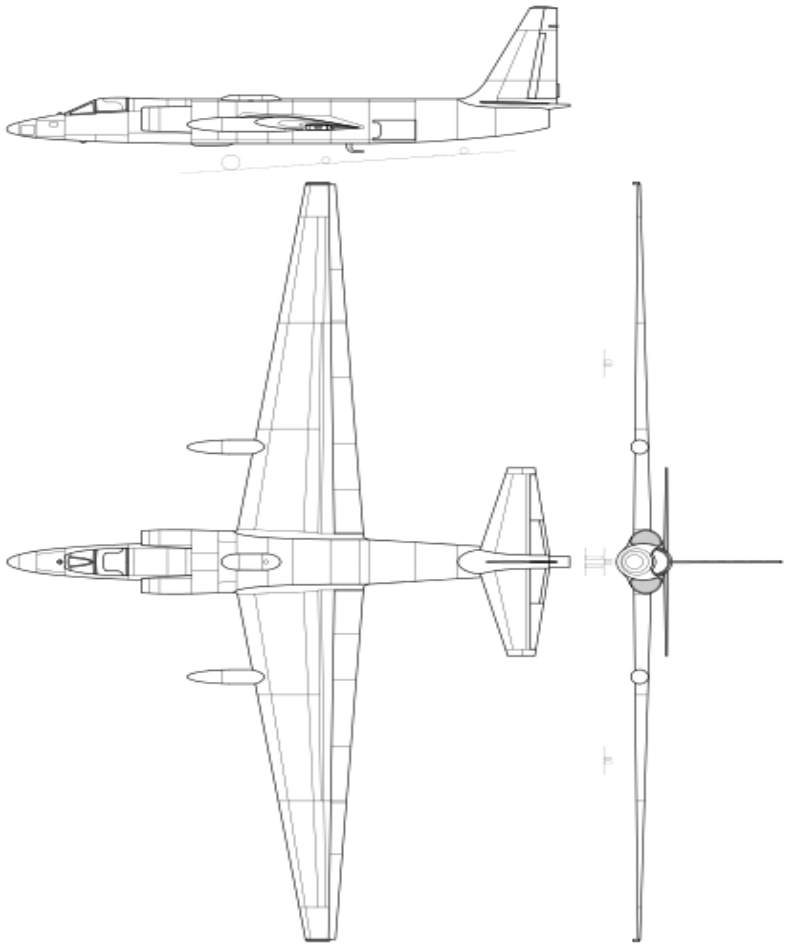
VIRTUAL UNITED STATES AIR FORCE MISSION QUALIFICATION HANDBOOK FOR THE U2S DRAGON LADY



APPROVED FOR USE BY

COMMANDER, AIR COMBAT COMMAND

COMMANDER, AIR EDUCATION AND TRAINING COMMAND

RELEASE RECORD

Release Date	Description	Author
15 Dec 2023	Initial Release of U2 Beale MQT Handbook	vCol Don Desfosse

TABLE OF CONTENTS

COURSE INTRODUCTION

Mission Qualification Training (MQT) is a training program that upgrades newly assigned crewmembers to Combat Mission Ready (CMR) or Basic Mission Capable (BMC) to accomplish the unit mission.

The U2 is a highly advanced platform. As such, it is not an "entry-level" airframe; only the most highly qualified, experienced and talented airmen will be allowed to enter the training and qualification process for the U2. Only a very small percentage of those that are even selected to attempt U2 training will ultimately earn their qualification.

Mission qualification training for the U2 will be conducted with the 99th Reconnaissance Squadron at Beale Air Force Base, California.

Module 100, Aircraft Familiarization, is designed to acclimate the pilot to the handling characteristics and navigational procedures of the aircraft, as well as ATC procedures going through, and above, controlled airspace, and re-entering Class A airspace from above. Completion of Module 100 will earn the pilot the qualification of Basic Mission Capable (BMC), which will allow the pilot to operate the aircraft in operational and training environments, under the instruction of qualified instructor pilots.

Module 200, Strategic Intelligence, Surveillance and Reconnaissance, introduces the pilot to long-distance strategic intelligence, surveillance and reconnaissance operations.

Upon successful completion of each of these modules, the pilot will be certified as Combat Mission Ready (CMR).

TRAINING TERMS

MARSA: Military Authority assumes Responsibility (for) Separation of Aircraft:
MARSA procedures are used when military aircraft must operate in proximity and with close coordination. Under such conditions, it may be impractical for standard civilian air traffic controllers to ensure safe separation of the aircraft. MARSA procedures delegate the separation responsibility temporarily to the military authority operating the flights, thereby relieving ATC of the separation workload

SUA: Special use airspace:
An area designated for operations of a nature such that limitations may be imposed on aircraft not participating in those operations, often of a military nature. The designation of SUAs identifies for other users the areas where such activity occurs, provides for segregation of that activity from other users, and allows charting to keep airspace users informed of potential hazards. Types important to this course include restricted airspace, military operations area, warning areas and alert areas.

MOA: Military Operating Area:
Airspace established outside Class A airspace to separate or segregate certain nonhazardous military activities from IFR traffic and to identify for VFR traffic where these activities are conducted. Often positioned over isolated, rural areas to provide ground separation for any noise nuisance or potential accident debris, whenever a MOA is active, nonparticipating IFR traffic may be cleared through the area provided ATC can ensure IFR separation; otherwise, ATC will reroute or restrict nonparticipating IFR traffic. Although MOA's do not restrict VFR operations, pilots operating under VFR should exercise extreme caution while flying within, near, or below an active MOA.

Restricted Airspace:
An area of airspace, typically used by the military in which the local controlling authorities have determined that air traffic must be restricted or prohibited for safety or security concerns. It is depicted on aeronautical charts with the letter "R" followed by a serial number. Restricted areas almost always start at the surface and can extend up to FL180.

Warning Area:
Airspace of defined dimensions, extending from three nautical miles outward from the coast of the U.S., that contains activity that may be hazardous to nonparticipating aircraft. The purpose of such warning areas is to warn nonparticipating pilots of the potential danger. It is depicted on aeronautical charts with the letter "W" followed by a serial number.

OPERATIONAL REQUIREMENTS / SETTINGS

REQUIRED SIMULATOR SETTINGS

Parameter	Setting	Notes
Unlimited fuel:	**Off**	Self-explanatory
"G" Forces:	**On**	To ensure student doesn't overstress aircraft
Damage and Collisions:	**On**	To ensure damage, overclocking, etc. is monitored
Realism Sliders:	**Max**	Self-explanatory
Air Traffic Tags:	**Off**	Self-explanatory

GENERAL INSTRUCTIONS

1. Remember to include your sortie number in the MISREP comments.

2. Include your vUSAF.us Axxxx and sortie number in your VATSIM flight plans.

3. If VATSIM ATC is available, follow all departure/arrival instructions. Always notify ATC when you enter Restricted Airspace / MOA and FIVE MINUTES before EXITING restricted airspace, MOA, etc. Upon entering restricted airspace, MOA, etc., you will be under visual rules only, as radar service will always terminate when in an active MOA.

4. You are ultimately responsible for the safety and proper operation of your aircraft and proper separation from other aircraft.

MODULE 100: AIRCRAFT FAMILIARIZATION

SORTIE 101: AIRCRAFT FAMILIARIZATION AND ATC PROCEDURES

OBJECTIVE: Introduce and familiarize pilot with aircraft operations

LOCATION: BEALE AFB, CA (KBAB), Western United States

TIME: DAYTIME

WEATHER: REAL WORLD

FLIGHT RULES: INSTRUMENT FLIGHT RULES

ROUTE: RBL J65 LMT IMB DNJ DBS OCS BCE BLD FRA

PLANNED ALTITUDE: FL700

SUMMARY

This sortie will take you on a round-robin trip in Western USA, through and above Class A airspace. The purpose is to acclimate you to the handling characteristics and navigational procedures of the aircraft, as well as ATC procedures going through, and above, controlled airspace, and re-entering Class A airspace from above.

MISSION INSTRUCTIONS

1. Conduct the required preflight checks and prepare aircraft for takeoff.

2. **IF ATC IS AVAILABLE**: Request IFR departure based on above route. Request ATC coordinate an unrestricted climb to cruise, or at least through at least FL230. Taxi to the active runway as assigned by ATC and depart the airfield via the assigned route. Do not accept a departure procedure (designed for slower aircraft).

   IF NO ATC IS AVAILABLE: Depart using Instrument Flight Rules adhering to the assigned route.

3. As you near the top of the Class A, ATC should terminate radar service. In your descent, as you approach the top of Class A airspace, you will need to contact ATC (with your position and flight level), request your descent, and be cleared back into and through Class A airspace. Note that this is an extremely rare operation for ATC, so you should give them ample time to prepare and issue a clearance to enter the Class A from above. Suggest contacting them at or slightly before you initiate your descent from FL700.

4. After completing the airspace familiarization, navigate back to Beale.

5. Make a precision approach to the field followed by a full stop landing.

SPECIAL INSTRUCTIONS

In the remarks of your flight plan, include the following:
vUSAF.us Axxxx / vUSAF MQT Training Flight 101 / Request unrestricted climb

SORTIE 102: NIGHT OPERATIONS

OBJECTIVE: Introduce and familiarize pilot with aircraft operations

LOCATION: BEALE AFB, CA (KBAB), Western United States

TIME: NIGHTTIME

WEATHER: REAL WORLD

FLIGHT RULES: INSTRUMENT FLIGHT RULES

ROUTE: RBL J65 LMT IMB DNJ DBS OCS BCE BLD FRA

PLANNED ALTITUDE: FL700

SUMMARY

This sortie is largely the same as sortie 101, but is conducted at night.

MISSION INSTRUCTIONS

1. Conduct the required preflight checks and prepare aircraft for takeoff.

2. **IF ATC IS AVAILABLE**: Request IFR departure based on above route. Request ATC coordinate an unrestricted climb to cruise, or at least through at least FL230. Taxi to the active runway as assigned by ATC and depart the airfield via the assigned route. Do not accept a departure procedure (designed for slower aircraft).

   IF NO ATC IS AVAILABLE: Depart using Instrument Flight Rules adhering to the assigned route.

3. As you near the top of the Class A, ATC should terminate radar service. In your descent, as you approach the top of Class A airspace, you will need to contact ATC (with your position and flight level), request your descent, and be cleared back into and through Class A airspace.

4. After completing the airspace familiarization, navigate back to Beale.

5. Make a precision approach to the field followed by a full stop landing.

SPECIAL INSTRUCTIONS

In the remarks of your flight plan, include the following:
vUSAF.us Axxxx / vUSAF MQT Training Flight 102 / Request unrestricted climb

MODULE 200: STRATEGIC INTELLIGENCE, SURVEILLANCE AND RECONNAISSANCE

SORTIE 201: PHOTO RECONNAISSANCE AND REPORTING

OBJECTIVE: Take (obtain) in-flight images

LOCATION: BEALE AFB, CA (KBAB), Western United States

TIME: DAYTIME

WEATHER: REAL WORLD

FLIGHT RULES: INSTRUMENT FLIGHT RULES

ROUTE: RBL J65 LMT IMB DNJ DBS OCS BCE BLD FRA

PLANNED ALTITUDE: FL700

SUMMARY

In this sortie, you will take (obtain) photographic images of ground locations, and, after the flight, string them into an intelligence briefing.

MISSION INSTRUCTIONS

1. Conduct the required preflight checks and prepare aircraft for takeoff.

2. **IF ATC IS AVAILABLE**: Request IFR departure based on above route. Request ATC coordinate an unrestricted climb to cruise, or at least through at least FL230. Taxi to the active runway as assigned by ATC and depart the airfield via the assigned route. Do not accept a departure procedure (designed for slower aircraft).

   IF NO ATC IS AVAILABLE: Depart using Instrument Flight Rules adhering to the assigned route.

3. As you near the top of the Class A, ATC should terminate radar service. In your descent, as you approach the top of Class A airspace, you will need to contact ATC (with your position and flight level), request your descent, and be cleared back into and through Class A airspace.

4. Take (obtain) pictures of Klamath Lake Airport (KLMT), Oregon, co-located with the Klamath Falls VOR (LMT). Determine if there are observable military aircraft, and obtain photo evidence.

5. After completing the route, navigate back to Beale.

6. Make a precision approach to the field followed by a full stop landing.

7. After landing, prepare a short briefing including your photo evidence, describing and annotating the aircraft type(s) as well as number of each aircraft type found at KLMT. Indicate if all were parked, or if any appeared to be operational (e.g. taxiing, on runway, etc.). Submit the report to the Squadron and Wing Commanders.

SPECIAL INSTRUCTIONS

In the remarks of your flight plan, include the following:

vUSAF.us Axxxx / vUSAF MQT Training Flight 201 / Request unrestricted climb

QUALIFICATION

Upon successful completion of the each of the sorties and modules, your instructor will certify to both AETC and ACC that you have successfully completed the qualification training (MQT), and should be certified as Combat Mission Ready (CMR). Your commander will, upon concurring with your instructor, notify AFPC to annotate your official record.

Congratulations!