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FAIRCHILD AIR FORCE BASE**

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VOLUME 2**



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Flying Operations

KC-135 AIRCREW EVALUATION CRITERIA

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AFI 11-2KC-135 Volume 2, 26 May 2010 is supplemented as follows: This supplement is not applicable to Air National Guard (ANG) and United States (U.S.) Air Force Reserve units. This supplement implements local evaluation criteria for the operation of 92d Air Refueling Wing (92 ARW) KC-135 aircraft in order to safely and effectively execute the wing's world-wide mobility missions. This supplement is used in conjunction with Air Force Instruction (AFI) 11-2KC-135V2, *KC-135 Aircrew Evaluation Criteria*. Forward all recommended changes to this supplement to 92d Operations Group, Standardization/Evaluation (92 OG/OGV).

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SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. This revision directs improvement recommendation (paragraph 1.7.), emergency procedure evaluations (paragraph 1.9.6.1.), evaluation requirements (paragraph 1.9.8.), and the AF Form 3862, *Aircrew Evaluation Worksheet* (paragraph 1.14.). This revision directs use of the Simulator Instructor Guide for combined instrument/qualification (INSTM/QUAL) evaluations (paragraph 2.1.2.), establishes scheduling requirements for pilot evaluations (paragraph 2.1.4.), adds pilot INSTM/QUAL simulator evaluation profiles (table 2.1., table 2.2., and paragraph 2.2.1.), updates pilot mission (MSN) evaluation profile (table 2.3. and paragraph 2.4.4.), and establishes emergency procedures evaluation (EPE) requirements (paragraph 2.6.).

1.7. Improvement Recommendations. Send comments and suggested improvements to this local supplement on AF Form 847 to the 92 OG/OGV through the squadron standardization and evaluation (stan/eval) section (CCV).

1.9.6.1. Flight examiners are encouraged to include EPE topics that are of particular interest at the time of the flight evaluation. If the flight examiner suspects the examinee lacks knowledge in a specific area (based on mission preparation or in-flight performance), the flight examiner should use the EPE to explore that area further. Any Headquarters (HQ) Air Mobility Command (AMC) or 92 OG Special Interest Items/Areas not observed during flight will be discussed during the EPE.

1.9.8. Differences between KC-135R and KC-135T series aircraft will be discussed on all evaluations for T-model qualified aircrew. If the examinee is multi-point refueling system (MPRS) certified and the evaluation does not include MPRS refueling, the flight examiner will discuss MPRS-specific differences in the EPE.

1.14. Use of AF Form 3862, *Aircrew Evaluation Worksheet*. 92 OG/OGV will produce all AF Form 3862 overprints and make them available through 92 OG e-Pubs on SharePoint (<https://eim.amc.af.mil/org/92og/ogv/>). All overprints will include applicable HQ AMC and 92 OG Special Interest Items/Areas. Flight examiners will record trend information on the AF Form 3862 for all evaluated areas, to include Special Interest Items/Areas, on all evaluations. This trend information will be tracked and reported at the quarterly Stan/Eval Board (SEB).

2.1.2. Evaluators will use the Combined Instrument and Qualification Evaluation (AA22) Simulator Instructor Guide and the Fairchild AFB profile (AA22A).

2.1.3. (Added) Attempt to realign the INSTM/QUAL and MSN evaluations to ensure both expire in the same month. Document the INSTM/QUAL and MSN evaluations on the same AF Form 8, *Certificate of Aircrew Qualification*, if the expiration month is the same.

2.1.4. (Added) Evaluation Scheduling. The pilot MSN evaluation flight should be scheduled prior to the INSTM/QUAL aircrew training simulator (ATS) evaluation. The same flight examiner should be scheduled for both evaluations. Attempt to schedule both evaluations in the same week and month, with at least one day between evaluations. Schedulers will allocate two hours of ATS time per pilot for INSTM/QUAL evaluations. An ATS instructor will be scheduled to operate the ATS. Squadron schedulers will inform the ATS instructors of evaluations scheduling no later than (NLT) 1300L the day prior of any changes to the schedule. Exceptions will be approved by the squadron commander.

2.1.5. (Added) Mission Planning. All initial aircraft commander (MP) and initial instructor pilot (IP) evaluations (to include re-qualification evaluations for individuals unqualified for a period of more than two years) will require the crew to accomplish their own mission planning; they will not use the 92d Operations Support Squadron dispatch program (92 OSS/OSOD). The crew will notify 92 OSS/OSOD of this requirement NLT 24 hours prior to the planned takeoff to preclude them from unnecessarily planning the mission. All recurring pilot flight evaluations may use the dispatch program at the discretion of the examinee's squadron commander.

2.2.1. (Added) Pilot Combined Instrument and Qualification Evaluation Profiles.

Table 2.1. (Added) FPQ, MP and IP INSTM/QUAL (Simulator) Evaluation Profiles.

Simulator Item	FPQ	MP	IP
Takeoff (initial)	X	X	X
Nonprecision Approach to a Circling Approach	X	X	X
Touch-and-Go Landing ¹ w/an Engine Fire/Failure During Flight	X	X	X
Holding	X	X	X
ILS 3-Engine Low Approach	X	X	X
3-Engine Full-Stop Landing ^{1,2}	X	X	X
VFR Pattern	X	X	X
Partial Flap Landing (30 or 40 flap) ^{1,2}	X	X	X
Emergency Procedures Evaluation (EPE) ³	X	X	X
<p>* Items marked "X" are required.</p> <p>NOTE 1: Evaluate FPQ and MP on at least one instrument approach and landing in both the left and right seats. Swap seats to complete a dual-seat qualification if necessary. Instructor pilots need only accomplish landings from one seat position.</p> <p>NOTE 2: A partial flap landing is required for dual seat qualified pilots but may be accomplished in either seat.</p> <p>NOTE 3: Following the pattern portion of the evaluation, conduct an EPE in the simulator. See "Recommended Pilot EPE Topics" in paragraph 2.7.</p>			

Table 2.2. (Added) FP (SOC) QUAL/INSTM (Simulator) Evaluation Profiles.

Simulator Item	FP
Takeoff (initial)	X
Precision Approach	X
Touch-and-Go Landing	X
Nonprecision Approach	X
Missed Approach	X
VFR Pattern	X
Emergency Procedures Evaluation (EPE) ¹	X
<p>* Items marked "X" are required.</p> <p>NOTE 1: Following the pattern portion of the evaluation, conduct an EPE in the simulator. See "Recommended Pilot EPE Topics" in paragraph 2.7.</p>	

2.2.1.1. (Added) Starting position is at the hold-short line with engines running. Flight examiners may modify if required.

2.2.1.2. (Added) Load the AA22A profile in the ATS and confirm the weather environment is set as follows: Takeoff Winds 320/10, Surface Temperature +10°C, Cloud Bases 1,300 ft, Cloud Tops 10,000 ft, Visibility/RVR 4 miles, Altimeter 29.88, and PA +2,500 ft. Airfield lighting should be set to a minimum of 4.

2.2.1.3. (Added) ATS weather minimums will be raised in order to accomplish VFR patterns.

2.2.1.4. (Added) Motion is required to complete the evaluation.

2.2.1.5. (Added) Headsets will be worn.

2.2.1.6. (Added) The turbulence setting in the ATS will be no greater than 10%.

2.2.1.7. (Added) Crews are not responsible for bringing a flight plan, chart, or form F. For FLIP, use the Evaluation Instrument Approach Plate Handout (AA22.HO).

2.2.1.8. (Added) Review and sign off Flight Crew Information Files (FCIF) prior to showing at the ATS.

2.2.1.9. (Added) Pilot teams will show at the ATS crew rested and prepared to accomplish a crew briefing with the flight evaluator 1+00 prior to the scheduled simulator start time.

2.2.1.10. (Added) The flight examiner or ATS instructor will brief an egress plan for the simulator and simulator building, and include a discussion on the emergency stop function of the simulator.

2.2.1.11. (Added) To the maximum extent possible, simulator profiles should be run real-time, without the use of flight freeze.

2.2.1.12. (Added) Pilots will not set up their own engine failures or other emergencies. The simulator operator will input all malfunctions.

2.4.4. (Added) Pilot Mission Evaluation Profiles

Table 2.3. (Added) FPQ, MP, and IP MSN (Flight) Evaluation Profiles.

Flight Item	FPQ	MP	IP
Ground Operations/Taxi/Takeoff (PF or PNF)	X	X	X
Air Refueling ¹ (PF)	X	X	X
Air Refueling Rendezvous (PF or PNF)	X	X	X
Overrun Procedures (if observed)			
Tanker Autopilot-Off Air Refueling (PF)	X	X	X
Tanker Breakaway ² (PF or PNF)	X	X	X
Formation (if observed)			
Tactics (if observed)			
Landing ³	X	X	X
Instructor Responsibility			X
Publications Check	X	X	X
Knowledge/Completion of Forms (post mission paperwork)	X	X	X
* Items marked "X" are required.			
NOTE 1: Pilots can be evaluated in either seat and will be evaluated on air to air refueling (AAR) and autopilot-off AAR as the pilot flying. Receiver must maintain the contact position (minimum duration determined by evaluator) but an actual offload is not required.			

NOTE 2: Breakaway procedures can be evaluated with the receiver not in contact, but within the AAR envelope.

NOTE 3: A landing will be accomplished per pilot in conjunction with the MSN evaluation. If crosswinds or weather minimums restrict touch and go landings, the pilot team will full-stop and taxi-back to accomplish the other pilot's landing.

2.5.2. Due to deployment scheduling, units are approved to administer a full qualification/instrument and/or mission evaluation just prior to aircraft commander certification to satisfy the OME requirement.

2.5.2.1. Due to lack of off-station remain overnight (RON) missions, units may conduct the OME on local training missions after receiving verbal approval from the OG/CC.

2.6.3. (Added) IP candidates receiving an initial instructor flight evaluation must demonstrate one of the following flight maneuvers: approach and go-around simulated engine-out, rudder power off; or simulated jammed stabilizer demonstration; or landing attitude demonstration. The flight examiner will determine the maneuver to be accomplished and inform the examinee prior to the mission briefing. IPs receiving recurring or no-notice evaluations need not accomplish one of the above listed maneuvers but must demonstrate instruction throughout the flight.

2.7. Emergency Procedures Evaluation (EPE). Following the pattern portion of the INSTM/QUAL evaluation, conduct an EPE in the simulator. EPEs can consist of malfunctions listed in the AA22 Instructor Guide, Boldface emergencies, Special Interest Items, squadron commander-directed requirements, or the following: Emergency Equipment, Emergency Egress (with passengers), Loss of Cabin Pressure, Ditching, Smoke and Fume Elimination, Hose Jettison (MPRS certified crewmembers only), Landing With a Hose In Trail (MPRS certified crewmembers only), Engine Starting Malfunctions, Engine Fire on the Ground, Engine Fire/Failure During Flight, Engine Failure/Takeoff Continued, Landing Without Normal Left and/or Right Hydraulic System Pressure. Additional EPEs that cannot be accomplished in the simulator can be discussed one-on-one.

3.2.4. (Added) Navigator Qualification and Mission Evaluation Profiles. The suggested flight evaluation profile for mission navigators (MN) and instructor navigators (IN) is: Mission planning (92 OSS/OSOD) mission planning is acceptable for recurring MN evaluations), EPE, preflight, departure, general navigation, rendezvous, air refueling, general navigation, post-flight, debriefing and publications check.

3.4. Emergency Procedures Evaluation (EPE). EPEs can be evaluated verbally and consist of Special Interest Items, squadron commander directed requirements, or the following: Emergency Equipment, Emergency Egress (with passengers), Loss of Cabin Pressure, Ditching, Smoke and Fume Elimination, Landing Gear Alternate Extension, Main Flap Manual Operation, Alternate Boom Hoist, Hot Brakes, Hazardous Weather Avoidance.

4.2.4. (Added) Boom Operator Qualification and Mission Evaluation Profiles. The suggested profile for recurring mission boom operator (MB) and instructor boom operator (IB) flight evaluations is: preflight, takeoff, after takeoff/climb, cruise, air refueling (to include normal contact, tanker manual operation contact and emergency separation), descent, post-flight and debrief, EPE and publications check. IBs must demonstrate instruction throughout the flight. Initial IB flight evaluations will include a student boom operator accomplishing the required areas and sub-areas for a recurring evaluation while being instructed by the examinee. The

instructor candidate will perform a student briefing and critique. If no student boom operator is available, the flight examiner may act as the “student”.

4.3.3. (Added) Boom Operator Mission (Cargo) Evaluation Profiles. The suggested profile for initial and recurring MB and IB cargo loading evaluations is: plan or review/correct a load plan and load/unload cargo on the aircraft while completing all applicable checklist items.

4.5. Emergency Procedures Evaluations (EPE). EPEs can consist of Special Interest Items, squadron commander-directed requirements, or the following: Emergency Equipment, Emergency Egress, Ditching, Smoke and Fume Elimination, Pressure Air Refueling, Manual Boom Latching, Hose Jettison (MPRS certified crewmembers only), Passenger Evacuation, Hazardous Cargo Jettison, Landing Gear Alternate Extension, Main Flap Manual Operation.

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