training necessary to initially qualify or re-qualify crewmembers in a basic position and flying duties without regard to the unit's mission. Upon completion of IQT or TX, the crewmember attains Basic Aircraft Qualification (BAQ) status. BAQ is a prerequisite for MQT. Except for general officers above the wing level, BAQ is not a long-term qualification status. The ACC/A3 is the waiver authority for any crewmember, other than general officers, to remain BAQ longer than six months. Refer to **Chapter 2** for formal training requirements.

1.3.4. MQT provides the training necessary to initially qualify or re-qualify crewmembers in a specific position and flying duties to perform the missions assigned to a specific unit. Crewmembers maintain BAQ status until they complete MQT. Completion of MQT or a Formal Training Unit (FTU) instructor course is a prerequisite for BMC status. Completion of MQT is a prerequisite for Combat Mission Ready (CMR) status. Refer to **Chapter 2** and **Chapter 3** for MQT requirements.

1.3.5. There are two aspects of CT. The first consists of training in primary ground and simulator skills and can be found in **Chapter 4** of this document. The second consists of specific mission-related training required to maintain proficiency and a readiness level to accomplish the unit's assigned missions. RAP is the CT program designed to focus training toward needed skills. Specific RAP instructions are issued by each ACC via a RTM.

1.3.6. RAP is the CT program designed to focus training on capabilities needed to accomplish a unit's core tasked missions. With completion of IQT or TX and MQT, a crewmember is trained in all the basic missions of a specific unit, unless a specific exception is provided in **Chapter 3**. Units then assign the crewmember to either a CMR position or a BMC position.

1.3.6.1. CMR. CMR is the minimum training required for crewmembers to achieve and maintain qualification and proficiency in all of the primary core missions tasked to their assigned unit and weapons system.

1.3.6.1.1. CMR Positions. All combat coded unit API 1 and API 2 positions, as well as flying squadron commander (SQ/CC) and squadron operations officer (SQ/DO) positions, are designated CMR positions. OG/CCs may designate wing or group API 6 positions not assigned to the flying squadron as CMR. **Exception:** If a unit is overmanned, the SQ/CC may elect to train the front line of their Unit Manpower Document (UMD) crewmembers to CMR and designate the overage BMC. In this case, priority should be given to designating at least 50% of available inexperienced (INEXP) crewmembers as CMR.

1.3.6.1.2. CMR crewmembers maintain proficiency and qualification in all core missions of their assigned or attached flying unit. CMR crewmembers maintain currencies that affect CMR status, accomplish all core designated flight training (sorties and events), and complete 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.

1.3.6.1.3. N-CMR crewmembers will not fly operational sorties or mission scenario training sorties without instructor supervision until completion of a regression program as specified by, **paragraph 4.7. (T-3)** N-CMR crewmembers may continue to fly collateral sorties and training flight events for which they maintain currency.

1.3.6.2. BMC. BMC is the minimum training required for crewmembers to achieve and maintain familiarization in all primary missions (BMC crewmembers may maintain full qualification and proficiency in some missions) tasked to their assigned unit and weapons system. The SQ/CC will determine which mission-types require CMR status and which may be flown in a BMC status. **(T-3)**

1.3.6.2.1. BMC Positions. All group or wing crewmember positions not designated by the OG/CC as BMC are designated CMR positions. Assign BMC designations to

crewmembers whose primary job performance is wing supervision or staff functions that directly support the flying operation or are FTU instructors or operational test crews. However, these crewmembers may provide additional sortie generation capability, either in place of or in addition to, the personnel assigned to the flying squadrons.

1.3.6.2.2. BMC crewmembers maintain familiarization with all unit core missions. They may also maintain proficiency and qualification in some of the unit core missions. For those missions in which they maintain familiarization only, BMC crewmembers must be able to attain proficiency and qualification in 30 days or less. **(T-3)** BMC crewmembers accomplish all mission related ground training designated by their attached SQ/CC. BMC crewmembers may deploy and 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.

1.3.6.2.3. N-BMC crewmembers may not perform RAP training sorties without supervision until a SQ/CC approved re-certification program is complete.

1.3.6.3. N-CMR/N-BMC. Crewmembers who regress to N-CMR or N-BMC status will accomplish a program to regain CMR or BMC status in accordance with [paragraph 4.7.1.2](#). **(T-3)**

1.3.6.4. Specialized Training. Specialized training is training in any special skills that are not required by every crewmember, but are necessary to carry out the unit's assigned missions. Specialized training consists of upgrade training as well as CT to maintain proficiency and qualification in unit tasked special capabilities and missions. Normally, units will accomplish specialized training after a crewmember achieves CMR or BMC status. Specialized training requirements are usually in addition to CMR or BMC requirements. Unless otherwise specified, crewmembers in CMR or BMC positions may hold special capabilities and/or qualifications as long as they accomplish any additional training requirements.

1.3.7. ACC Training Support Squadron (TRSS) will develop and validate training programs as tasked by ACC/A3. **(T-2)** Designated test units may develop syllabi to upgrade operational test crewmembers in support of specific test plans. The OG/CC approves these syllabi and submits them to ACC TRSS.

1.3.8. Units will design training missions to achieve combat capability in squadron tasked roles, maintain proficiency, and enhance mission accomplishment and safety. **(T-3)** 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 procedures and actions applicable to combat scenarios (e.g., appropriate use of code words, authentication procedures, combat tactics, safe recovery procedures, tactical deception, inflight reports, threat reactions, and intelligence briefing and debriefing).

1.3.9. Unless specifically directed, the SQ/CC determines the level of supervision necessary to accomplish the required training. Mission objectives that include introduction to tasks or instruction to correct previous discrepancies may require an instructor.

#### 1.4. Ready Aircrew Program (RAP) Guidance and Management.

1.4.1. RAP defines the minimum training required to maintain the assigned training status.

1.4.2. The RAP training cycle is 12 months, aligned with the fiscal year, and executed as outlined in the RTM. RAP is designed to focus on skills needed to accomplish Designed Operational Capability (DOC)-tasked missions following completion of IQT and MQT. Units will complete training requirements during the appropriate training cycle unless specifically exempted. **(T-3)**

1.4.3. Each RAP qualification level (BMC or CMR) is defined by a total number of sorties, broken down into Mission Sorties and RAP (mission oriented) training sorties.

1.4.4. The total number of RAP sorties is the primary factor for maintaining an individual's qualification level. The breakout of sortie and mission types is a guideline to follow as closely as possible, but minor variances are authorized. Variations in sortie and mission types may be a basis for regression as determined by the SQ/CC. The SQ/CC determines qualification in a mission after considering MAJCOM guidance and the individual's capabilities.

1.4.5. An effective RAP training sortie requires accomplishing a mission profile. For training missions, accomplishing a mission profile includes completion of at least one RAP event, as listed in the RTM and defined in the RTM Attachments. Events in the RTM may be accomplished and logged on operational reconnaissance missions for currency, but specific RAP training sorties may not be logged on operation missions to count toward annual proficiency counters.

1.4.6. The SQ/CC's first priority is to train all designated crewmembers to CMR.

1.4.7. Progression from BMC to CMR requires:

1.4.7.1. A one-month lookback at the higher sortie rate.

1.4.7.2. Qualification in core missions and events required by CMR.

1.4.7.3. Confirmation that the progressed crewmember can complete the prorated number of sortie and event requirements remaining for CMR by the end of the training cycle.

1.4.7.4. Completion of mission related ground training, including a current verification.

1.4.7.5. SQ/CC CMR certification.

1.4.8. SQ/CCs will determine and assign crewmembers that train for and maintain special capabilities or qualifications. **(T-3)** Normally, accomplish specialized training in addition to baseline CMR or BMC sortie and event requirements.

1.4.9. CMR and BMC crewmembers will fly the required monthly sortie rate. **(T-3)** If unable, refer to [paragraph 4.7](#).

1.4.10. End-of-cycle training requirements are based on the crewmember's experience level on the last day of the current training cycle.

1.4.11. New units may fly crewmembers in CMR positions at the BMC rate until one month prior to the operationally ready date if the utilization rate will not support CMR sortie rates. Fly CMR crewmembers at a CMR rate for the month prior to initial operational capability date.

### **1.5. Ready Aircrew Program (RAP) Training Sortie Program Development.**

1.5.1. As prescribed by the RTM, RAP sortie and event requirements apply to CMR and BMC pilot, CRM and BMC sensor operator (SO) crewmembers and individuals carrying special capabilities or qualifications. The standard sortie requirements in the RTM establish the minimum number of RAP sorties per training cycle for INEXP and experienced (EXP) BMC and CMR levels of training.

1.5.2. Non-RAP requirements are in addition to RAP requirements. These sorties and events ensure maintenance of basic crewmember skills. Crewmembers may log non-RAP events on RAP sorties provided there is no effect on RAP sortie effectiveness. Unit requirements contain sorties for crewmembers to accomplish their minimum non-RAP requirements.

1.5.3. Consider collateral or cost-of-business sortie requirements when developing unit flying hour programs. These sorties do not directly relate to combat employment or basic skills training but are necessary for accomplishment of day-to-day unit operations. Functional check flights and ferry flights are in this category. RAP training does not require these sorties. For the annual training cycle, ACC allocates units a block of sorties, adjusted for local conditions and circumstances, for these purposes.

1.5.4. Unit flying hour programs contain a number of attrition sorties that compensate for non-effective training sorties. Log a non-effective sortie when not accomplishing a major portion of valid training for a planned RAP or non-RAP training mission due to poor weather, air aborts, etc. In order to allocate accurate numbers of attrition sorties to unit flying hour programs, it is essential that units appropriately log non-effective sorties.

### **1.6. Training Records and Reports.**

1.6.1. Units will maintain crewmember records for individual training and evaluations in accordance with AFMAN 11-202V1, AFMAN 11-202V2, and DAFMAN 11-401, *Aviation Management*.

1.6.2. Units will track the following information for all crewmembers (as applicable) **(T-3)**:

1.6.2.1. Ground training.

1.6.2.2. Requirements and cumulative accomplishment of individual sorties, RAP and Non-RAP sorties, sortie types, and events for the training cycle.

1.6.2.3. RAP sortie requirements and accomplishments using one-month and three-month running totals for look-back.

1.6.2.4. Currencies.

1.6.3. Units may fill in Air Resource Tool Enterprise Mission Information System (ARTEMIS) with either the date of the last FTU equivalent accomplished, or the unit mission certification date.

**1.7. Mission Recording.** Crewmembers should use and access all available training documentation on all missions.

### **1.8. Crewmember Utilization Policy.**

1.8.1. CCs will ensure wing, group, and squadron-assigned crewmembers (API 1/2/6/A/Bs) fill authorized positions in accordance with UMDs. **(T-3)** In addition, CCs will ensure proper

designation of status for wing, group, and squadron-assigned crewmembers. **(T-3)** The overall objective is that crewmembers perform operationally related duties. Supervisors may assign crewmembers to valid, short-term tasks (escort officer, Flying Evaluation Board, mishap board member, etc.), but must continually weigh the factors involved, such as level of crew tasking, flying proficiency, currency, and experience. For INEXP crewmembers in the first year of their initial operational assignment, supervisors will limit nonflying duties to those related to operational activities. **(T-3)**

1.8.2. CCs must ensure that RQ-4 crewmembers' assigned duties are commensurate with their level of assignment. **(T-3)** Units may assign the following duties required by various publications to Combat Air Forces squadron-level crewmembers (API 1/2/As): tactics officer, programmer, flight safety officer, supervisor of flying, mobility and contingency plans officer, training officer (except ARTEMIS documentation), SQ standardization and evaluation liaison officer, squadron life support officer, electronic combat (EC) officer, and other duties directly related to flying operations. API 1 or 2 crewmembers will not fill wing or group staff positions unless total wing, group, and squadron RQ-4 crew manpower is 100 percent or better. **(T-3)** In some instances, such as squadron-assigned flight safety officers, units may attach API 1/2/A crewmembers to the wing. CCs will assure wing and below staff crewmembers (API 6/Bs) and above wing staff crewmembers (API 8/Ds) perform duties justified in manpower standards documents and fill positions authorized in UMDs. **(T-3)**

1.8.3. Crewmembers will not perform long term duties that detract from their primary duties of training for or performing the unit flying mission. **(T-3)**

## 1.9. Sortie Allocation Guidance.

1.9.1. INEXP crewmembers should receive sortie allocation priority over EXP crewmembers. Crewmember experience level definitions are in [Attachment 1](#), Terms. Priorities for sortie allocation are as follows:

1.9.1.1. Formal Training Units. Formal syllabus training, instructor upgrade training, instructor CT, authorized staff personnel not performing instructor or Flight Examiner (FE) duties.

1.9.1.2. Operational Units. Squadron-assigned CMR, squadron-assigned MQT, wing or group assigned CMR, wing or group-assigned MQT, BMC, and BAQ.

1.9.1.3. USAF Weapons School and Test and Evaluation Squadron Units. Requirements directed by ACC, training required to prepare for assigned projects and tasking, BMC training requirements that cannot be accomplished on primary missions.

1.9.2. Wing or group crewmember authorizations are in accordance with UMDs.

1.9.3. For wings consisting of both FTU and operational units, the WG/CC will ensure that at least one of the following maintain formal instructor pilot (IP) status in the RQ-4: WG/CC; Wing Deputy Commander (WG/CD); OG/CC; or Operations Group Deputy Commander (OG/CD). **(T-3)**

1.9.4. Above wing level (API-8) and test unit crewmember authorizations are in accordance with DAFMAN 11-401 and MAJCOM guidance. Above wing level and test unit crewmembers will fly the BMC rate; however, do not require them to complete BMC-specific missions and events or meet monthly lookback requirements. **(T-2)** They will accomplish non-RAP

requirements within their BMC number of sorties. **(T-2)** Crewmembers assigned or attached to ACC Inspectors General (ACC/IGs) as API-6 will maintain RAP currencies and lookback per API-8 guidance. SQ/CCs will provide assigned crewmembers adequate resources to maintain minimum training requirements; however, the support will not come at the expense of the flying squadron’s primary mission. **(T-3)** If units cannot meet attached crewmember requirements, they must request relief in accordance with DAFMAN 11-401, as supplemented. Units requiring flying hour adjustments for attached crewmembers must request program changes in accordance with AFI 11-102\_ACCSUP, *Flying Hour Program Management*. **(T-2)**

1.9.5. There is no maximum sortie requirement for CMR crewmembers. Reference AFMAN 11-202, Volume 3, *Flight Operations*, guidance for maximum hours that can be flown in a 7-day, 30-day or 90-day period. **Table 1.1** defines the minimum and maximum sortie requirements for other crewmembers. On occasion, unique and/or valid operations may require a crewmember to fly more than the maximum number of sorties authorized; however, this may impact training of other crewmembers.

**Table 1.1. RQ-4 Annual Sortie Requirements for Other than Squadron-Level Crews.**

| <b>Crew Position</b> | <b>CT Status<br/>(Minimum Sortie Requirement)</b> | <b>Unit’s Aircraft Code</b> | <b>Organization Level</b> | <b>Maximum Sortie Allowance<br/>INEXP and EXP</b> |
|----------------------|---|-----------------------------|---------------------------|---|
| Pilot/SO             | CMR   | PMAI 1                      | Any                       | None  |
| Pilot/SO             | BMC   | PMAI                        | Wing/Group                | BMC Rate  |
| Pilot/SO             | BMC   | PTAI 2                      | Wing/Group                | As required by Programmed Flying Training         |
| Pilot/SO             | BMC   | PDAI 3                      | Wing/Group                | As determined by test program requirements        |
| Pilot/SO             | BMC   | PMAI, PTAI, or PDAI         | Above Wing                | BMC Rate  |
| Any                  | BAQ   | Any                         | Any                       | BMC Rate  |

**1:** PMAI – Primary Mission Aircraft Inventory  
**2:** PTAI – Primary Training Aircraft Inventory  
**3:** PDAI – Primary Developmental and Test Aircraft Inventory

## Chapter 2

### FORMAL TRAINING

**2.1. General.** This chapter outlines the conduct of formal training. Formal training includes IQT, TX, MQT, instructor upgrade training, and senior officer training. Training is conducted at the location specified in the applicable syllabus. **(T-3)**

#### **2.2. Approval and Waivers.**

2.2.1. ACC/A3 is the approval authority for operational units to conduct formal training and is the waiver authority to change syllabus requirements for formal training conducted by operational units. Forward waiver requests through ACC/A3M. Approval and waiver authority for operational units to conduct instructor upgrade formal training is delegated to the OG/CC.

2.2.2. The Commander of Air Combat Command (COMACC) is the approval authority for non-formal course IQT for colonel selects and above conducted at the unit to which the officer is assigned or attached.

2.2.3. Units will use appropriate channels when requesting approval to conduct formal training at other than the FTU. **(T-2)** The requests will include the following:

2.2.3.1. Justification for operational unit training in place of FTU training.

2.2.3.2. Summary of individual's flying experience.

2.2.3.3. Date training will begin, and expected completion date.

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

**2.3. Prerequisites.** Course prerequisites and time limitations are in accordance with this manual, the appropriate formal course syllabus and Air Force Education and Training Course Announcements (ETCAs) at site <https://usaf.dps.mil/teams/app10-etca/SitePages/home.aspx>, USAF Formal Schools. Individuals arriving at the FTU without all prerequisites met or waived may be denied entry into training.

**2.4. Ground Training.** Units may tailor ground training to individual background and experience or peculiar local conditions. Use available and current reference materials such as Air Force Tactics, Techniques, and Procedures (AFTTP) 3-1.RQ-4B, *Tactical Employment RQ-4B*, instructor guides, and audiovisual programs as supporting materials to the maximum extent possible. Accomplish simulator missions in an approved RQ-4 aircrew training device (ATD).

#### **2.5. Flying Training.**

2.5.1. Mission sequence and prerequisites will be in accordance with the appropriate formal course syllabus flow chart and supervision requirements and crewmembers must complete training within the time specified. **(T-2)** Failure to complete training within the specified time limit requires notification through channels to ACC/A3 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. The SQ/CC may authorize incorporation of additional training events into the program, based on student proficiency and background. Additional training due to student non-progression is

available within the constraints of the formal course syllabus. SQ/CCs may add discretionary additional training sorties as required.

2.5.3. Successful completion of formal course training requires the upgrading crewmember to complete a flight evaluation in accordance with AFMAN 11-202V2, and AFMAN 11-2RQ-4, Volume 2, *RQ-4—Aircrew Evaluation Criteria*.

**2.6. Initial Qualification Training (IQT) and Mission Qualification Training (MQT).** Qualifies new crewmembers in the RQ-4.

**2.7. Re-qualification Training (TX).** Re-qualifies non-current RQ-4 crewmembers.

**2.8. Instructor Upgrade Training.** Qualifies selected crewmembers for instructor duty. The minimum requirements for crewmembers identified by the SQ/CC to upgrade to instructor are listed below. OG/CCs may waive selected instructor prerequisites. Instructor candidates will complete the Instructor Upgrade Training course as defined in the RQ-4 Pilot and SO Instructor Syllabus and the Air Force ETCA at site <https://usaf.dps.mil/teams/app10-etca/SitePages/home.aspx>, USAF Formal Schools. **(T-3)**

2.8.1. Instructor Pilot Upgrade (IPUG) Training. Pilots selected for IPUG must have obtained the experience level as defined under “experienced crewmember, experienced pilot” in [Attachment 1](#), or have previous aircrew instructor qualification and 100 hours RQ-4 primary aircraft inventory (PAI) (not including "other" time), or possess a waiver from the OG/CC. **(T-3)**

2.8.2. Instructor SO Upgrade (ISOUG) Training. SOs selected for ISOUG must have obtained the experience level as defined under “experienced crewmember, experienced sensor operator” in [Attachment 1](#), or have previous aircrew instructor qualification and 100 hours RQ-4 PAI (not including “other” time), or possess a waiver from the OG/CC. **(T-3)**

**2.9. Senior Officer Formal Training.**

2.9.1. All formal training courses for senior officers (colonel selects and above) will be conducted at the FTU unless waived in accordance with [paragraph 2.2](#) above. **(T-2)**

2.9.2. Senior officers must meet course entry prerequisites and will complete all syllabus requirements unless waived in accordance with syllabus directives. **(T-2)**

2.9.3. Senior officers trained at the FTU at their assigned base are in formal training status and they will turn over their unit duties to appropriate deputies or deputy commanders until training completion. COMACC is the approval authority for exceptions to this policy.

## Chapter 3

### MISSION QUALIFICATION TRAINING (MQT)

**3.1. General.** MQT is a training program that upgrades newly assigned crewmembers following their formal training mission evaluation to BMC or CMR status to accomplish the unit mission. RQ-4 MQT is primarily an FTU program conducted as a part of formal syllabus IQT or TX courses. Some operational unit training (unit-specific qualifications, ground training, and verification) is required to complete MQT. In unusual circumstances, MQT training normally accomplished at the FTU may be accomplished with OG/CC approval at the operational reconnaissance squadron. Operational units will ensure MQT sorties and/or events not accomplished during IQT or TX are completed prior to declaring the individual BMC or CMR. **(T-3)** Units may tailor their MQT program for all crewmembers based on current qualification, experience, currency, documented performance, and formal training.

3.1.1. Crewmembers will complete all operational unit MQT training requirements plus initial verification within 120 calendar days. **(T-3)** The 120 day timing starts on the crewmember's first duty day, after IQT, at the gaining operational unit. If the crewmember elects to take leave prior to entry into MQT, the timing begins after termination of the leave. SQ/CC certification is required for BMC or CMR status. Notify ACC/A3 if training exceeds 120 calendar days.

3.1.2. Crewmembers in MQT will not fly in Flag-level exercises (for example: Red Flag and Green Flag). **(T-2)** The OG/CC will determine MQT crewmember participation in other exercises. **(T-3)**

3.1.3. Units will establish currency and frequency dates by the date the event or sortie was last accomplished regardless of training status. **(T-3)**

### 3.2. Ground Training.

3.2.1. Units will develop blocks of instruction covering areas pertinent to the mission as determined by the SQ/CC. **(T-3)** Units may credit training accomplished during IQT or TX toward this requirement.

3.2.2. For initial verification, each crewmember (not required for BMC) will demonstrate a satisfactory knowledge of the squadron's assigned mission to a formal board. **(T-3)** The SQ/CC establishes the board composition. Desired board composition is SQ/CC or SQ/DO (chair), tactics, intelligence, and plans representatives. Suggested briefing guide is in the RTM.

**3.3. Simulator Training.** In the event that any simulator training was incomplete at the FTU, units will ensure crewmembers complete appropriate mission qualification simulator training and evaluation to address the incomplete syllabus requirements prior to declaring individuals BMC or CMR. **(T-3)** Accomplish simulator training in an approved RQ-4 ATD. SQ/CCs are responsible for developing unit and theater-specific MQT simulator training based on typical squadron mission requirements.

**3.4. Flying Training.** In the event that any flying training was incomplete at the FTU, units will ensure crewmembers complete appropriate mission qualification flying training and evaluation to address the incomplete syllabus requirements prior to declaring individuals BMC or CMR. **(T-3)** SQ/CCs are responsible for developing unit and theater-specific MQT flying training based on typical squadron mission profiles.

3.4.1. MQT flying training requires a squadron supervisor or instructor unless specified otherwise.

3.4.2. If more than 14 calendar days elapse between sorties, the SQ/CC may authorize an additional review sortie before continuing in the program.

3.4.3. A mission evaluation will be conducted in accordance with AFMAN 11-202V2, AFMAN 11-2RQ-4V2, and local standardization and evaluation instructions for aircrew members who have not previously accomplished a mission evaluation in the mission phase of IQT or TX. **(T-2)**

## Chapter 4

### CONTINUATION TRAINING (CT)

**4.1. General.** This chapter and the current RQ-4 RTM outlines ground and flying training requirements for CMR, BMC, and BAQ crewmembers. Units must ensure crewmembers qualify in accordance with AFMAN 11-202V1, AFMAN 11-202V2, and AFMAN 11-2RQ-4V2. Crewmembers must complete IQT to fly in BAQ status; MQT or FTU instructor upgrade to fly in BMC status; or MQT to fly in CMR status. **(T-2)**

**4.2. Ground Training.** Crewmembers will accomplish ground training in accordance with the Ground Training and Currencies table in the current RTM. **(T-3)** Waiver authority for each event is in accordance with the specified reference directive (see **Attachment 1** for references). Where discrepancies exist, the reference directive takes precedence. Units may credit ground training accomplished during IQT and MQT toward CT requirements for the current training cycle. **Chapter 5** contains specialized programs with both flying and ground training requirements.

4.2.1. Mobility Training. These items are required for mobility units or units that deploy or are deployed in garrison. The following paragraphs and the Ground Training and Currencies table in the current RTM delineate required frequencies, references, and effect on CMR or BMC status, mobility, or grounding for required mobility ground training:

4.2.1.1. Intelligence. Closely align the intelligence training program with the unit tactics and EC training program. The OG/CC determines the focus and extent of academic training. Align intelligence academic training with projected wartime tasking, threats, and unit equipage. In addition to threat knowledge, crewmember intelligence training will include:

4.2.1.1.1. Current Intelligence. Current Intelligence is mandatory and will cover significant military and political developments (including threat updates) in the squadron's mission areas of interest. **(T-2)**

4.2.1.1.2. Intelligence Oversight Program. Units will conduct this training annually. **(T-0)** Training should be developed and managed in accordance with DAFI 14-404, *Intelligence Oversight*, and MAJCOM guidance. The OG/CC determines testing requirements for intelligence training.

4.2.2. Crewmember Training. The following paragraphs and the Ground Training and Currencies table in the current RAP Tasking Memorandum delineate required frequencies, references, and effect on CMR or BMC status, mobility, or grounding for required crewmember ground training:

4.2.2.1. Cockpit/Crew Resource Management (CRM). Units will establish CRM CT in accordance with AFMAN 11-290, *Cockpit/Crew Resource Management and Threat & Error Management Program*. **(T-2)** CRM training builds upon the basic crew management skills taught in Specialized Undergraduate Pilot Training (SUPT) or Joint Undergraduate Navigator Training (JUNT) and the FTU. Each crewmember will participate in one session every 24 months. **(T-3)** Units will track the training in ARTEMIS. Failure to attend CRM training results in grounding. Briefings and debriefings will include the core curriculum of CRM training in accordance with AFMAN11-290 and AFMAN11-290\_ACCSUP,

*Cockpit/Crew Resource Management and Threat & Error Management Program. (T-2)*  
The instructor CRM course may be used to satisfy the 24-month requirement.

4.2.2.2. Instrument Refresher Course. Applicable only to pilots, the training includes requirements from AFMAN 11-210, *Instrument Refresher Program (IRP)*.

4.2.2.3. Mobile. The training program that certifies personnel for and maintains their currency to perform the mobile duties associated with safe aircraft launch and recovery. The mobile is a safety observer for aircraft ground operation. The mobile provides the Launch and Recovery Element (LRE) and Mission Control Element (MCE) pilots with a view of how the aircraft is behaving during taxi, takeoff, and landing. Units will establish initial and CT requirements for mobile certification and track, as follows “Letter of Xs” (crewmember qualifications and certifications documentation) item not evaluated on a AF Form 8, *Certificate of Aircrew Qualification. (T-3)*

4.2.2.4. Situational Emergency Procedures Training (SEPT) and Instructed SEPT (INSTR SEPT).

4.2.2.4.1. SEPT training is not an evaluation, but a review of abnormal and emergency procedures (EPs) and aircraft systems operation and limitations during realistic scenarios. Crewmembers should present a situation and discuss actions necessary to cope with the malfunction and carry it to a logical conclusion. Squadron special interest items should be emphasized. Incorporate the following elements into squadron SEPT training programs:

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

4.2.2.4.1.2. Develop SEPT scenarios using RQ-4 mishaps and incidents as baseline cases.

4.2.2.4.1.3. Discuss at least one major subsystem EP during the SEPT session.

4.2.2.4.1.4. Accomplish SEPT at least once every six months with an instructor or SQ supervisor.

4.2.2.4.2. Accomplish SEPT training once every calendar month. Failure to accomplish SEPT training by the end of the month will result in grounding until subsequently completed. The Squadron Aviation Resource Management Section (SARMS) is responsible for tracking these requirements.

4.2.2.4.3. Accomplish SEPT training in small groups in order that all crewmembers participate to the fullest extent and share equal time responding to emergency situations. An ATD may be used for a SEPT, if available. SEPTs may be accomplished one on one.

4.2.2.4.4. Completion of an ATD EP profile satisfies the monthly SEPT requirement. Instructors or FEs administering the EP profile also satisfy their monthly SEPT requirements.

4.2.2.4.5. FTU student SEPTs satisfy the monthly SEPT requirement for the instructor administering this training.

4.2.2.5. Tactics and Electronic Combat Academic Training. Units will establish an academic training program to satisfy MQT and CT for tactics and EC requirements. **(T-3)** Each training cycle requires tactics and EC academic training. Units may use audiovisual programs in place of academic instruction. Academic instructors should be USAF Weapons School graduates, be trained by wing or squadron tactics personnel, or have attended the applicable academic portions of school such as the Combat Air Platforms Employment Seminar, if possible. Instruction and tests should include (as applicable), but are not limited to:

4.2.2.5.1. AFTTP 3-3.IPE, *Integrated Planning and Employment* and AFTTP 3-1, *Threat Guide*.

4.2.2.5.2. Sensor tasking and cross-cueing procedures. Include internal, external, and ad-hoc taskings.

4.2.2.5.3. Lessons learned covering employment planning, employment considerations including RQ-4 weapon system logistics (MCE, LRE, bandwidth, etc.), and future employment options. Include high altitude aircraft de-confliction procedures.

4.2.2.5.4. Threat reviews focused on platform-specific considerations and the MCE threat avoidance tools. Include system-specific threat avoidance and retrograde options and procedures with emphasis on current Special Instructions (SPINS). Discuss combat air patrol considerations.

4.2.2.5.5. Authentication and safe passage procedures.

4.2.2.5.6. EC training to enhance crewmember ability to conduct operations in an electronic environment. Units will design EC ground training programs to cover topics relevant to RQ-4 employment. EC training will cover the hierarchy, capabilities, limitations, and potential for exploitation of military communications link systems. Include jamming effects on communications links, imagery, and the Global Positioning System. The OG/CC determines testing requirements for EC training.

4.2.2.5.7. On-scene commander procedures.

4.2.2.6. Theater-Specific Ground Training. A thorough review of applicable Combatant Command (COCOM) baseline, daily, and weekly SPINS; the Air Control Plan; the Air Tasking Order; airfield and airspace Notices to Airman for routine use and approved divert airfields; and any other theater-specific guidance necessary for safe and effective aircraft employment.

4.2.2.7. Verification:

4.2.2.7.1. Continuation verification updates crewmembers on their squadron's wartime missions. Each crewmember will participate in a squadron initial or continuation verification every 18 months as a briefer, board member, or seminar participant. **(T-3)** Crewmembers who participate in a unit deployment to a tasked theater of operations may receive credit for continuation verification.

4.2.2.7.2. Although BMC crewmembers are not required to accomplish an initial verification and/or participate in continuation verifications, they may do so to facilitate future upgrade to CMR status, at the discretion of the SQ/CC.

4.2.3. Ground Currencies. The Ground Training and Currencies table in the current RTM delineates required frequencies, references, and effect on CMR or BMC status, mobility, or grounding for required ground currencies.

4.2.4. Simulator Training. Accomplish training in an approved RQ-4 ATD.

4.2.4.1. The Non-RAP 12-Month Cycle Requirements table in the current RTM depicts the minimum ATD training requirements. ATD sorties require instructor supervision in order to satisfy annual requirements. Units may authorize crewmembers to conduct unsupervised simulator sorties for individual proficiency provided there is no interference with scheduled training. Unsupervised simulator sorties do not satisfy annual requirements. Units should determine additional CT training device supervision requirements based on expected employment tasking, training device capabilities, and mission training objectives.

4.2.4.2. Units will develop scenarios that cover contingencies, fault codes, and pilot terminal area procedures. In addition, units will develop mission scenario requirements based on expected employment tasking and training device capabilities. Scenarios should place emphasis on training not readily attainable during daily flying activities. Units will review scenarios annually and update as required. **(T-3)**

4.2.4.3. Crewmembers may receive credit for training accomplished in special devices such as higher headquarters directed simulator test support, etc., if approved by the SQ/CC.

4.2.4.4. Accomplish EP missions in an ATD.

**4.3. Flying Training.** Crewmembers will accomplish the RAP sortie requirements in the current RTM as applicable to their crew position to remain BMC/CMR. **(T-3)** Failure to accomplish the Non-RAP requirements in the current RTM will not affect BAQ, BMC, or CMR status, but will require additional training as determined by the SQ/CC.

4.3.1. In addition, crewmembers must meet the following requirements for BAQ, BMC, and CMR status:

4.3.1.1. Basic Aircraft Qualification (BAQ). Crewmembers must meet the following requirements for BAC status:

4.3.1.1.1. Qualification Evaluation in accordance with AFMAN 11-202V2 and AFMAN 11-2RQ-4V2. **(T-2)**

4.3.1.1.2. Currencies (as applicable) in accordance with [paragraph 4.6](#). **(T-3)**

4.3.1.1.3. BAQ pilots will fly a supervised sortie (with a squadron supervisor or instructor) at least once every 60 calendar days. **(T-3)** In addition, if a BAQ pilot does not fly for 30 days (INEXP) or 45 days (EXP), fly the next sortie with an instructor. The SARMS is responsible for tracking these requirements.

4.3.1.1.4. Crewmembers (except general officers) who remain in BAQ status for more than six months will be grounded, unless currently enrolled in a program to achieve CMR or BMC. **(T-3)**

4.3.2. Basic Mission Capable (BMC). Crewmembers must meet the following requirements for BMC status:

- 4.3.2.1. Qualification and Mission Evaluations in accordance with AFI 11-202V2 and AFMAN 11-2RQ-4V2. **(T-2)**
- 4.3.2.2. Currencies in accordance with **paragraph 4.6. (T-2)**
- 4.3.2.3. Ground training requirements related to applicable RAP sorties and events. **(T-3)**
- 4.3.2.4. Sortie rate (lookback) in accordance with **paragraph 4.7.** Not applicable for above wing-level crewmembers. **(T-2)**
- 4.3.2.5. RAP sorties, mission types, and events in accordance with the procedures set forth in this manual and the RTM. **(T-2)**
- 4.3.3. Combat Mission Ready (CMR). Crewmembers must meet the following requirements for CMR status:
  - 4.3.3.1. Performance satisfactory to the SQ/CC.
  - 4.3.3.2. Qualification and Mission Evaluation in accordance with AFI 11-202V2 and AFMAN 11-2RQ-4V2. **(T-2)**
  - 4.3.3.3. Sortie rate (lookback) in accordance with **Table 1.1** and **paragraph 4.7.1. (T-2)**
  - 4.3.3.4. RAP sorties, mission types, and events in accordance with this manual and the RTM. **(T-2)**
  - 4.3.3.5. Currencies in accordance with **paragraph 4.6. (T-2)**
  - 4.3.3.6. Ground training in accordance with **paragraph 4.2** and the Ground Training and Currencies table in the current RTM. **(T-2)**
- 4.3.4. Special Capabilities and Qualifications:
  - 4.3.4.1. Crewmembers are required to complete specialized training as prescribed by **Chapter 5** and sortie requirements prescribed by this manual and the applicable RTM to qualify for special capabilities.
  - 4.3.4.2. Failure to accomplish the requirements specified in this document or the RAP memorandum requires loss of designation and/or qualification.
  - 4.3.4.3. Re-certification and Re-qualification are in accordance with **paragraph 4.8.3.**
- 4.3.5. Designated Training (PTAI) or Test (PDAI) Aircraft Unit Requirements:
  - 4.3.5.1. Crewmembers assigned or attached to PTAI- or PDAI-coded aircraft units will fly at the BMC rate and accomplish the non-RAP BMC requirements in the Non-RAP 12-Month Cycle Requirements table in the current RTM. **(T-3)** For instructors, failure to accomplish these requirements does not affect instructor status, but requires additional training as determined by the SQ/CC before resuming instructor duties in delinquent events.
  - 4.3.5.2. Ground training as directed by the SQ/CC.
  - 4.3.5.3. Mission and instructor evaluation, as applicable, in accordance with AFMAN 11-202V2 and AFMAN 11-2RQ-4V2.
- 4.3.6. Airspace Procedures Training. Units will develop airspace and instrument flight rules academic programs applicable to worldwide RQ-4 operations. Units will include theater-

specific airspace procedures in their pre-deployment spin-up training programs. Units will include a course on flight operations in adverse weather conditions with emphasis on RQ-4 limitations and capabilities in the theater-specific academic training. **(T-3)**

4.3.7. Electronic Combat (EC). The objective of EC training is to enhance crewmember ability to conduct operations in an electronic environment. Flying training missions typically should include EC-oriented operations and considerations. Units must make every effort to maximize effective use of limited assets as well as instill awareness and actions appropriate to the EC environment. **(T-3)**

#### **4.4. Special Categories.**

4.4.1. Flight Surgeon. Flight surgeons may participate in CT missions as observers. Units will develop appropriate CT mission orientation programs for assigned flight surgeons. **(T-3)**

4.4.2. Above Wing-Level Crewmembers:

4.4.2.1. Mission Directed Training (MDT) for higher headquarters personnel (other than that conducted in support of a formal inspection) requires coordination with the supporting unit. ACC/A3M Division Chief and Numbered Air Force (NAF)/A3 are the reviewing authorities for assigned personnel. Above Wing-Level Crewmembers will:

4.4.2.1.1. Coordinate with the supporting agency to ensure maintenance of appropriate ARTEMIS data and provide that data in accordance with DAFMAN 11-401. **(T-2)**

4.4.2.1.2. Review assigned crewmember accomplishments and currencies prior to authorizing participation in MDT. Provide specific currencies to the host squadron. **(T-2)**

4.4.2.1.3. Determine crewmember qualifications to participate in squadron scenarios for MDT. **(T-2)**

4.4.2.1.4. Provide each crewmember with written documentation specifying the authorized sortie types and events the crewmember may fly. **(T-2)** Above wing-level crewmembers who fly with only one unit may receive this from their attached unit CC.

4.4.2.2. Higher headquarters flying personnel maintaining BMC status are exempt from academic ground training and special training programs within authorized mission areas.

4.4.2.3. Crewmembers will:

4.4.2.3.1. Review accomplishments and currencies for accuracy. **(T-2)**

4.4.2.3.2. Submit qualification and authorization documentation to the supporting SQ/CC or operations officer prior to flying with that squadron. **(T-2)**

4.4.2.3.3. Evaluate the demands of each mission scenario and ensure that they do not exceed their ability and proficiency. **(T-2)**

4.4.2.4. With the concurrence of the OG/CC, instructor-qualified crewmembers may perform instructor duties provided they have qualification and currency for the applicable missions and events.

#### 4.5. Multiple Qualification and Currency.

4.5.1. ACC/A3 may authorize qualification in more than one mission design series (MDS) for crewmembers only when command mission requirements direct such action and dual qualification is economically justifiable. ACC cannot delegate this authority. Unless required for unit mission accomplishment, CCs must not permit crewmembers qualified in primary mission aircraft to maintain qualification in support aircraft. **(T-2)**

4.5.1.1. Submit multiple qualification requests through command channels to ACC/A3. All requests must contain full justification. Units will provide multiple qualification approval to the appropriate host base aviation management office. **(T-2)** Do not authorize flight accomplishments until aircraft assignment is updated in ARTEMIS.

4.5.1.2. Individually-authorized multiple qualifications are valid as long as the individual remains assigned to the specific position and aircraft unless rescinded by ACC/A3.

4.5.2. Multiple qualification is not appropriate for senior wing supervisors of units with different types of aircraft. WG/CCs 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 one selected by the WG/CC). Wings will comply with MAJCOM policy on senior supervisor familiarization flights.

4.5.3. Crewmembers qualified in multiple aircraft will satisfy at least 50 percent of the sortie requirements of their primary aircraft in that aircraft. If crewmembers are CMR, they will meet all RAP sortie and event requirements of the primary aircraft. In addition, crewmembers will fly an equitable distribution, as determined by OG/CC, of training requirements in each MDS to fill their non-RAP requirements. **(T-3)**

4.5.4. Crewmembers qualified in multiple aircraft will fly at least once every 45 days in each aircraft. **(T-3)** They will comply with all other currency requirements for each aircraft. **(T-3)**

4.5.5. Crewmembers must complete conversion training in accordance with an approved syllabus. **(T-2)**

#### 4.6. Currencies, Re-currencies, and Re-qualification.

4.6.1. Currency. The Crewmembers Currencies table in the current RTM defines currency requirements for all RQ-4 crewmembers. If a crewmember loses a particular currency, the individual may not perform that sortie or event except for the purpose of regaining currency as noted.

4.6.2. Re-currency. Crewmembers require re-currency whenever they exceed a currency requirement in this manual.

4.6.2.1. Crewmembers must satisfy overdue training requirements before performing tasks applicable to the type of training in which delinquent. **(T-3)** Training annotated as affecting CMR status will require regression to N-CMR until accomplishing appropriate training as specified by SQ/CC. Training identified as not affecting CMR status does not require regression from CMR, although it may result in grounding until training is completed. The duration of grounding and status of sortie lookback will determine the effect on CMR status.

4.6.2.2. Unless otherwise specified, the SQ/CC determines supervisory requirements pertaining to re-currency.

4.6.3. System Re-currency. If a pilot loses takeoff/ or departure currency and/or descent or landing currency, the following actions are required to regain currency. Timing starts from the date of the last event.

4.6.3.1. Loss of currency up to 90 days for experienced crewmembers (see definition of an experienced crewmember in [Attachment 1](#)). Supervision level is an instructor in the same crew position current and qualified in the event.

4.6.3.2. Loss of currency 91 to 135 Days. Same as [paragraph 4.6.3.1](#) above, plus perform events in an ATD with a qualified instructor.

4.6.3.2.1. BMC crewmembers will also accomplish normal and emergency procedures. **(T-3)**

4.6.3.2.2. For CMR members, this includes a tactical CT (simulated mid-mission) event in the ATD, as well as accomplish normal, and emergency procedures.

4.6.3.3. 136-180 Days. Complete regression checklist training as determined by the SQ/CC, tailored to crew member certifications.

4.6.3.4. 181 or More Days. Sorties, events, and ATDs as determined by the SQ/CC plus qualification and tactical written exams, EPE, and qualification and mission flight evaluation.

4.6.4. Loss of and Re-qualification to Instructor Status. Decertify instructors if:

4.6.4.1. They fail a flight evaluation. To regain instructor status, the instructor must successfully complete a flight evaluation in accordance with AFMAN 11-202V2 and AFMAN 11-2RQ-4V2. **(T-2)**

4.6.4.2. They fail a qualification, instrument, or tactical examination. To regain instructor status, the instructor must successfully accomplish the written exam. **(T-2)**

4.6.4.3. Their instructor currency expires. To regain status, see Crewmember Currencies table in the current RTM.

4.6.4.4. They become non-current in an event or sortie that causes removal from CMR or BMC status and the SQ/CC deems that loss of currency is of sufficient importance to require de-certification. If the SQ/CC does not elect this option or if the instructor becomes non-current in events or sorties which do not require removal from CMR or BMC status, the individual may retain instructor status, but the instructor will not instruct in that event or sortie until regaining the required currency. **(T-3)**

#### 4.7. Regression.

4.7.1. CMR or BMC Regression for Failure to Meet Lookback. If crewmembers do not meet RAP lookback requirements throughout the training cycle, SQ/CCs may regress them to N-CMR or N-BMC status, as applicable, remove them from a CMR manpower position, or initiate action to remove them from active flying status.

4.7.1.1. Failure to meet one-month RAP or contingency operations sortie lookback requires a review of the crewmember's three-month sortie history. If the crewmember

meets the three-month lookback, the crewmember may, at SQ/CC discretion, remain CMR or BMC. Failure to meet the three-month lookback will result in regression to N-CMR or N-BMC status as appropriate, or the SQ/CC may place the crewmember in probation status for one month. If the SQ/CC chooses probation, the only way to remove a crewmember from probation and preserve the current status is to reestablish a one-month lookback at the end of the probation period. Refer to [Figure 4.1](#) for the regression flowchart.

4.7.1.2. CMR or BMC crewmembers regressed to N-CMR or N-BMC for lookback must complete a SQ/CC-approved re-certification program to return the crewmember to CMR or BMC standards. Upon completion of the re-certification program, the CMR or BMC crewmember also must meet the subsequent one-month lookback requirement prior to reclaiming CMR or BMC status. **(T-3)** Units may credit the sorties and events accomplished during the re-certification program toward the individual's total and type sortie and event requirements for the training cycle as well as for the monthly sortie requirement.

4.7.1.3. Lookback computations begin following SQ/CC designation of the crewmember to BMC or CMR. The crewmember must maintain one-month lookback until establishing a three-month lookback. **(T-3)** If a new CMR or BMC crewmember fails to meet one-month lookback while establishing three-month lookback, SQ/CCs may apply probation rules as described in [paragraph 4.7.1.1](#). In addition, one-month lookback starts the first full month of CMR or BMC status.

4.7.1.4. Deployed crewmembers who fail to meet RAP lookback will not be regressed to N-CMR or N-BMC status. **(T-3)** Normal regression lookback rules apply after return to home station.

4.7.2. Unqualified Crewmember Evaluations. Handle crewmembers who fail a qualification, instrument, or mission evaluation in accordance with AFMAN 11-202V2. Crewmembers will regress to N-CMR or N-BMC as applicable. These crewmembers will remain N-CMR or N-BMC until successfully completing required corrective action, a reevaluation, and are re-certified by the SQ/CC.

4.7.3. Failure to Maintain Flying Standards. If a qualified crewmember demonstrates lack of proficiency or knowledge during CT (not related to a flight evaluation) the SQ/CC may elect to regress the individual to N-CMR or N-BMC as applicable. These crewmembers will remain N-CMR or N-BMC until successfully completing corrective action as determined by the SQ/CC, an evaluation if required, and are re-certified by the SQ/CC.

**4.8. End-of-Cycle Requirements.** Crewmembers who fail to complete sortie and/or event requirements of this manual 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 determine if the unit may prorate some of these requirements. In all cases report training shortfalls using [Attachment 2](#) as an example.

4.8.1. Crewmembers who fail to meet the total annual RAP sortie requirement may continue CT at CMR or BMC as determined by lookback. The SQ/CC will determine if these crewmembers require additional training. **(T-3)**

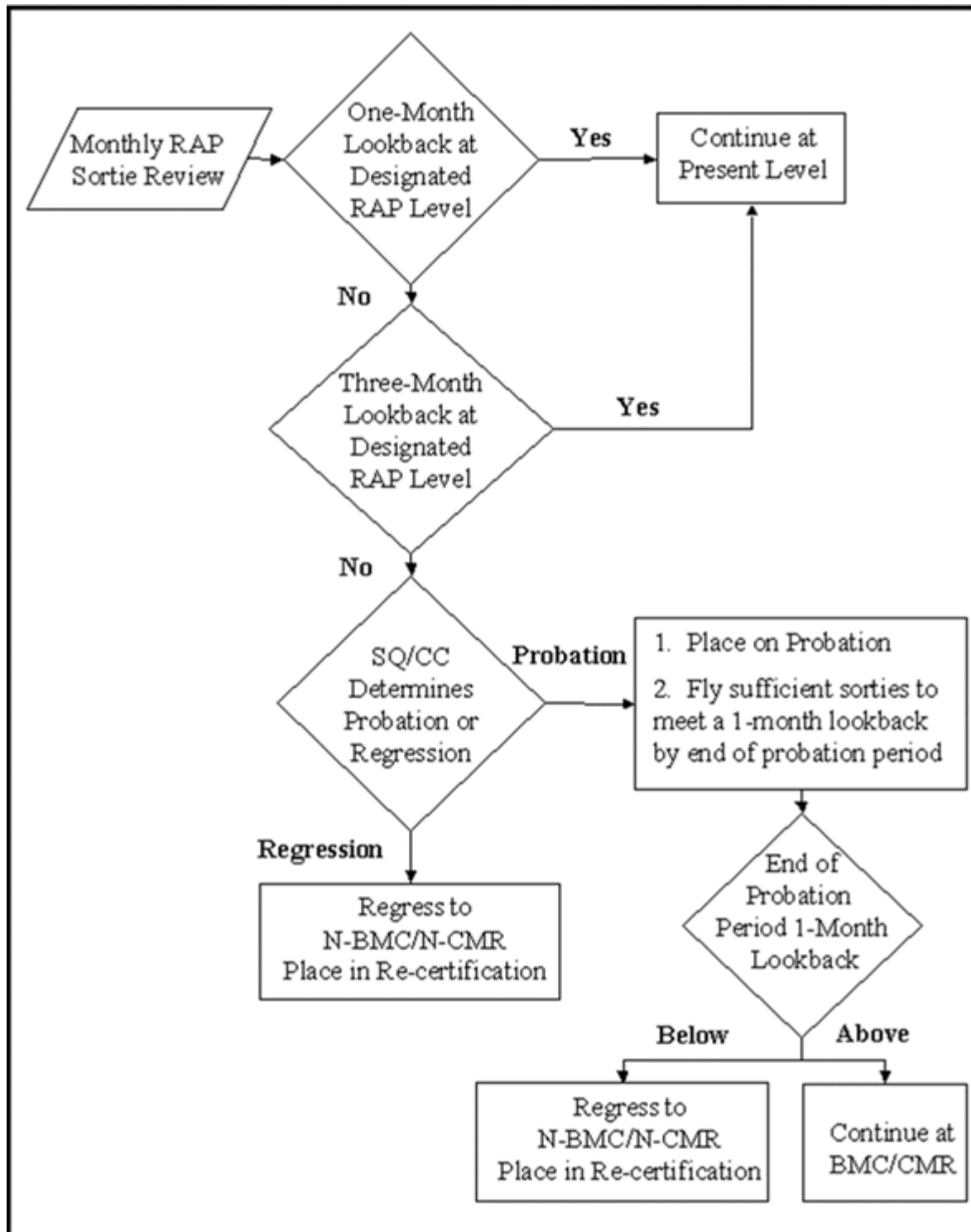
4.8.2. Failure to meet RAP sortie-type requirements will result in the following:

4.8.2.1. Regression to N-CMR or N-BMC if the SQ/CC determines that the sortie-type deficiency is significant. To regain CMR or BMC, the crewmember will complete all deficient sortie types. **(T-3)** Units may count these sorties against the total requirements for the new training cycle.

4.8.2.2. Continuation at CMR or BMC if the crewmember maintains total RAP sorties and look-back and the SQ/CC deems the sortie type deficiencies insignificant. **(T-3)**

4.8.3. Failure to accomplish sorties required for special certification or qualification will result in loss of that certification or qualification. The SQ/CC will determine re-qualification requirements. **(T-3)**

Figure 4.1. Regression Flow Chart.



**4.9. Proration of End-of-Cycle Requirements.** At the end of the training cycle, the SQ/CC may prorate all training requirements when certain duties make crewmembers unavailable for a portion of the training period. Emergency leave, non-flying temporary duty (TDY), exercises, long-term DOWN time and combat contingency deployments are all duties that make crewmembers not

available for training. Normal annual leave should not be used as time when crewmembers are not available for training. Units may consider extended bad weather that precludes the unit from flying for more than 15 consecutive days as non-availability. The following guidelines apply:

4.9.1. Only use proration to adjust for genuine circumstances of training non-availability, not to mask training or planning deficiencies.

4.9.2. Base proration on cumulative days of non-availability for flying during the training cycle. Use **Table 4.1** to determine the prorated number of months based on cumulative calendar days of non-availability. Determine the prorated number of training events based on the prorated number of months.

**Table 4.1. Proration Allowance.**

| <b>Cumulative Days of Training Non-Availability</b> | <b>Months of Proration Allowed</b> |
|---|------------------------------------|
| 0 – 15  | 0                                  |
| 16 – 45   | 1                                  |
| 46 – 75   | 2                                  |
| 76 – 105  | 3                                  |
| 106 – 135   | 4                                  |
| 136 – 165   | 5                                  |
| 166 – 195   | 6                                  |
| 196 – 225   | 7                                  |
| 226 – 255   | 8                                  |
| 256 – 285   | 9                                  |
| 286 – 315   | 10                                 |
| 316 – 345   | 11                                 |
| 346 – 365   | 12                                 |

4.9.3. If a crewmember is non-available for training and loses currency requiring a tailored TX program plus a flight evaluation in accordance with **paragraph 4.6.3.4**, then the crewmember's training cycle starts over at a prorated share of the remaining months in the training cycle following completion of the TX and flight evaluation.

4.9.4. An example of proration for non-availability is that Captain Jones took 17 days of emergency leave in January and then attended in-residence Squadron Officer School from March through April for 56 consecutive calendar days. Capt Jones' SQ/CC authorized a total of two months (17 days emergency leave plus 56 days at Squadron Officers School equals 73 cumulative days) of proration from his training.

4.9.5. Round prorated numbers resulting in fractions of less than 0.5 to the next lower whole number, but prorate no requirement below 1.0.

4.9.6. Consider newly assigned or converted crewmembers and crewmembers who achieve CMR or BMC after the 15th of the month to be in CT on the first day of the following month for proration purposes. Units may prorate events and sorties for the remainder of the training cycle. Crewmembers must complete a prorated share of RAP sorties in CT. **(T-3)**

4.9.7. SQ/CCs may prorate a crewmember's last month on station prior to departing permanent change of station provided they do not exceed one month's proration. Units may consider individuals departing permanent change of station CMR for reporting purposes for 60 days from date of last flight, or until loss of CMR currency, port call date, or sign in at new duty station.

#### **4.10. Regaining CMR or BMC Status.**

4.10.1. If a crewmember loses CMR or BMC status due to failure to meet the end-of-cycle event requirements, re-qualification is in accordance with **paragraph 4.8**.

4.10.2. If a crewmember loses CMR or BMC status due to failure to meet lookback in accordance with **paragraph 4.7**, the following applies (timing starts from the date the crewmember came off CMR or BMC status):

4.10.2.1. Up to 90 Days. The crewmember must complete a SQ/CC directed re-certification program in accordance with **paragraph 4.7.1.2**. **(T-2)** In addition, the crewmember must regain all RAP event currencies. **(T-3)** The SQ/CC must approve any other additional training prior to re-certification to CMR or BMC. **(T-3)**

4.10.2.2. 91-180 Days. Complete regression checklist training as determined by the SQ/CC, tailored to crew member certifications.

4.10.2.3. 181 Days and Beyond. Sorties, events, ATDs, and ground training as determined by the SQ/CC, plus qualification and tactical written exams, EPE, and qualification and mission flight evaluation. The individual's training cycle will start over at a prorated share following completion of the flight evaluation.

## Chapter 5

### SPECIALIZED TRAINING

**5.1. General.** This chapter outlines duties and responsibilities for units to upgrade, qualify, and maintain proficiency and currency for special capabilities and special qualifications. These capabilities and qualifications are in addition to core missions for the unit and do not apply to every crewmember assigned or attached to the unit.

**5.2. Pre-Deployment Training.** Conduct this training prior to deploying in support of contingency operations (if time permits) or exercises. The objective of this training is to ensure crewmembers' ability to conduct all missions in support of expected tasking. For contingency operations, units are responsible for contacting appropriate gaining command to determine expected mission tasking. For exercises, units are responsible for referring to appropriate exercise plans (EXPLANs) and contacting appropriate exercise points of contact prior to deployment to determine expected mission tasking. Refer to ACC/A3 exercise and joint training division for the current list of exercises and EXPLANs. Prior coordination ensures unit preparation for the appropriate tasking and allows the responding OG/CC to tailor spin-up training for the theater, threat, and tactics for the assigned task. The SQ/CC is responsible for implementing spin-up training, prosecuting the required missions, and determining the specific requirements necessary to reach the desired level of proficiency. The deploying unit will place emphasis on training needed for missions not accomplished in daily operations. **(T-3)** Conduct spin-up training in accordance with all applicable instructions.

5.2.1. Attached and Augmenting Crewmembers. The supported SQ/CC will determine required spin-up training for crewmembers not assigned to the supported squadron. **(T-3)** This requirement applies to all attached crewmembers (OG, WG, HQ staffs, etc.), and all crewmembers augmenting from other squadrons (operational or FTU). The objective of this spin-up training is to ensure attached and augmenting crewmembers are proficient to conduct all missions in support of expected tasking. The deploying SQ/CC determines the amount of spin-up training required for each attached and augmenting crewmember based on the individual's level of proficiency, currency, qualification, experience, etc. For augmenting crewmembers, once the supported SQ/CC determines the amount of spin-up training, the augmentee's SQ/CC is responsible for ensuring spin-up training accomplishment.

5.2.2. Ground Training. All applicable crewmembers will complete academic training prior to deployment. **(T-3)** Units will brief contingency or exercise SPINS, Rules of Engagement (combat) or Training Rules, and command and control. **(T-3)** Programs will emphasize deployment airfield capabilities, limitations, approach procedures, hazards, cover area environment (weather) and unique operating procedures. **(T-3)** The local Weather Flight can assist with weather-unique training. MAJCOM intelligence organizations will assist the unit's intelligence functions in the development of threat assessments, training materials, and expected collection tasking. **(T-2)**

5.2.3. Flying Training. Tailor spin-up training to ensure all deploying crewmembers are proficient, current, and qualified in all expected mission tasking.

5.2.4. Aircrew Training Device (ATD) Instructor Training. Crewmember instructors certified to instruct ATD events must fly or observe at least one operational sortie per month during on-station operations to maintain operational relevancy. **(T-3)**

5.2.5. Responsibility. OG/CCs are responsible for ensuring all participating crewmembers are ready to deploy and are proficient to conduct all missions in support of expected tasking.

BRIAN S. LAIDLAW, Brigadier General, USAF  
Director of Operations

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

ACCMAN 11-2RQ-4V3, *RQ-4—Operations Procedures*, 2 April 2026

AFI 10-704-S, *(U) Military Deception Program*, 29 June 2021

AFI 11-102\_ACCSUP, *Flying Hour Program Management*, 7 June 2007

AFI 33-322, *Records Management and Information Governance Program*, 23 March 2020

AFMAN 11-202V1, *Aircrew Training*, 27 September 2019

AFMAN 11-202V2, *Aircrew Standardization and Evaluation Program*, 30 August 2021

AFMAN 11-202V3, *Flight Operations*, 10 January 2022

AFMAN 11-210, *Instrument Refresher Program (IRP)*, 21 December 2021

AFMAN 11-290, *Cockpit/Crew Resource Management and Threat & Error Management Program*, 25 October 2021

AFMAN 11-290\_ACCSUP, *Cockpit/Crew Resource Management and Threat & Error Management Program*, 10 June 2022

AFMAN 11-2RQ-4V2, *RQ-4—Aircrew Evaluation Criteria*, 24 January 2024

AFMAN 33-326, *Preparing Official Communications*, 31 July 2019

AFTTP 3-1, *Threat Guide*, 18 February 2026

AFTTP 3-1.RQ4B, *Tactical Employment--RQ-4B*, 01 December 2023

AFTTP 3-3.IPE, *Integrated Planning and Employment*, 19 July 2024

DAFI 14-404, *Intelligence Oversight*, 23 January 2025

DAFMAN 11-401, *Aviation Management*, 27 October 2020

DAFMAN 90-161, *Publishing Processes and Procedures*, 18 October 2023

***Prescribed Forms***

None

***Adopted Forms***

AF Form 8, *Certificate of Aircrew Qualification*

DAF Form 679, *Department of the Air Force Publication Compliance Item Waiver Request/Approval*

DAF Form 847, *Recommendation for Change of Product*

***Abbreviations and Acronyms***

ACC—Air Combat Command

**AF**—Air Force

**AFI**—Air Force Instruction

**AFMAN**—Air Force Manual

**AFTTP**—Air Force Tactics, Techniques, and Procedures

**API**—Aircrew Position Indicator

**ARTEMIS**—Air Resource Tool Enterprise Mission Information System

**ATD**—Aircrew Training Device

**BAQ**—Basic Aircraft Qualification

**BMC**—Basic Mission Capable

**CC**—Commander

**CD**—Deputy Commander

**CMR**—Combat Mission Ready

**COCOM**—Combatant Command

**COMAFFOR**—Commander Air Force Forces

**COMACC**—Commander of Air Combat Command

**CRM**—Cockpit/Crew Resource Management

**CT**—Continuation Training

**DAF**—Department of the Air Force

**DAFI**—Department of the Air Force Instruction

**DAFM**—Department of the Air Force Manual

**DO**—Operations Officer

**DOC**—Designed Operational Capability

**EC**—Electronic Combat

**EP**—Emergency Procedure

**EPE**—Emergency Procedures Evaluation

**ETCA**—Education Training Course Announcement

**EXP**—Experienced

**EXPLAN**—Exercise Plan

**FE**—Flight Examiner

**FTU**—Formal Training Unit

**HQ**—Headquarters

**INEXP**—Inexperienced

**INSTR SEPT**—Instructed Situational Emergency Procedures Training

**IP**—Instructor Pilot

**IPUG**—Instructor Upgrade Training

**IQT**—Initial Qualification Training

**ISOUG**—Instructor Sensor Operator Upgrade

**JUNT**—Joint Undergraduate Navigator Training

**LRE**—Launch and Recovery Element

**MAJCOM**—Major Command

**MCE**—Mission Control Element

**MDS**—Mission Design Series

**MDT**—Mission Directed Training

**MQT**—Mission Qualification Training

**NAF**—Numbered Air Force

**N-BMC**—Non-Basic Mission Capable

**N-CMR**—Non-Combat Mission Ready

**OG**—Operations Group

**OPR**—Office of Primary Responsibility

**PAI**—Primary Aircraft Inventory

**PDAI**—Primary Developmental and Test Aircraft Inventory

**PMAI**—Primary Mission Aircraft Inventory

**PTAI**—Primary Training Aircraft Inventory

**RAP**—Ready Aircrew Program

**RTM**—Ready Aircrew Program Tasking Memorandum

**SARMS**—Squadron Aviation Resource Management Section

**SEPT**—Situational Emergency Procedure Training

**SO**—Sensor Operator

**SPINS**—Special Instructions

**SQ**—Squadron

**SUPT**—Specialized Undergraduate Pilot Training

**TDY**—Temporary Duty

**TRSS**—Training Support Squadron

**UMD**—Unit Manpower Document

**TX**—Transition/Requalification

**USAF**—United States Air Force

**WG**—Wing

### *Office Symbols*

**ACC/A3**—ACC Director of Operations

**ACC/A3M**—ACC Persistent Attack and Reconnaissance Division

**ACC/A3MR**—ACC RQ-4 Operations Branch

**ACC/A3T**—ACC Flight Operations Division

**ACC/IG**—ACC Inspectors General.

**AF/A35**—Air Force Future Operations Directorate

### *Terms*

**Aircrew Training Device (ATD)**—A training device used to prepare aircrew members for the actual performance of flight duties. The official categories for ATDs are Flight Simulators, Flight Training Devices, Aircraft System Trainers, and Other (for those that do not fall into the first three categories). ATDs are cockpit familiarization trainer, cockpit procedures trainer, operational flight trainer, part-task trainer, and weapon system trainer to name a few.

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

**Basic Aircraft Qualification (BAQ)**—A status of a crewmember who has satisfactorily completed training prescribed to maintain the skills necessary to fly unit aircraft or operate mission systems. The crewmember must perform at the minimum frequency necessary to meet the most recent sortie and flight standards set for the weapon system. The crewmember will carry BAQ only until completion of MQT. BAQ is not a permanent qualification except for general officers above the wing level, and any other crewmembers specifically authorized by MAJCOM A3. BAQ crewmembers will not perform RAP-tasked combat events or sorties without instructor crewmembers or SQ supervisor supervision. **(T-3)**

**Basic Mission Capable (BMC)**—The status of a crewmember who has satisfactorily completed training (MQT) prescribed for full qualification to perform the basic unit operational missions, but does not maintain CMR status. Crewmembers accomplish training required to remain familiarized in all, and may maintain qualification and proficiency in some, of the primary missions of their weapon system and unit. These crewmembers may also maintain special capabilities.

**Combat Mission Ready (CMR)**—A status of a crewmember who has satisfactorily completed training (MQT) prescribed for full qualification to perform the basic unit operational missions, and maintains qualification and proficiency in these missions. All squadron-assigned crewmembers, SQ/CCs, operations officers, and OG/CC-designated wing- or group-level positions will 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. Units must select INEXP crewmembers for approximately 50% of their CMR positions.

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

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

**Emergency Procedures Evaluation (EPE)**—An evaluation of crewmember knowledge and responsiveness to critical and non-critical EPs conducted by an FE in an ATD, or the MCE. An EPE may be administered orally if an appropriate training device is not available.

**Experienced Crewmember**—See definitions below

**Experienced Pilots**—A pilot is considered experienced if he or she has 500 hours RQ-4 PAI or 500 hours total rated (pilot or navigator) flying time (not including simulator time, “other” flight time, training completed in SUPT or JUNT, or hours logged as aircrew positions besides pilot), of which 200 are RQ-4 PAI. PAI does not include "other" time.

**Experienced Sensor Operators (SOs)**—An SO is considered EXP if he or she has 250 SO hours RQ-4 PAI.

**Inexperienced (INEXP) Crewmember**—Any crewmember who does not possess the requirements to be qualified as “experienced.”

**Initial Qualification Training (IQT)**—Training to qualify a crewmember in basic aircraft flying duties without specific regard to the unit’s operational mission. The minimum requirement for Basic Aircraft Qualification (BAQ) status.

**Instructor Upgrade Training**—Training to qualify a crewmember to perform instructor duties.

**Lookback**—Total individual RAP sorties required for the 12-month training cycle.

**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.

**Mission Sortie**—A mission flown at a contingency location which does not provide valid RAP training and does not count toward annual RAP requirements. Units may use Contingency Operations sorties for lookback purposes. RAP events logged during Contingency Operations sorties do not count toward annual RAP requirements, but may update currencies.

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

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

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

**Specialized Training**—Training in specialized tactics or flight responsibilities such as instructor, etc. Units may conduct this training in MQT or CT, as required.

**Spin-up Training**—Training that is specific to a theater of operations and prepares the unit for the types of operations they will encounter while deployed.

**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-S, *(U) Military Deception Program*).

**Re-qualification Training (TX)**—Training to re-qualify previously qualified crewmembers in basic aircraft flying duties without specific regard to the unit's operational mission. This training is the minimum requirement for Basic Aircraft Qualification (BAQ) status.

**Verification**—Applies to procedure aimed at verifying and refreshing crewmember tactical employment knowledge, emphasizing conventional operations and mobile targets. Conduct verification in both initial and follow-on phases. Initial verification phase is a formal board proceeding convened to verify individual crewmember knowledge. CT is to reinforce, refresh, and update crewmembers on unit wartime mission, tasking, tactics, and procedures.

## Attachment 2

## TRAINING SHORTFALL REPORT

**A2.1. Training Shortfall Report.** The following is an example memorandum for reporting training shortfalls: (**Note:** Detailed instructions on preparation of an official Air Force memorandum can be found in AFMAN 33-326, *Preparing Official Communications*.)

**Figure A2.1. Training Shortfall Report.**



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 633D AIR BASE WING  
JOINT BASE LANGLEY-EUSTIS VA

DD Mmm YY

MEMORANDUM FOR ACC/A3M

FROM: xx RS

SUBJECT: xx RS Training Shortfall Report

1. Summary of Previous Report Results and Issues. (Use **paragraph one** to provide a brief summary of unresolved issues from previous report.)
2. Past 6 Months (Status and Issues). Each squadron is to provide a PowerPoint® slide encompassing the four months since the last report. Use **paragraph two** to expand on Critical Issues, Limiting Factors (LIMFACS) and Shortfalls, Air and Space Expeditionary Force (AEF) Training Issues, or Get Well Plan areas of the required slide, or to report any items of special interest not covered by the slide template. If current slide information does not require more detail in **paragraph two**, simply state "All data reported on required slide. No expanded details to report." Critical issues may include, but are not limited to, any of the following conditions:
  - a. MQT is averaging more than 120 days (per person) to complete.
  - b. Upgrades are less than 50% of desired number to maintain a productive training environment commensurate to train to RAP standards.
  - c. Experience level drops below 40%.
  - d. Squadron Commander considers RAP training health in poor condition.
  - e. Average sortie count falls to more than two below requirement for lookback month.
  - f. Current or projected tasking (real world tasking, exercises, etc.) pose a significant negative impact on squadron's ability to train to RAP standards.
  - g. Training effectiveness of AEF or contingency mission sorties is considered poor.
  - h. Aircraft modification programs or upgrades pose a significant negative impact on squadron's ability to train to RAP standards.
  - i. LIMFACS, shortfalls 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 sensor CT events due to a shortage of sensors, a shortfall exists that if unresolved could deteriorate to a critical condition affecting MQT, upgrades, or RAP training health.
3. Commander's Comments: This is an open forum for specific concerns regarding the squadron's training health. Examples include non-critical resource issues or those the commander feels could affect RAP training. Provide a projection of the squadron's ability to accomplish 12 month RAP requirements. Comments to improve the training reporting system are also voiced here.

Squadron Commander's Signature Block

1st Ind, xx OG/CC

TO: ACC/A3M