

**BY ORDER OF THE
SECRETARY OF THE AIR FORCE**

**AIR FORCE MANUAL 11-2U-2,
VOLUME 1**



31 MAY 2023

Flying Operations

U-2 AIRCREW TRAINING

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: This publication is available for downloading or ordering on the e-Publishing website at www.e-Publishing.af.mil.

RELEASABILITY: There are no releasability restrictions on this publication.

OPR: ACC/A3MU

Certified by: AF/A3T
(Brig Gen Albert G. Miller)

Supersedes: AFMAN11-2U-2V1, 16 October 2018

Pages: 40

This manual implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations*; Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*; and Air Force Manual (AFMAN) 11-202 Volume 1, *Aircrew Training*. It establishes the minimum Air Force standards for training and qualifying personnel performing aircrew duties in the U-2. This publication applies to all uniformed members of the Regular Air Force. This publication does not apply to the United States Space Force, the Air National Guard (ANG), or the Air Force Reserve (AFR). This publication requires the collection and or maintenance of information protected by the Privacy Act of 1974 authorized by Department of Defense (DoD) 5400.11-R, *DoD Privacy Program*. The applicable SORN F011 AF XO A, Aviation Resource Management System (ARMS) membership programs is available at <http://dpcllo.defense.gov/Privacy/SORNS.aspx>. The reporting requirements in this publication are exempt from licensing according to guidance provided in AFI 33-324, *The Air Force Information Collections and Reports Management Program*. Ensure all records generated as a result of processes prescribed in this publication adhere to 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 publication to the Office of Primary Responsibility (OPR) using the Department of Defense (DAF) Form 847, *Recommendation for Change of Publication*; route DAF Forms 847 from the field through the appropriate functional chain-of-command. Major Commands (MAJCOMs)/Direct Reporting Units (DRUs)/Field Operating Agencies (FOAs) are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to Air Force Aircrew Task Force (AF/ACTF) through Air Combat Command U-2

Operations Branch (ACC/A3MU) for approval prior to publication according to guidance provided in AFI 11-200. See [paragraph 1.2](#) of this volume for guidance on waivers. The authorities to waive wing and unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See DAFMAN 90-161 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.

SUMMARY OF CHANGES

This document has been substantially revised and needs to be completely reviewed. Tiered waiver guidance has been added according to guidance provided in DAFMAN 90-161. Conventional certification guidance has been amplified, and a Sensitive Reconnaissance Operations (SRO) certification has been added. CT flight training tables and lookback requirements have been removed from this document and now direct guidance to the most current RAP Tasking Memorandum (RTM). CT currency requirements have been updated and reflect RTM. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See DAFMAN 90-161, *Publishing Processes and Procedures*, 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 requestor’s commander for non-tiered compliance items.

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Chapter 1

GENERAL GUIDANCE

1.1. Roles and Responsibilities. This publication establishes the minimum Air Force standards for training, qualifying, and certifying personnel performing aircrew duties in the U-2. **Note:** For the purposes of this publication, certification denotes a commander's action, whereas qualification denotes a formal evaluation. Reference AFMAN11-202 Volume 2, *Aircrew Standardization/Evaluation Program*, for an explanation of qualifications versus certifications. Air Combat Command Director of Operations (ACC/A3) is designated the responsible agency for this manual according to guidance provided in AFPD 11-2.

1.1.1. ACC/A3 will:

1.1.1.1. Chair annual Combat Air Forces Realistic Training Review Board (RTRB) to review ground and flying training requirements/programs. Focused at the group commander and MAJCOM/A3T (or equivalent) level, Realistic Training Review Board participation includes active and reserve component units/organizations. MAJCOM/A3s with major weapons systems for which Air Combat Command (ACC) is lead command will be invited to send representatives and/or inputs.

1.1.1.2. Process all publication change requests. Air Combat Command Persistent Attack and Reconnaissance Division (ACC/A3M) is the overall OPR and will process all changes to this publication. Proposed changes to this volume are submitted according to guidance provided in AFI 11-215, *Flight Manuals Program*. Changes to this volume require approval by Deputy Chief of the Air Force for Operations (AF/A3).

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.

1.1.2. MAJCOM/A3s may elect to develop their own training requirements to fulfill designed operational capability (DOC) statement missions and documentation of aircrew certification via supplement or in their own MAJCOM RTM

1.1.3. DRUs will:

1.1.3.1. Provide standard instructional texts to support operational weapons and tactics training (**T-2**) Forward electronic copies to ACC/A3 and Numbered Air Force (NAF)/A3 and each Combat Air Force (CAF) wing/group. (**T-2**)

1.1.3.2. Review, update, and distribute changes to instructional texts. (**T-2**)

1.1.3.3. Review subordinate unit training programs. (**T-2**)

1.1.4. Wings/groups will:

1.1.4.1. Develop/approve/implement programs to ensure training objectives are met and assist subordinate units in management of training programs (**T-2**)

1.1.4.2. Attach Aircrew Position Indicator (API)-5/6/8 pilots to a flying squadron and designate the continuation training status for each, except when otherwise mandated (**T-2**)

All API 5/6/8 Air Reserve Component (ARC) pilots will have continuation training status designated. **(T-2)**

1.1.4.3. Review manning programs and position designations annually. **(T-2)**

1.1.4.4. Review unit training programs and syllabi, annually **(T-2)** Forward unit supplements to this publication to Air Combat Command Flight Operations Division (ACC/A3T) (or equivalent), for coordination prior to certification and approval.

1.1.5. Squadrons/units will:

1.1.5.1. Units will publish a letter of pilot qualifications/certifications monthly (example: Letter of X's). **(T-2)** The letter provides a list of pilots that have special capabilities or qualifications for that month. The letter also provides utilization of basic mission capable (BMC) pilots (annotate missions/events that maintain qualification/certification).

1.1.5.2. Ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned/attached pilots. **(T-3)**

1.1.5.3. Monitor assigned/attached pilot currencies and requirements. **(T-3)**

1.1.5.4. Review training and evaluation records of newly assigned pilots and those completing formal training to determine the training required for them to achieve the appropriate qualification, certifications, and training status. **(T-3)** After review and evaluation, archive the previous flying assignment training folder.

1.1.5.5. Develop unit training programs using RTM guidance and this volume. **(T-2)** Consider attrition and collateral sorties (including associated training requirements) when developing unit training.

1.1.5.6. Review qualifications and training requirements of non-pilots (flight surgeon, mission planners, etc.) and determine appropriate flight restrictions. **(T-3)**

1.1.5.7. Ensure pilots only participate in missions, events, and tasks for which they are in training for, or qualified, current, and prepared for that purpose. **(T-3)**

1.1.5.8. Submit training reports as outlined in MAJCOM RTM guidance. See [paragraph 1.7](#).

1.1.6. Individual pilots will:

1.1.6.1. Monitor currencies and requirements established by this publication. **(T-3)** Be responsible for completion of training requirements and currencies within the guidelines of this publication. **(T-3)** This includes timely submission of reports detailing events accomplished either electronically (e.g., via Patriot Excalibur (PEX)) or using paper forms.

1.1.6.2. Only participate in ground and flying activities for which they are in training for, or qualified, current, and prepared for that purpose. **(T-3)**

1.1.6.3. Ensure Companion Trainer Program (CTP) properly supports U-2 pilot capability. **(T-3)**

1.1.7. U-2 Forward Operating Locations (FOL) Commander will:

1.1.7.1. Monitor permanent party assigned and attached aircrew currencies and requirements, and monitor currencies for aircrew deployed to the unit. Ensure aircrew maintain Combat Mission Ready (CMR) status to support operational taskings. **(T-3)**

1.1.7.2. If electronic submission of reports is not available, ensure documentation for all events accomplished is forwarded to the appropriate home station unit for tracking as expeditiously as possible. **(T-3)**

1.2. Waivers. Forward waiver requests through appropriate channels to the applicable MAJCOM/A3 or equivalent, or Commander Air Force Forces (COMAFFOR) for those aircrew and assets under the COMAFFOR's oversight, for approval. The COMAFFOR, MAJCOM/A3 (or equivalent) will notify ACC/A3 of waivers within 72 hours of issuance. Wing commanders (WG/CCs) will notify the publication OPR within 72 hours of waiver approval. **(T-2)** according to guidance provided in Department of the Air Force Instruction (DAFI) 90-160, *Publications and Forms Management*, a copy of the approved waiver must follow within 30 days of issuance. **(T-2)** 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.

1.2.1. The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. See DAFMAN 90-161 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.

1.2.2. Waiver authority for all RAP requirements and all provisions in **Chapter 4** and **Chapter 5** of this volume is the Operations Group Commander (OG/CC). (B waiver authority for sortie lookback rates is the MAJCOM/A3). Unless specifically noted otherwise in the appropriate section, the OG/CC may adjust individual requirements in **Chapter 4** and **Chapter 5** on a case-by-case basis, to accommodate variations in pilot experience and performance.

1.3. Training Programs, Concepts, and Guidelines. Units will design training programs to achieve the highest degree of operational readiness and proficiency consistent with flight safety and resource availability. Training programs are designed to progress aircrews from initial qualification training (IQT) (Basic (B)-course or transition [TX]/requalification training), then to mission qualification training (MQT), continuation training (CT), and specialized training as required. Training must balance the need for realism against the expected threat, pilot capabilities, and safety. This publication provides training guidelines and policies to be used with operational procedures specified in applicable flying and operations publications.

1.3.1. Aircrew training is designed to progress pilots from Basic Qualification Training (BQT), to MQT, and finally to CT. For previously qualified pilots, BQT is replaced by Requalification Training (RQT).

1.3.2. BQT/RQT provides the training necessary to qualify pilots in basic position and flying duties without regard to the unit's mission. Upon completion of BQT or RQT, the pilot attains Basic Aircraft Qualified (BAQ) status. BAQ is a prerequisite for MQT. Except for general officers, BAQ is not a long-term qualification status. Waiver authority for any pilot, other than a general officer, 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.

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

1.3.4. ACC Training Support Squadron (ACC/TRSS) will develop and validate training programs when tasked. (T-2) 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 (CB-coded) units may locally develop syllabi to upgrade Operational Test (OT) pilots in support of specific test plans. These syllabi will be approved by the group/CC, and a copy will be forwarded to ACC/TRSS

1.3.5. Pilots will not be required to accomplish ground or ancillary training except as required by this manual and the most current RTM and theater-specified pre-deployment guidance.

1.4. In-flight Supervision.

1.4.1. Unless specifically directed, the squadron commander (SQ/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 IP may be required.

1.4.2. All U-2 sorties will have another qualified U-2 pilot as an assigned mobile officer. The mobile officer is responsible for mission monitoring and is the primary point of contact for the pilot for any required coordination or issues while flying.

1.5. Aircrew Experience Definitions.

1.5.1. Aircrew require a minimum number of flight hours to be considered experienced (EXP) in the aircraft. Inexperienced (INEXP) aircrew must train at a higher rate to maintain currencies and proficiencies. Refer to the training tables in the most current RTM (or MAJCOM-specific guidance), and AFMAN 11-2T-38 Volume 1 ACC Supplement, *T-38 Aircrew Training*, for requirements for both EXP and INEXP aircrew).

1.5.2. Aircrew are considered experienced in the U-2 after meeting the following criteria:

1.5.2.1. A CMR, BMC, or API-6/8 U-2 pilot with 300 or more flight hours in the U-2/TU-2.

1.5.2.2. **Note:** Hours logged in the CTP aircraft will not be counted towards U-2 aircraft experience hours.

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

1.6.1. RAP defines the minimum training required to maintain the assigned training status and is designed to focus on skills needed to accomplish DOC-task missions following completion of IQT and MQT. The ACC aircrew training cycle is 12 months aligned with the fiscal year. Units will complete all training requirements during the appropriate training cycle

as outlined in the RTM, unless specifically exempted. Exemptions will be sent to ACC/A3. **(T-2)**

1.6.2. All combat unit active duty API-1, and flying SQ/CC and squadron director of Operations (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 SQ/CC may use the Unit Manning Document (UMD) to determine which portion of aircrew members to train from API-1s to CMR and designate the overage pilots as BMC. In this case, priority should be given to INEXP pilots, with at least 50%, if available, designated CMR.

1.6.3. CMR pilots maintain proficiency and qualification in all core missions of the flying unit to which they are assigned or attached. CMR pilots maintain currencies which affect CMR status, accomplish all core designated flight training (sorties and events), and accomplish all mission-related ground training. Failure to complete this training, or maintain those currencies, causes regression to Non-CMR (N-CMR) status. While N-CMR, pilots may not perform operational missions. **(T-2)**

1.6.4. Active duty API-6 positions above squadron level are normally designated BMC. These BMC pilots are typically assigned to pilot positions whose primary job lies within wing supervision or a staff function that directly supports the flying operation.

1.6.5. All test and formal training unit (FTU) regular Air Force pilot positions are designated Mission Ready (MR) and fly at a BMC rate at a minimum.

1.6.6. BMC pilots are required to provide additional sortie generation capability, either in lieu of or in addition to, the personnel assigned to the flying squadrons. BMC pilots maintain familiarization with all unit core missions. BMC pilots also maintain proficiency and qualification in some of the unit core missions. BMC pilots accomplish all applicable Mobility ground training as required according to guidance provided in U-2 RTM. BMC pilots will be trained to a CMR level prior to deploying for a flying Temporary Duty (TDY). **(T-2)** Failure to complete BMC required training results in regression to Non-Basic Mission Capable (N-BMC) status. While N-BMC, pilots may not perform mission-oriented training without supervision until re-certified.

1.6.7. N-CMR and N-BMC. Pilots who regress to N-CMR or N-BMC status will accomplish a tailored program to regain CMR or BMC status, as specified by the SQ/CC. **(T-3)**

1.6.8. Progression from BMC to CMR requires:

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

1.6.8.2. Qualification in core missions.

1.6.8.3. Completion of mission-related ground training.

1.6.8.4. SQ/CC certification.

1.6.9. 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 pilot. Specialized training consists of upgrade training such as IPUG or Functional Check Flight (FCF) training, as well as CT to maintain proficiency and qualification in unit special capabilities and missions. Specialized training is normally accomplished after a pilot is assigned CMR or BMC status

and is normally in addition to CMR or BMC requirements. Unless otherwise specified, pilots in CMR or BMC positions may hold special capabilities or qualifications as long as any additional training requirements are accomplished.

1.6.10. Both qualification levels (CMR/BMC) are defined by sorties and events in both the U-2 and the CTP aircraft. U-2 RAP sorties are broken down into two primary categories: high sorties and low sorties. See [Attachment 4](#), Companion Trainer Program. An effective RAP sortie is either a high or low sortie meeting the requirements outlined in [Attachment 2](#).

1.7. Training Records and Reports.

1.7.1. SQ/CC maintain pilot records for individual training and flight evaluations as applicable, according to guidance provided in:

1.7.1.1. AFMAN 11-202V1.

1.7.1.2. AFMAN 11-202V2.

1.7.1.3. DAFMAN 11-401, *Aviation Management*.

1.7.2. SQ/CC track the following information for all pilots, as appropriate:

1.7.2.1. Ground training.

1.7.2.2. Requirements and accomplishment of individual mission types and events cumulatively for the training cycle.

1.7.2.3. One and three-month RAP lookback as outlined in the RTM.

1.7.2.4. Training requirements and accomplishment of individual currencies.

1.7.2.5. Weapons employment records in sufficient detail to document all employment attempts and hit percentages.

1.7.3. Units update Aviation Resource Management System (ARMS) “No Date” with either the date of the last FTU or United States Air Force Weapons School (USAFWS)-equivalent training accomplished, or the unit mission certification date.

1.7.4. Units will maintain a training folder (electronic folder is acceptable) for each assigned and attached pilot. **(T-1)** Training folders include information on pilot qualifications/certifications and current assignment training documentation (upgrades, regression, waivers, special qualifications, etc.)

1.7.5. Periodic and End of Cycle (EOC) Training Reports (Operational Units and FTUs).

1.7.5.1. Operational Unit Reporting. Operational squadrons (including those deployed) will submit periodic and EOC RAP training reports as outlined in the RTM. **(T-2)** Squadrons may submit an out of cycle report at any time if higher headquarters assistance is required to prepare for DOC or deployment tasking. Reference current RTM for detailed instructions and report templates.

1.7.5.2. FTU Reporting. FTUs will report on their own training health as directed by their parent MAJCOM **(T-2)**

1.8. Pilot Utilization Policy.

1.8.1. In general API-1 INEXP pilots should receive sortie allocation priority over EXP pilots. Priorities for sortie allocation are as follows:

1.8.1.1. FTU. Formal syllabus training, IPUG, IP CT, authorized staff personnel not performing IP or flight examiner (FE) duties (to include API-5 flight surgeons).

1.8.1.2. Combined FTU and operational units. Formal syllabus training, CMR/API-1, MQT/API-1, CMR/API-6, MQT/API-6, BMC, API-8, API-5/flight surgeons.

1.8.1.3. Operational units. CMR/API-1, MQT/API-1, CMR/API-6, MQT/API-6, BMC, API-8, API-5/flight surgeons.

1.8.1.4. USAFWS units, and Test & Evaluation Squadrons (TESs). Requirements directed by MAJCOM, training required to prepare for assigned projects or taskings, BMC requirements that cannot be accomplished on primary missions. API-5 flight surgeons.

1.8.2. While API-1 pilots may perform additional duties outside of their flying squadron on a temporary basis, their primary responsibility is with the squadron to fill unit-assigned missions. Commanders will not prioritize workload outside of the squadron over squadron mission requirements for the employment of squadron API-1 pilots **(T-3)**

1.8.3. Commanders will ensure INEXP pilots in the first year of their initial operational assignment are given scheduling priority and only perform non-flying duties related to operational/combat activities. **(T-3)**

1.8.4. Units should provide assigned/attached API-6/-8 pilots adequate resources to maintain minimum training requirements; however, support for API-6/-8 pilots should not come at the expense of the flying squadron's primary mission.

1.9. Unit Manpower.

1.9.1. Commanders will ensure that pilots only fill authorized API-1/-5/-6 positions according to guidance provided in Unit Manpower Document. **(T-2)**

1.9.2. Wings with a formal training mission should strive to maximize instructor qualification (T-prefix) for API-6 pilots. At least one of the following pilots will maintain formal IP status:

1.9.2.1. WG/CC, or vice wing commander

1.9.2.2. OG/CC or deputy group commander. **(T-3)**

1.9.2.3. For wings consisting of both FTU and operational units, it is highly desired for either the WG/CC or the OG/CC to maintain formal IP status in the U-2.

1.9.3. Duties required by various publications which may be assigned to CAF API-1 pilots are:

1.9.3.1. Weapons and tactics officer

1.9.3.2. Flying safety officer

1.9.3.3. Supervisor of Flying (SOF)

1.9.3.4. Mobility/contingency plans, training **(Exception: ARMS documentation)**

1.9.3.5. SQ standardization/evaluation liaison officer

1.9.3.6. Squadron aircrew flight equipment (AFE) officer

1.9.3.7. Electronic combat officer, and other duties directly related to flying operations

1.9.3.8. In some instances (e.g., squadron-assigned flying safety officers) API-1s may be attached to the wing. API-1s will not be attached to the wing staffs or man wing staff positions unless total wing API-1/6 manning is 100 percent or better. CCs will ensure wing staff pilots (API-6) perform duties justified in manpower standards documents and authorized in UMDs. **(T-3)**

1.9.4. Pilots will not perform long-term duties which detract from their primary duties of training for, or performing, the unit's flying missions. **(T-3) Exception:** Pilots who are on long-term duty not involving flying (DNIF) status or are suspended from flight activities can perform such duties.

1.9.5. API-8 pilot authorizations and test-coded authorizations are according to guidance provided in DAFMAN 11- 401 and MAJCOM guidance. If units cannot meet attached flyer requirements, they must request relief according to guidance provided in DAFMAN 11-401, as supplemented.

1.9.6. API-8. Above wing level rated personnel flying authorizations will be according to guidance provided in DAFMAN 11-401 and MAJCOM guidance.

1.9.7. API-8 pilots assigned in the continental United States (CONUS) will fly the designated sortie rate in RTM, but are not required to complete specific RAP events, or meet monthly lookback requirements.

1.9.8. API-8 pilots attached to an FOL unit will fly the designated sortie rate in RTM and must meet monthly lookback requirements in order to fly operational missions.

Chapter 2

BASIC QUALIFICATION TRAINING

2.1. General. This chapter outlines BQT requirements for all pilots. Specific training guidance, procedures, policy, and requirements for BQT are described in the U2BQT, U2RQT, or formal TX course syllabi (available through the 1st Reconnaissance Squadron (1 RS) as electronic or paper documents). Upon completion of BQT, the pilots attain BAQ status. BAQ is a prerequisite for MQT. Except for general officers above wing level, BAQ is not a long-term qualification status. Waiver authority for pilots to remain BAQ is MAJCOM/A3. **Exception:** General officers above the wing level may remain BAQ.

2.2. Formal Training. All formal training is conducted at the FTU squadron. Formal course graduates are proficient in mission tasks as indicated by the course training standards and required proficiency levels of the FTU syllabi.

2.3. Prerequisites. Course prerequisites will be according to guidance provided in the appropriate course syllabus and the Air Force Education and Training Course Announcements (ETCA)

2.4. Ground Training. OG/CCs may tailor ground training to the individual's background and experience or peculiar local conditions.

2.5. Flying Training.

2.5.1. Training should be completed within the time specified by the syllabus or expected completion date for local BQT. Failure to complete within the specified time limit requires notification according to guidance provided in the syllabus or, in the case of local BQT, to ACC/A3 with pilot's name, rank, reason for delay, planned actions, and estimated completion date. (T-2)

2.5.2. Successful completion of BQT requires the upgrading pilot (UP) to complete at a minimum an aircraft Instrument (INSTM) Qualification (QUAL) evaluation according to guidance provided in AFMAN 11-202V2 and AFMAN 11-2U-2 Volume 2, *U-2--Aircrew Evaluation Criteria*.

2.5.3. INST/QUAL for all pilots is accomplished in either the CTP aircraft for pilots who will fly "with CTP" or combined with their BQT evaluation for pilots who will fly "without CTP" (e.g., FOL permanent party).

2.5.3.1. UPs fly under IP supervision until completing the INST/QUAL evaluation. Formal course syllabus mission objectives and tasks are minimum requirements. The SQ/CC may authorize additional training events based on UP proficiency and background. Additional training due to UP non-progression is incorporated within the constraints of the formal course syllabus.

2.6. Senior Officer Course (SOC). All formal training courses for senior officers (colonel selects and above) conducted at the FTU require approval at the following levels (OPR: ACC/A3MU):

2.6.1. Colonel and colonel selects: ACC/A3M.

2.6.2. Brigadier General selects and above: ACC/A3.

2.6.3. Senior officers must meet course entry prerequisites and will complete all syllabus requirements unless waived according to syllabus directives.

2.6.4. Senior officers in training at the FTU are in formal training status **(T-2)** Unit duties will be turned over to appropriate deputies or vice commanders until training is completed **(T-2)** Exceptions to this policy must be approved by Commander Air Combat Command (ACC/CC) and submitted through ACC/A3.

Chapter 3

MISSION QUALIFICATION TRAINING

3.1. General.

3.1.1. Specific training guidance, procedures, policy, and requirements for MQT are described in the U2MQT or formal TX course syllabus (available through 1 RS as electronic or paper documents). MQT is an OG/CC approved unit-developed, training program that upgrades BQT complete (BAQ) pilots to accomplish the unit specific missions. The SQ/CC will develop and maintain responsibility for the local MQT programs. (T-3)

3.1.2. Guidance in this chapter, which represents the minimum, is provided to assist SQ/CCs in developing their MQT program. Applicable portions of MQT may be used to create a requalification program for pilots who have regressed from BMC/CMR to specifically address the deficiencies which caused the regression.

3.2. Syllabus Minimum Requirements. Course requirements will be according to guidance provided in the U2MQT course syllabus. (T-1)

3.3. Restrictions. SQ/CCs will not fly MQT pilots in Flag-level exercises or weapons system evaluation programs (T-3) Proficiency and currency in day events will be demonstrated prior to training in similar events at night (unless accomplished dual with an IP within in the TU-2S). (T-1)

3.4. Ground Training. Units develop blocks of instruction covering areas pertinent to the unit's mission as determined by the SQ/CC. Training accomplished during BQT may be credited towards this requirement.

3.4.1. Mission Certification. Mission Certification is a formal process where pilots demonstrate to a formal board satisfactory knowledge of the squadron's assigned mission(s). The SQ/CC establishes the board composition. Desired composition is SQ/CC or SQ/DO, weapons and tactics, electronic combat principles, intelligence, and OGV representatives. Mission verification will be completed within 30 days after completing MQT. (T-3) As part of the certification process, a Mission Procedures Trainer (MPT) mission may be included at the SQ/CC discretion.

3.4.2. Initial and recurring certification training must include threat knowledge and protective measures, intercept guidance/procedures, operating areas, collection and reporting, communications procedures, mission execution guidance (to include abort criteria/procedures), theater concept of operations (CONOPs) guidance, the Sensitive Reconnaissance Operations (SRO) book process, and current intelligence data regarding the political and military situation in the designated area of interest.

3.5. Flying Training. MQT progression and performance are documented within unit developed gradebooks. The MQT program culminates with an Air Force (AF) Form 8, *Certificate of Aircrew Qualification*, checkride if required. MQT programs designed to regain CMR/BMC status do not require an AF Form 8 unless dictated by other regulations or SQ/CC.

3.5.1. Supervision. All other MQT pilots require an IP.

3.5.2. Breaks-in-training. If more than 14 calendar days elapse between sorties, the First Pilot (FP) requires an additional review sortie before continuing in the program. The SQ/CC may supplement with a MPT mission (with an IP) for any required review.

3.6. Flight Surgeon Training.

3.6.1. Ground Training. Units train/document assigned flight surgeon(s). The following events will be accomplished prior to the initial flight briefing: aircraft general review, hanging harness training (as applicable), egress training, protective equipment training, anti-G straining maneuver (AGSM) training, high-altitude chamber ride, and an emergency procedures MPT (optional) with a CMR/BMC pilot.

3.6.2. Flight Training. As applicable, the first flight in the unit-assigned aircraft will be with an IP and may be flown in conjunction with other training sorties. The briefing and sortie will emphasize stick/throttle interference avoidance, communications and equipment, display interpretation, and the aircraft's performance envelope. **(T-3)**

Chapter 4

CONTINUATION TRAINING (CT)

4.1. General. This chapter and the current U-2 RTM outlines ground and flying training requirements for BAQ, and BMC/CMR. Pilots must be qualified according to guidance provided in DAFMAN 11-401, AFMAN 11-202 Volumes 1 and 2, and AFMAN 11-2U-2V2. SQ/CCs will ensure assigned pilots complete BQT to fly in a BAQ status and MQT to fly in a BMC/CMR status **(T-2)** This chapter defines specific ground and flying training requirements for qualified pilots in the following groupings:

- 4.1.1. Pilots who have completed BQT/RQT and MQT, or applicable formal TX course, and are designated CMR or BMC.
- 4.1.2. Pilots who have completed SOC and are authorized to maintain BAQ status.
- 4.1.3. API-8 pilots.

4.2. Continuation Training (CT). CT consists of two aspects. The first involves training in the basic flight skills necessary to ensure the safe operation of the aircraft. The second consists of specific mission-related training required to accomplish the unit's assigned missions.

4.3. Ground Training.

- 4.3.1. Ground training accomplished during qualification training, SOC, or IPUG may be credited toward CT requirements for the training cycle in which the event was accomplished.
- 4.3.2. Mobility.
 - 4.3.2.1. Required for all CMR pilots.
 - 4.3.2.2. Required for BMC pilots prior to an operational deployment. At SQ/CC discretion, BMC pilots may maintain currency in some or all Mobility events to allow for short-notice deployments.
 - 4.3.2.3. Failure to accomplish this training affects CMR status as noted in U-2 RTM.
- 4.3.3. Aircrew Flight Equipment Continuation Training (AFECT). Required for all pilots
- 4.3.4. Survival, Evasion, Resistance, and Escape (SERE). Required for all pilots, except as noted in U-2 RTM.
- 4.3.5. Aircrew Ground Training. Required for all pilots, except as noted in U-2 RTM.
- 4.3.6. Certifications. Initial and recurring Conventional and SRO Certification is required for combat mission readiness. Conventional, and SRO certification topics are contained in **Attachment 3**.
 - 4.3.6.1. Conventional Certification. Recurring certification requirements must be met every 12 months and can be accomplished by attending the required academic training, attending an initial certification board, or acting as an academic lesson instructor/briefer. Following the training, the 99th Reconnaissance Squadron Director of Operations (99 RS/DO), or designated representative, will chair a table-top session to complete the recertification.

4.3.6.2. SRO Certification. Recurring certification requirements must be met every 18 months, the 99th Reconnaissance Squadron Commander (99 RS/CC), or designated representative, is the certifying official for the SRO certification board. Board composition is at the discretion of the certifying official. Each pilot will demonstrate to the certifying official and board members a satisfactory knowledge of SRO guidance and procedures. BMC pilots may accomplish an initial certification, or participate in a recertification, to facilitate future upgrade to CMR status, at the discretion of the SQ/CC.

4.3.7. Stall Awareness Training. Ground training should include instruction on U-2 aerodynamics in the stall region, stall awareness cues, proper stall recovery procedures, a review of the hazards of stalls in the U-2, and a review of applicable U-2 mishaps involving stalls and pilot loss of control.

4.3.8. Situational Emergency Procedures Training (SEPT).

4.3.8.1. This monthly training is not an evaluation, but a review of abnormal procedures, emergency procedures, aircraft systems operation, and aircraft systems limitations during realistic scenarios. Units produce monthly SEPT scenarios, topics, and higher headquarters special interest items using actual mishaps and incidents as baseline cases.

4.3.8.2. One pilot 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 steps or procedures (e.g., aircraft **BOLDFACE**) and unit special interest items should be emphasized.

4.3.8.2.1. Units will incorporate the following elements into SEPT programs:

4.3.8.2.1.1. Involve SQ/CC or SQ/DO in the selection of a monthly SEPT topic.

4.3.8.2.1.2. Develop SEPT scenarios utilizing U-2 mishaps or incidents as baseline cases.

4.3.8.2.1.3. Emphasize critical action procedures (CAPs) and special interest items to include any MAJCOM, OG, and SQ special interest items related to aircraft employment.

4.3.8.2.1.4. Provide sufficient range of topics to enable pilots to discuss at least two emergency procedures for each phase of flight over the course of the monthly SEPT period.

4.3.8.2.1.5. Accomplish two SEPT sessions each annual training cycle (one per semi-annual period) with an IP or unit supervisor, to include minimum fuel situations and emergency divert training. These SEPT sessions should be conducted in the U-2 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).

4.3.8.2.2. Pilots accomplish a SEPT in each calendar month. Currency expires at the end of the calendar month following the month in which the SEPT was credited, regardless of which date the SEPT was completed (e.g., if a SEPT is accomplished on 1 May, the currency is good through 30 June). SQ/CCs will ground pilots for failure to maintain currency until subsequently completed (**T-3**) SQ/CCs may waive

unaccomplished SEPTs from previous months due to non-flying TDY or special circumstances.

4.3.8.2.3. IP/student emergency procedures discussions satisfy the monthly SEPT requirement for the IP who administers the training.

4.3.8.2.4. Pilots may satisfy their monthly SEPT requirement by accomplishing or administering an EP SIM, an EP Evaluation, or formal course EP training.

4.3.9. US/Russian Prevention of Dangerous Military Activities (PODMA). Initial and annual refresher training will be conducted to ensure all pilots are familiar with the agreement and the implementing provisions. Pre-deployment training will also be conducted when pilots are deploying to a theater in which Russian military forces are present. Training requires review of the “Procedures for the Prevention of Dangerous Military Activities Between US and Russia” section of the Flight Information Handbook.

4.4. Flying Training. Flying requirements are outlined in the current RTM.

4.5. Special Categories.

4.5.1. Flight Surgeon. Refer to DAFMAN 11-401 for flight surgeon flying rates and requirements. Assigned/attached flight surgeons are authorized one flight annually in the TU-2S.

4.5.2. API-8 Pilots. Qualified U-2 API-8 pilots designated as BMC will strive to fly at the BMC rate; however, they are exempt from non-grounding academic ground training, and combat survival training. Additionally, API-8 pilots designated as BMC are not required to complete BMC-specific missions/events or meet RTM lookback requirements. Submit qualification and/or authorization documentation to the supporting SQ/CC or authorized representative prior to flying with that squadron. IPs may perform instructor duties with the concurrence of the OG/CC, if current and qualified in the applicable mission and events.

4.5.3. Mobile Only Qualification.

4.5.3.1. SQ/CCs may approve previously qualified U-2 pilots to perform ground duties as a Mobile Only without maintaining U-2 aircraft qualification/currency.

4.5.3.2. Previously qualified U-2 Instructor Pilots may perform instructor duties as Mobile Only pilots with SQ/CC approval.

4.5.3.3. Mobile Only pilots will not serve as either Flight Examiners or administer aircrew evaluations.

4.5.3.4. Mobile Only pilots will maintain Mobile Only qualification according to guidance provided in AFMAN 11-2U-2V2, currency [Table 4.1](#) and the most current RTM.

4.5.3.5. Mobile Only ground training requirements are as noted in most current RTM.

4.6. Multiple Qualification/Currency.

4.6.1. MAJCOM/A3 may authorize qualifications in more than one mission design series (MDS) aircraft for pilots only when such action is directed by command mission requirements and is economically justifiable (**T-2**) Commanders must not permit pilots qualified in a primary mission aircraft to maintain qualification in support aircraft unless required for unit mission

accomplishment. Individuals assigned to positions covered by [paragraph 4.6.2](#) already have MAJCOM/A3 approval and do not require submission of a specific request.

4.6.1.1. Submit multiple qualification requests, inclusive of full justification, through command channels to MAJCOM/A3T. For requests involving the U-2, MAJCOM/A3T must coordinate with ACC/A3M. Approval for multiple qualification request will be provided to the appropriate host base flight management office or Host Aviation Resource Management (HARM). Flight accomplishments are not authorized until aircraft assignment is updated in ARMS.

4.6.1.2. Multiple qualifications are 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 (T-2) Either the WG/vice commander or OG/CC should qualify in another of the wing's aircraft (not the same aircraft selected by the WG/CC). Reference ACC syllabus U2SST for senior wing leadership who desire qualification in the U-2.

4.6.1.3. An individual multiple qualification authorization is only valid so long as the individual pilot remains assigned to the specified position and aircraft requested, or until rescinded by the MAJCOM/A3.

4.6.2. Authorized multiple qualifications.

4.6.2.1. Qualified U-2 pilots are authorized to maintain qualification in both the U-2 and CTP aircraft.

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

4.6.3. U-2 pilots qualified in the CTP aircraft will be qualified and current according to guidance provided in AFMAN 11-202V1 and AFMAN 11-202V2, as supplemented, and will complete both MDS annual training requirements in full. Reference appropriate AFMAN 11-2MDS V1 and supplements for CTP training requirements and currencies.

4.7. Currency/Recurrency/Requalification.

4.7.1. Currency. [Table 4.1](#), as supplemented by the most current RTM, defines currency requirements for all U-2 pilots. The RTM is updated annually, or as required, aligns RAP with the latest Combined Forces Air Component Commander (CFACC) expectations and takes precedence when there are discrepancies with this publication. If a pilot loses a particular currency, that sortie or event may not be performed except for the purpose of regaining currency. For criteria specified in [paragraph 4.7.4](#), a pilot can become “unqualified” for landing currency. Loss of other currency items do not affect overall qualification but may require regression to N-CMR/N-BMC.

4.7.2. Recurrency. Pilots accomplish overdue training requirements as specified by the SQ/CC before they are considered recertified to perform the task. Pilots overdue on training annotated in [Table 4.1](#) as affecting CMR/BMC status requires regression to N-CMR/N-BMC. Unless otherwise specified, supervisory requirements pertaining to recurrency may be satisfied in the cockpit, flight position, or in a mobile, that offers the best control of the mission, as determined by the SQ/CC.

4.7.3. Noncurrent Versus Unqualified.

4.7.3.1. Noncurrent. A pilot becomes noncurrent in a particular currency if they exceed the specified timeframe listed in [Table 4.1](#) (e.g., an INEXP pilot becomes noncurrent for landing after 30 days from last landing).

4.7.3.2. Unqualified. For criteria specified in [paragraph 4.7.4](#), a pilot can become “unqualified” for landing and instructor currencies.

4.7.4. Currencies Requiring Recurrency/Requalification.

4.7.4.1. Landing Recurrency/Requalification. Landing currency is required to maintain aircraft qualification. Pilots become unqualified after loss of landing currency plus 180 days (e.g., an INEXP pilot who has not landed for 211 days). Loss of landing currency requires the following action (timing starts from date of last landing):

4.7.4.1.1. 31/46 (INEXP/EXP) to 90 days. Regain landing currency according to guidance provided in [Table 4.1](#).

4.7.4.1.2. 91 to 135 days. Requirements in [paragraph 4.7.4.1.1](#), plus IP-supervised Simulated Emergency Procedures Training (SEPT) session.

4.7.4.1.3. 136 to 210/225 days (INEXP/EXP) (e.g., an INEXP pilot who has not landed for 136 to 210 days). Requirements in [paragraph 4.7.4.1.2](#), plus open and closed book examinations.

4.7.4.1.4. 211/226 days (INEXP/EXP) to 12 months (e.g., an INEXP pilot who has not landed for 211 to 365 days). Locally administered requalification program at the discretion of the SQ/CC resulting in an AF Form 8 qualification evaluation according to guidance provided in AFMAN 11-202V2 and AFMAN 11-2U-2V2.

4.7.4.1.5. Greater than 12 months. Accomplish applicable formal TX course.

4.7.4.2. Instructor Recurrency/Requalification. Pilots become unqualified after loss of instructor currency plus 180 days (e.g., an IP who has not instructed for 271 days).

4.7.4.2.1. An IP will be decertified under the following conditions:

4.7.4.2.1.1. Fails any flight evaluation.

4.7.4.2.1.2. Fails a qualification, instrument, or tactical written examination.

4.7.4.2.1.3. Exceeds timing for loss of instructor currency. This timing starts from the last instructor event and requires the following action:

4.7.4.2.1.3.1. 91 to 180 days. Regain instructor currency with an IP.

4.7.4.2.1.3.2. 181 to 270 days. Regain IP currency according to established SQ/CC directed program that may result in a flight evaluation.

4.7.4.2.1.3.3. Greater than 270 days. Accomplish an AF Form 8 requalification checkride according to guidance provided in AFMAN 11-202V2 and AFMAN 11-2U-2V2.

4.7.4.2.2. IPs instruct airborne events in which they are current and qualified. With SQ/CC approval, IPs who become N-CMR/N-BMC may still instruct in events for which they are current and qualified.

4.7.4.2.2.1. Exception, see [paragraph 4.7.4.3.2](#).

4.7.4.2.3. Regaining instructor status following decertification.

4.7.4.2.3.1. For failed flight evaluations, a pilot must complete required corrective action and successfully pass a recheck, as outlined in AFMAN 11-202V2 and AFMAN 11-2U-2V2.

4.7.4.2.3.2. For failed written examinations, successfully pass a re-examination as outlined in AFMAN 11-202V2 and AFMAN 11-2U-2V2.

4.7.4.2.3.3. For discretionary decertification, regain currency and SQ/CC directed retraining (if applicable) in the event or sortie for which the pilot is noncurrent.

4.7.4.2.3.4. Once the requirement(s) to regain instructor status have been completed, restoring a pilot's instructor qualification remains at the discretion of the SQ/CC.

4.7.4.3. Mobile Currency/Recurrency.

4.7.4.3.1. U-2 pilots who lose flying currency due to long-term DNIF or other extenuating circumstances may continue to perform mobile duties provided mobile qualification and currency is maintained. If mobile currency is lost, recurrency requirements will be determined by the SQ/DO. This paragraph will be applied on a case-by-case basis to individual pilots, cannot be applied as a blanket or group approval, and OGV approval will be documented in writing. Approval will not be delegated below the OG/CD level.

4.7.4.3.2. U-2 IPs may provide instruction from a mobile for events in which their own currency has expired.

4.7.4.3.3. U-2 pilots requalifying for Mobile Only duty will accomplish a SQ/CC directed requalification program resulting in an AF Form 8 Mobile Qualification evaluation according to guidance provided in AFMAN 11-2U-2V2.

Table 4.1. U-2 Pilot Currencies.

EVENT	CURRENCY (days) INEXP/EXP	AFFECTS CMR/BMC	NOTES
High Sortie	60 / 90	Yes	1,6
Instrument Approach	30 / 45	Yes	1,3
Landing	30 / 45	Yes	1
Landing, Night	90	No	1,4
Landing, No-Flap	45	Yes	1,3
Landing, No Voice	45	Yes	1,3
Simulated Flame-Out (SFO) Pattern	45	Yes	1,3
Landing, Rear Cockpit (TU-2S IP)	90	No	1,2
Functional Check Flight (FCF)	60	No	7

Mobile	90	No	5
<p>NOTES:</p> <ol style="list-style-type: none"> 1. Currency only updated by flying the event. Regain lost currency by flying the event under IP supervision (in aircraft or from mobile, as appropriate). 2. TU-2S IPs will not perform landing phase instruction without rear cockpit currency. Currency may be updated on any sortie under supervision of a qualified mobile officer with SQ/CC or SQ/DO approval. 3. While deployed to an FOL for flying duties, these currencies do not affect CMR/BMC status for 90 days from the date last accomplished (waiverable up to 120 days by Beale AFB 9th Operations Group Commander [9 OG/CC]). 4. If night landing currency is lost, it cannot be regained on an operational mission. Regain lost currency by accomplishing a night sortie, inclusive of 3 night landings. 5. Regain mobile currency by accomplishing mobile duties for one takeoff and landing under supervision of a mobile-current IP. 6. Instrument approaches (Precision or Non-Precision) are dual credited between the T-38 and the U-2 for the purposes of instrument approach currency, which is logged under the single task identification (ID) AP31 (e.g., AP01 and AP02 will both credit AP31). Instrument approach currency may be updated from either cockpit 7. FCF Sortie requirements are according to guidance provided in MDS -6 and local FCF program guidance. 			

4.8. Regression. See the RTM for flying event lookback requirements. Reference [Figure 4.1](#) for necessary decisions/actions to maintain/regain CMR/BMC status. If a pilot does not meet lookback requirements throughout the training cycle, the SQ/CC can either, regress the pilot to N-CMR/N-BMC, place the pilot on probation, remove the pilot from a CMR/BMC manning position, or initiate action to remove the pilot from active flying status.

4.8.1. MQT Completion. Upon completion of MQT, pilots must meet lookback and complete conventional and SRO certifications prior to being designated CMR. Training sorties flown during MQT count towards initial lookback.

4.8.2. Failure to meet the 1-month lookback requires a review of the pilot's 3-month sortie history.

4.8.2.1. If the 3-month lookback has been met pilots may, at SQ/CC discretion, remain CMR or BMC.

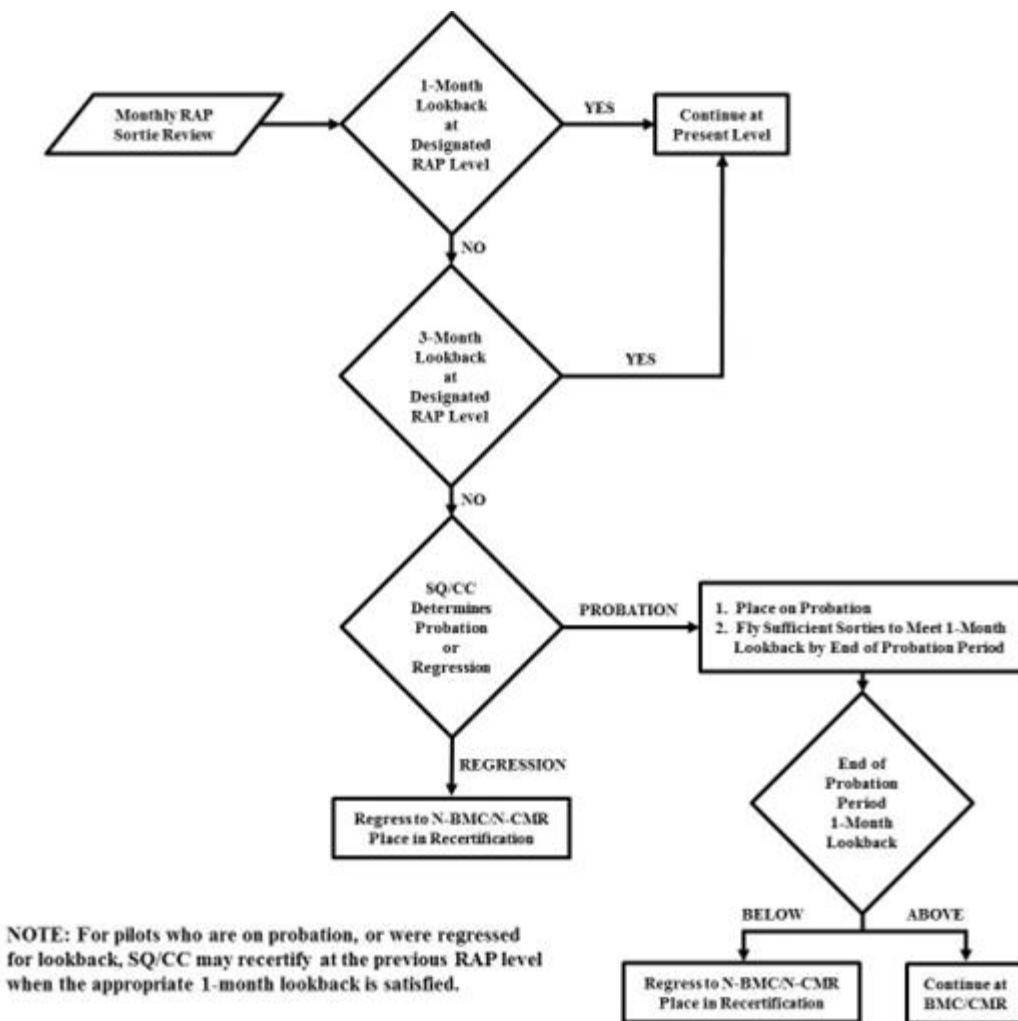
4.8.2.2. If the 3-month lookback has not been met, the SQ/CC has two options:

4.8.2.2.1. Regress the pilot to N-CMR or N-BMC (as appropriate). For pilots regressed to N-CMR or N-BMC for lookback, the SQ/CC will approve a tailored program to return the pilot to CMR or BMC status. 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 re-certification may be credited towards the total sortie and event requirements for the annual training cycle, as well as for the monthly sortie requirements.

4.8.2.2.2. Place the pilot on probation for one additional month. If this option is chosen, the only way to remove a pilot from probation is to complete the sortie requirements which establish a 1-month lookback. (**Note:** Pilots on probation will not normally deploy, and any deviation requires OG/CC approval. If deployed to an FOL for a flying TDY, lookback can be satisfied by any combination of RAP sorties).

4.8.3. Pilots who fail an aircraft qualification, mission, or instrument evaluation will be handled according to guidance provided in AFMAN 11-202V2 and AFMAN 11-2U-2V2, and will regress to N-CMR or N-BMC (as appropriate). They will remain N-CMR or N-BMC until successfully completing required corrective action, a re-evaluation, and are re-certified by the SQ/CC.

Figure 4.1. Regression Flow Chart.



4.8.4. EOC Requirements. Pilots who fail to complete RAP mission or event requirements by the end of training cycle may require additional training depending on the type and magnitude of the deficiency. Refer to [paragraph 4.8.5](#) for probation guidance. In all cases, report training shortfalls as outlined in the RTM instructions.

4.8.4.1. Pilots who fail to meet EOC mission and/or event requirements may continue CT as CMR/BMC as determined by lookback. The SQ/CC determines if additional training is required.

4.8.4.2. Failure to accomplish missions/events required for special capabilities or certifications/qualifications according to guidance provided in [Chapter 5](#) and the RTM may result in the loss of that certification or qualification as determined by the SQ/CC. The SQ/CC determines if any additional training is required to address shortfalls.

4.8.5. Proration of End-of-Cycle Requirements.

4.8.5.1. The SQ/CC may prorate training requirements when DNIF, emergency leave, non-flying TDYs/exercises, or when non-flying combat/contingency deployments preclude training for a portion of the training cycle. Loss of training due to ordinary annual leave will not result in proration. SQ/CCs may consider proration due to poor weather that precludes the unit from flying for more than one-half of the monthly scheduled flying days.

4.8.5.2. SQ/CCs only prorate requirements to adjust for genuine circumstances of training non-availability – not to mask training or planning deficiencies.

4.8.5.3. Proration is based on cumulative days of non-availability for flying during the training cycle. Use [Table 4.2](#) to determine the number of months to prorate based on cumulative calendar days of non-availability.

4.8.5.4. Training requirements for newly assigned pilots achieving CMR/BMC after the 15th of the month start on the first day of the following month.

4.8.5.5. If MQT is re-accomplished, a pilot's training cycle will start over at a prorated share following completion of that training according to guidance provided in [paragraph 4.8.5.4](#).

4.8.5.6. Do not prorate any requirement below one. Prorated numbers resulting in fractions of less than 0.5 will be rounded to the next lower whole number (one or greater).

4.8.5.7. A pilot's last month on station prior to departure for permanent change of station may be prorated provided one month's proration is not exceeded. Individuals scheduled to depart 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, whichever occurs first.

4.8.5.8. CMR pilots who attend USAFWS in TDY-and-return status may be reported throughout the TDY as CMR. Upon return, those pilots will accomplish a prorated share of mission and event requirements.

4.8.5.9. Contingency Operations. Commanders follow proration guidance as outlined in the RTM.

4.8.5.10. SQ/CCs may prorate unit training requirements when a pilot is assigned to the unit following completion of a formal course (Basic Qualification (BQ), Mission Qualification (MQ), Requalification Qualification (RQ), TX, or officer course) according to guidance provided in [paragraph 4.8.5.4](#) and halfway or more through the training cycle. The intent is to provide a realistic assessment of unit training requirements for the remainder of the training cycle and a prediction of potential RAP training shortfalls.

SQ/CCs also prorate unit training requirements at the end of the training cycle to accurately report EOC training shortfalls and assign additional training if required.

4.8.5.11. Proration example. A pilot was granted 17 days of emergency leave in January and attended professional military education in residence from March through April for 56 consecutive calendar days. The SQ/CC authorized a total of two months proration from his/her training cycle (17 days of emergency leave plus 56 days for non-flying TDY = 73 cumulative days of non-availability for flying).

Table 4.2. 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 (Reference AFMAN 11-202V1)

Chapter 5

SPECIALIZED/UPGRADE TRAINING

5.1. General. This chapter outlines upgrade training programs for special capabilities, certifications, and qualifications. These programs are intended to provide a basic starting point and may be modified by the SQ/CC based on the unit's requirements and/or the upgradee's previous experience, qualifications, and documented performance. Unless governed by a formal syllabus, ground and device training for these programs consists of unit-developed academics and scenarios. Conduct flight training according to guidance provided in a program approved by the SQ/CC. These capabilities and qualifications are in addition to primary missions for the unit and may not apply to every crew member assigned or attached to the unit.

5.1.1. Prior to any certification, the SQ/CC personally interviews the UP and reviews responsibilities, scope of duties, authority, and philosophy. The SQ/CC approves the new status, including any restrictions, in appropriate written format (grade sheet, training folder, Letter of X's, etc.).

5.1.2. Units review the progress of each UP for trends and common errors.

5.1.3. Scope. The RTM may list additional specialized training requirements.

5.2. Instructor Upgrade.

5.2.1. Specialized/upgrade training for U-2S and TU-2S IPUG is described by ACC syllabus U2IPUG, which includes specific training guidance, procedures, policy and requirements.

5.2.1.1. SQ/CCs should select only the most qualified aircrew members as instructors, considering ability, judgment, technical knowledge, skill, and experience. SQ/CCs should personally review each instructor candidate's qualifications and select instructors based on their background, experience, maturity, and ability to instruct. The following characteristics should be considered: **(T-3)**

5.2.1.1.1. Instructional Ability. All initial instructor upgrade candidates should attend training on the principles of instruction during the appropriate formal school upgrade course. **(T-3)**

5.2.1.1.2. Judgment. The candidate must possess the judgment necessary to meet unexpected or induced emergencies and the ability to exercise sound judgment through mature realization of their own, their student's, and the aircraft's limitations. **(T-3)**

5.2.1.1.3. Personal Qualities. The candidate must have patience, tact, understanding, and the knowledge and ability to instruct others. **(T-3)**

5.2.1.1.4. Technical Knowledge. The candidate must be thoroughly familiar with respective aircraft systems and equipment, normal and emergency operating procedures and the prohibited maneuvers and aircraft performance under all conditions of flight. Additionally, all instructors and examiners will be thoroughly familiar with the applicable portions of DAFMAN 11-401; AFMAN 11-202V1, AFMAN 11-202V2, and AFMAN 11-202 Volume 3, *Flight Operations*; AFMAN 11-2U-2V1; and Air Force Tactics, Techniques and Procedures (AFTTP) 3-1 U-2 and AFTTP 3-3, U-2. **(T-3)**

5.2.1.1.5. Flying Experience. Candidates must possess a reasonable background of flying experience to have developed desired standard of knowledge, judgment, and proficiency. Normally, these qualities progress together. However, flying hours alone cannot be accepted as criteria for any one or all qualities. **(T-3)**

5.2.1.1.6. Tactical Experience. The instructor must be familiar with how their aircraft can be employed in threat areas. They must be familiar with AFTTP applicable volumes.

5.3. Selective programs.

5.3.1. For selective programs mandated by AF or Technical Order (TO) guidance (e.g., FCF pilot), units are responsible for maintaining training plans/programs, documenting completion of training, and ensuring applicable currencies and recurring training requirements are documented and tracked.

5.3.2. Other selective programs (e.g., operational API-1 pilots used to augment operational test-and-evaluation (OT&E) units) may be developed at the discretion of squadron/group/wing leadership. When locally-produced and approved training plans are used to qualify or certify pilots, units will document completion of any prescribed training, and ensure applicable currencies and recurring training requirements are documented and tracked.

JOSEPH T. GUASTELLA Jr, Lt Gen, USAF
Deputy Chief of Staff for Operations

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

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Adopted Form

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

DAF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

1 RS—1st Reconnaissance Squadron
ACC—Air Combat Command
ACC/TRSS—Air Combat Command Training Support Squadron
ACE—Accelerated Copilot Enhancement
AF—Air Force
AFI—Air Force Instruction
AFE—Aircrew Flight Equipment
AFECT—Aircrew Flight Equipment Continuation Training
AFGSC—Air Force Global Strike Command
AFMAN—Air Force Manual
AFPD—Air Force Policy Directive
AFR—Air Force Reserve
AFTTP—Air Force Tactics, Techniques and Procedures
AGSM—Anti-G Straining Maneuver
ANG—Air National Guard
API—Aircrew Position Indicator
ARC—Air Reserve Component
ARMS—Aviation Resource Management System
BAQ—Basic Aircraft Qualified
BMC—Basic Mission Capable
BQ—Basic Qualification
BQT—Basic Qualification Training
CAF—Combat Air Force
CAP—Critical Action Procedure
CBT—Computer Based Training
CC—Commander
CD—Deputy Commander
CFACC—Combined Forces Air Component Commander
CJCSI—Chairman Joint Chiefs of Staff Instruction
CMR—Combat Mission Ready

COMAFFOR—Commander, Air Force Forces
CONOPs—Concept of Operations
CONUS—Continental United States
CT—Continuation Training
CTP—Companion Trainer Program
DAF—Department of the Air Force
DAFI—Department of the Air Force Instruction
DAFMAN—Department of the Air Force Manual
DNIF—Duty Not Involving Flying
DO—Operations Officer
DoD—Department of Defense
DOC—Designed Operational Capability
DRU—Direct Reporting Unit
EOC—End of Cycle
EP—Emergency Procedures
EPE—Emergency Procedures Evaluation
ETCA—Education and Training Course Announcements
EXP—Experienced
FCF—Functional Check Flight
FE—Flight Examiner
FMP—Flight Manuals Program
FOA—Field Operating Agency
FOL—Forward Operating Location
FP—First Pilot
FTU—Formal Training Unit
HARM—Host Aviation Resource Management
ID—Identification
INEXP—Inexperienced
IP—Instructor Pilot
IPUG—Instructor Pilot Upgrade
IQT—Initial Qualification Training
IRC—Instrument Refresher Course

ISR—Intelligence, Surveillance and Reconnaissance
MAJCOM—Major Command
MAR—Mission Accomplishment Report
MDS—Mission Design Series
MPT—Mission Procedures Trainer
MQ—Mission Qualification
MQT—Mission Qualification Training
NAF—Numbered Air Force
N-BMC—Non-Basic Mission Capable
N-CMR—Non-Combat Mission Ready
O&M—Operations and Maintenance
OCONUS—Outside the Continental United States
OG—Operations Group
OG/CC—Operations Group Commander
OG/CD—Operations Group Deputy Commander
Op—Operations
OPR—Office of Primary Responsibility
OPSEC—Operations Security
OST—Off-Station Training
OT—Operational Test
OT&E—Operational Test and Evaluation
PEX—Patriot Excalibur
PMAI—Primary Mission Aircraft Inventory
PODMA—Prevention of Dangerous Military Activities
QD—QUICK DRAW
RAP—Ready Aircrew Program
RQ—Requalification
RQT—Requalification Training
RS—Reconnaissance Squadron
RTRB—Realistic Training Review Board
RTM—Ready Aircrew Program Tasking Memorandum
RW—Reconnaissance Wing

SEPT—Situational Emergency Procedures Training

SERE—Survival, Evasion, Resistance and Escape

SFO—Simulated Flameout

SIGINT—Signals Intelligence

SOC—Senior Officer Course

SOF—Supervisor of Flying

SPINs—Special Instructions

SQ—Squadron

SQ/ADO—Squadron Assistant Operations Officer

SQ/CC—Squadron Commander

SQ/DO—Squadron Operations Officer

SRO—Sensitive Reconnaissance Operations

SST—Senior Staff Training

TDY—Temporary Duty

TES—Test and Evaluation Squadron

TO—Technical Order

TRSS—Training Support Squadron

TX—Transition Course

UMB—Unit Mission Briefing

UMD—Unit Manpower Document

USAFWS—United States Air Force Weapons School

UP—Upgrading Pilot

WG—Wing

WG/CC—Wing Commander

Office Symbols

99 RS/CC—99th Reconnaissance Squadron Commander

99 RS/DO—99th Reconnaissance Squadron Director of Operations

9 RW/OG—9th Reconnaissance Operations Group Commander

ACC/A3—Air Combat Command Director of Operations

ACC/A3M—Air Combat Command Persistent Attack and Reconnaissance Division

ACC/A3MU—Air Combat Command U-2 Operations Branch

ACC/A3T—Air Combat Command Flight Operations Division

ACC/CC—Commander Air Combat Command

AF/A3—Deputy Chief of the Air Force for Operations

AF/A3U—Air Force Remotely Piloted Aircraft & Airborne Intelligence Surveillance and Reconnaissance Directorate

AF/ACTF—Air Force Aircrew Task Force

AFRC/A3D—Air Force Reserve Command Combat Division

Terms

Basic Aircraft Qualified (BAQ)—The status of pilots who have satisfactorily completed BQT or IQT in order to obtain qualification for basic aircraft flying duty in their weapon system. For the U-2, BAQ status is achieved upon completion of BQT and qualifies a pilot for both high-altitude and low-altitude solo flight without specific regard to the unit's operational mission. BAQ is not inclusive of those pilots who complete syllabus U2SST.

Basic Mission Capable (BMC)—The status of pilots who have satisfactorily completed MQT in order to perform the unit mission, but do not maintain CMR status. A BMC pilot accomplishes training required to remain familiarized in all, and may be qualified and proficient in some, of the primary missions of the weapon system and unit.

Basic Qualification Training (BQT)—Syllabus-governed training which, when satisfactorily completed, qualifies a pilot for BAQ status and basic aircraft flying duties.

Certification—The process of certifying pilots in weapons system employment, with full knowledge of system capabilities, aircraft procedures, and operational guidance. Certification is conducted in both initial and continuation (recurring) phases, where initial certification is a formal board proceeding convened to verify pilot knowledge. Continuation training occurs periodically to reinforce, refresh, and update pilots on unit missions, taskings, tactics and procedures. For the U-2, certification is conducted for conventional and SRO mission sets.

Combat Mission Ready (CMR)—The status of pilots who have satisfactorily completed MQT in order to perform the unit mission. A CMR pilot accomplishes training to remain fully qualified and proficient in the primary missions of the weapon system and unit.

Continuation Training (CT)—Non-syllabus training to maintain proficiency and improve pilot capabilities to perform unit missions. U-2 CT is applicable to BMC, CMR, and API-8 pilots.

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

Emergency Procedures Evaluation (EPE)—An evaluation of pilot knowledge and responsiveness to critical and non-critical emergency procedures. EPEs are conducted by a FE, and may utilize a Mission Procedures Trainer (MPT), aircraft cockpit, oral ground evaluation, or combination thereof.

Experienced Pilot (EXP)—A CMR, BMC, or API-8 U-2 pilot with 300 or more flight hours in the U-2.

Ferry Flight—A sortie flown for the purpose of relocating an aircraft to another base or airport. Ferry flights flown below FL450 are not considered low sorties unless the training requirements of a low sortie are met.

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 who is designated and certified in writing by appropriate command authority as being qualified to instruct other individuals.

Inexperienced Pilots (INEXP)—A CMR, BMC, or API-8 U-2 pilot with less than 300 hours in the U-2.

Instructor Supervision—The direct supervision of training by an instructor pilot. For the U-2, supervision can be provided directly in the TU-2S, or from a mobile vehicle while maintaining two-way radio communication with a pilot in flight.

Mission Procedures Trainer (MPT)—A training device in which the instruments and displays are activated to respond to trainee inputs. Used for instructing and evaluating normal and emergency procedures and unusual attitude recovery procedures but does not possess sufficient functionality to provide true flight simulation and cannot be used to log the accomplishment of flight events or regain currency.

Mission Qualification Training (MQT)—Syllabus-governed training which provides a basic level of competence in the U-2 operational mission. When satisfactorily completed, satisfies one of several prerequisites for achieving CMR or BMC status.

Mobile Officer—A unique qualification achieved during BQT which qualifies a U-2 pilot to operate a Mobile Vehicle and provide safety-of-flight oversight and necessary assistance to a U-2 pilot in the aircraft.

Mobile Vehicle—A high-performance chase vehicle with two-way radio communication and operated by a Mobile Officer.

Night Sortie—Night time is logged between the end of evening civil twilight and the beginning of morning civil twilight, as published in the *Air Almanac*. A night sortie may be logged on a low sortie, a high sortie, or a CTP sortie, and as a minimum, will include either a flight time of at least one hour when night time may be logged, OR, a minimum of three landings accomplished during the period when night time may be logged.

Primary Mission Aircraft Inventory (PMAI)—Aircraft authorized for performance of the operational mission. PMAI forms the basis for allocation of operating resources, inclusive of manpower, support equipment, and Operations and Maintenance (O&M) funding. The operating command determines the PMAI required to meet the unit(s) assigned mission(s).

Proficient—Aircrew have a thorough knowledge of mission area but occasionally may make an error of omission or commission. Aircrew are able to operate in a complex, fluid environment and are able to handle most contingencies and unusual circumstances. Proficient aircrew are prepared for mission tasking on the first sortie in theater.

Ready Aircrew Program (RAP) Event—A combat-oriented training event which can be linked to aircrew readiness to accomplish assigned operational mission(s). RAP ties ground and flying

training events together with combatant command requirements to focus unit training on its assigned/tasked/anticipated missions.

Requalification Training (RQT)—Training, or a training program, necessary to requalify a pilot to BAQ status. The program may be syllabus-directed or commander-directed, dependent upon the length of time the pilot did not maintain qualification in the weapon system.

Situational Emergency Procedures Training (SEPT)—A review of abnormal procedures, emergency procedures, aircraft systems operations, and aircraft limitations, based on realistic scenarios. SEPT is a MAJCOM-directed requirement designed to provide pilots with frequent, recurring training to maintain proficiency and knowledge.

Squadron Supervisor—Defined as the squadron commander (SQ/CC), squadron operations officer (SQ/DO), squadron assistant operations officers (SQ/ADO), and flight commanders. At SQ/CC discretion, other assigned officers may also be trained/certified to perform as operations supervisors or squadron Top 3.

Transition Course (TX)—Transition course option outlined according to guidance provided in AFMAN 11-202V1

Attachment 2

GLOSSARY OF EVENT DESCRIPTIONS

A2.1. U-2 RAP Sorties.

A2.1.1. **High Sortie.** A sortie flown above FL600 on which at least one RAP event listed in the most current RTM is accomplished. A high sortie may be logged in training, or when conducting operational check flights, FCFs, BUSY RELAY missions, test missions, or actual sensor employment either operationally or in support of an exercise.

A2.1.2. **Low Sortie.** A sortie flown for the purpose of practicing instrument approaches, and normal/emergency patterns and landings. Pilots will determine if an effective sortie was accomplished based on accomplishment of pre-briefed training requirements. FTU IPs may log an effective low sortie provided one pattern/landing was accomplished by the IP.

A2.1.3. **Night Sortie.** A sortie flown between the end of evening civil twilight and beginning or morning civil twilight, as published in the Air Almanac. The entire sortie is not required to be flown at night however at least one takeoff or landing must be accomplished during this period. A 5th character (U) is used with the Task ID to differentiate between the identical task in the T-38 (RA76T). Up to one half of the U-2 periodic RAP requirements for this sortie may be flown in the T-38

A2.1.4. **Sortie Effectiveness.** Units are responsible for defining what objectives must be accomplished for a sortie to be considered effective. Ineffective sorties should not be counted toward RAP sortie requirements.

A2.2. U-2 RAP Basic Skills/Instrument/Emergency Procedures Events. According to guidance provided in the most current RTM.

Attachment 3

CERTIFICATION GUIDE

A3.1. Conventional Certification.

- A3.1.1. Unit Mission Briefing (UMB)
- A3.1.2. Command Relationships / Tasking Authorities
- A3.1.3. Current Theater Intelligence
- A3.1.4. Operations Procedures / Theater CONOPs / Special Instructions (SPINs)
- A3.1.5. Collection and Reporting
 - A3.1.5.1. Payloads and Collection Capabilities
 - A3.1.5.2. Architecture
 - A3.1.5.3. Ground Station
- A3.1.6. SERE Principles
- A3.1.7. Adversary Capabilities
 - A3.1.7.1. Threat Knowledge
 - A3.1.7.2. Tactics
 - A3.1.7.3. U-2 Defensive System Operations
- A3.1.8. Communications Procedures
- A3.1.9. Command and Control
- A3.1.10. OPSEC
- A3.1.11. Suggested References
 - A3.1.11.1. AFTTP 3-1.U-2 and AFTTP 3-1.DCGS
 - A3.1.11.2. TO 1U-2S-1-1
 - A3.1.11.3. AFI 10-704 and AFI 10-706
 - A3.1.11.4. Theater U-2 CONOPs and SPINs

A3.2. SRO Certification.

- A3.2.1. CJCSI 3250.01E Guidance, Concepts, and Policy
- A3.2.2. Command Relationships / Tasking Authorities
- A3.2.3. Current Theater Intelligence
- A3.2.4. Operations Procedures
 - A3.2.4.1. Theater CONOPs/SPINs Guidance
 - A3.2.4.2. ISR Op Areas
 - A3.2.4.3. Mission Execution Procedures

A3.2.4.4. Abort Criteria and Procedures

A3.2.5. Adversary Capabilities

A3.2.5.1. Threat Knowledge

A3.2.5.2. Tactics / Intercept and Reaction Guidance/Procedures

A3.2.5.3. U-2 Defensive System Operations

A3.2.5.4. Protective Measures and SIGINT Threat Warning

A3.2.6. Communications Procedures

A3.2.6.1. NICKELBACK Procedures and Conditions

A3.2.6.2. Harvard/Brother Procedures

A3.2.6.3. Normal/Abort Communications

A3.2.7. Command and Control

A3.2.8. OPSEC

A3.2.9. Suggested References

A3.2.9.1. AFTTP 3-1.U-2 and AFTTP 3-1.DCGS

A3.2.9.2. TO 1U-2S-1-1

A3.2.9.3. CJCSI 3250.01E

A3.2.9.4. Theater U-2 CONOPs and SPINs

Attachment 4

COMPANION TRAINER PROGRAM

A4.1. Program Purpose and Description.

A4.1.1. U-2 CTP is necessary to develop pilot proficiency and fulfill requirements inclusive of instrument training, flight evaluations, off-station training (OST) and mission support as directed by wing and group leadership.

A4.1.1.1. Pilot Proficiency. The primary purpose of CTP flying is to provide a level flying proficiency and continuity due to limited availability of U-2 training sorties and flight hours at home station.

A4.1.1.2. Instrument Training. The majority of instrument training for U-2 pilots is accomplished via CTP. The U-2 has limited capability to effectively simulate instrument conditions, while U-2 training profiles do not offer an effective opportunity for dedicated instrument training.

A4.1.1.3. Flight Evaluations. Due to high demand for TU-2S sorties to support FTU requirements, instrument evaluations are administered in the CTP aircraft for those pilots who maintain dual qualification. This enables unit leadership and supervision to maintain first-hand knowledge of individual pilot capability.

A4.1.1.4. OST. U-2 logistics requirements and complex launch and recovery procedures preclude the ability to routinely train away from home station. CTP provides valuable recurring training opportunities inclusive of flight planning, strange field procedures, and exposure to dynamic aviation environments.

A4.1.2. While the T-38 remains in use as the U-2 CTP aircraft, refer to AFMAN 11-2T-38V1 and MAJCOM supplemental guidance for qualification and CT requirements. Introduction of a new CTP aircraft without corresponding AFMAN 11-2MDSV1 guidance will require modification of this AFI to incorporate CTP guidance (eligibility, qualifications and program execution).

A4.2. Program Requirements.

A4.2.1. For Air Force programs in which a sufficient level of training has been challenged by the availability of, or flight-hour cost of, the primary MDS, trainer aircraft have historically been used as a cost-effective means of training augmentation. Historical/current examples include:

A4.2.1.1. T-37 and T-38 Accelerated Copilot Enrichment (ACE) for Strategic Air Command (SAC) KC-135 and B-52 copilots.

A4.2.1.2. T-38 CTP for SAC SR-71 pilots.

A4.2.1.3. T-38 CTP for ACC and Air Force Global Strike Command (AFGSC) B-2 pilots.

A4.2.1.4. T-33 and T-38 CTP for SAC and ACC U-2 pilots.

A4.2.2. U-2 CTP requirements

A4.2.2.1. Since the U-2 did not conform to MIL STD 1797A, *Qualities of Piloted Aircraft*, for handling qualities required of modern aircraft, U-2 pilots require a non-standard skill

set in comparison to the average military pilot. Given AF recognition that U-2 pilot skills are not normally achieved solely through standard military pilot training courses, the U-2 program requires both a competitive selection process for screening pilot candidates, and a highly challenging training environment for qualification and continuation training of U-2 pilots.

A4.2.2.2. CTP Aircraft Requirements.

A4.2.2.2.1. U-2 pilot proficiency is built in a flight environment where the norm is a non-MIL STD (single digit) level of control for airspeed, attitude and altitude in which the pilot is simultaneously challenged with complex in-flight scenarios, including emergencies, and application of airpower at the tactical, operational and strategic levels.

A4.2.2.2.2. A suitable CTP aircraft must:

A4.2.2.2.2.1. Be capable of solo flight to mirror U-2 operations.

A4.2.2.2.2.2. Be capable of dual-pilot flight to enable student/instructor training. A tandem configuration (front/rear) is preferred to mirror the TU-2S configuration.

A4.2.2.2.2.3. Provide suitable performance so as to match the U-2 in terms of actual aircraft handling at low altitude, or match the necessary hand-eye coordination, instrument cross-check, and situational awareness required for U-2 operations.

A4.2.2.2.2.4. Be suitable to allow for instrument training, inclusive of capability to provide initial and recurring instrument evaluations required according to guidance provided in AFMAN 11-202V2 and AFMAN 11-2U-2V2.

A4.2.2.2.2.5. Be capable of performing across multiple flight regimes, in order to enable maintenance of pilot proficiency in basic aircraft skills (e.g., patterns, landings, emergency procedures) while simultaneously providing the means to improve airmanship and develop advanced flying skills (e.g. formation, low-level navigation). To that end, a platform similar to those used in the advanced phases of military pilot training courses is highly desired.

A4.2.2.2.2.6. Provide sufficient sortie generation capability to support up to 3 flights per aircraft within a 12-hour flying period, in order to provide sufficient sortie capacity to meet CT requirements at 100% unit manning.

A4.2.2.2.2.7. Meet military standards for egress systems and AFE.

A4.2.2.2.2.8. Have capability to operate at both military and civilian airfields without the use of special ground servicing equipment or fuel. The aircraft must offer pilots the capability to operate normally at strange fields without requiring dedicated maintenance personnel on site.