

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

AIR FORCE INSTRUCTION 11-2KC-135V2

**MCCONNELL AIR FORCE BASE
Supplement**

17 OCTOBER 2011

Flying Operations

KC-135 AIRCREW EVALUATION CRITERIA



COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: Publications and form are 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: 22 OG/OGV

Supersedes: : AFI11 2KC 135V2
MCCONNELLAFBSUP,
1 July 2006

Certified by: : HQ AMC/CC
(Colonel Thomas J. Riney)

Pages: 6

AFI 11-2KC-135V2, dated 26 May 2010 is supplemented. This supplement implements local evaluation criteria for the operation of 22 ARW KC-135 aircraft in order to safely and effectively execute the wing's worldwide mobility missions. This supplement is used in conjunction with AFI 11-202V2, Aircrew Standardization and Evaluation Program, and associated supplements. This instruction is applicable to all aircrews assigned or attached to 22 OG and does not apply to the 931 ARG (AFRC). Forward all recommended changes to this supplement to 22 OG/OGV.

SUMMARY OF CHANGES

This document has been substantially revised and should be reviewed in its entirety. Major changes include **2.2.1** which provides guidance on SIM INSTM/QUAL evaluations; **2.5.2** which provides guidance on Operational Mission Evaluations (OME); **2.3.3** provides guidance on re-alignment of Navigator QUAL with INIT MSN evaluations; Navigator (ARR) certification requirements removed; AF Form 3862s are maintained on the OGV SharePoint and are no longer maintained in this supplement.

1.9.6. Emergency Procedures Evaluation (EPE). The evaluator will administer the EPE prior to evaluation debrief. The EPE will consist of a scenario-based emergency situation and general knowledge questions in addition to the required three-engine requirements. The EPE will be consistent with the type of evaluation and experience level of the examinee. For all Pilot evaluations, the EPE shall be conducted in the simulator in conjunction with the QUAL/INSTM

portion of the evaluation. A list of example EPE topics will be maintained on the OGV SharePoint.

1.14. **Use of AF Form 3862, Aircrew Evaluation Worksheet.** Current evaluation worksheets are available on the OGV SharePoint. All AFI 11-2KC-135V2 and local requirements are included. AMC and local SIIs will be evaluated. Flight examiners will verify and annotate current SIIs in the section provided and gather trend information accordingly.

2.1. **Evaluation Requirements.** Table 2.1 defines ground requisites for each type of evaluation. Paragraphs 2.2, 3.3 and 4.4 further outline pilot, navigator and boom operator evaluation requirements, respectively.

Table 2.1. (Added) Evaluation Ground Requisites

	Closed Book	Open Book	Boldface CAPS	EPE	Instrument
Pilot					
INSTRUMENT					X
QUAL	X	X	X	X	
MSN ¹				X¹	
MSN (ARR)	X			X	
INSTRUCTOR ²		X			
N/N SPOT	X		X		
SPOT					
Navigator					
QUAL ³	X	X	X	X	X
MSN ¹					
INSTRUCTOR		X			
N/N SPOT	X		X		
SPOT					
Boom Operator					
QUAL	X	X	X	X	
MSN ¹					
MSN (CARGO)				X	
INSTRUCTOR		X			
N/N SPOT	X		X		
SPOT					
NOTES:					
1. An EPE given in conjunction with a combined evaluation (e.g. SIM INSTM/QUAL and MSN) satisfies the EPE requirement for both QUAL and MSN evaluations.					
2. Pilots receiving initial instructor (Receiver) evaluations require only those requisites under MSN (ARR)					
3. The NBQ end-of-course test administered in initial qualification training counts toward completion of open and closed book testing for INIT QUAL evaluation and will be annotated as "End of Course" on the INIT QUAL AF Form 8. However, when realigning the INIT QUAL evaluation with the INIT MSN evaluation, the end-of-course test will not be used to satisfy the open and closed book requirements even if it is within six-months (see paragraph 3.2.4.).					

2.2.1. **(Added) SIM INSTM/QUAL Evaluations.** Pilot instrument and qualification evaluations (INSTM/QUAL) will be conducted in the simulator IAW with the student and instructor guides provided by CAE. Complete all Required Pilot Pattern Items as in Table 2.2.

2.2.2. **(Added) Simulator Scheduling.** The aircraft (MSN) evaluation should be scheduled prior to the simulator (INSTM/QUAL) evaluation in an effort to accomplish circling and holding in the aircraft as opposed to in the simulator. If the MSN evaluation sortie cancels for any reason, do not cancel an INSTM/QUAL simulator evaluation in order to comply with the above guidance. AA22 simulator evaluations should be scheduled for a four-hour period (normally 0830-1230 and 1430-1830) with a CAE Instructor operating the simulator. This permits more thorough evaluations, as well as adequate time to conduct the EPE in the simulator. Squadrons will schedule a pilot team suitable for a pattern-only sortie. If an IP or touch-and-go certified AC is not available, contact the evaluator to coordinate desired actions. Squadron schedulers will inform CAE scheduling NLT 1300 the day prior of any changes to the schedule. Evaluatees should have crew rest for a simulator evaluation.

2.2.3. **(Added) Simulator Preparation.** Pilot teams will obtain mission paperwork from the CSOC Ops Desk, review TOLD, obtain NOTAMS, check BAM/AHAS, review ORM, and sign off FCIFs in ePEX prior to showing for the simulator. Basically, the pilot team should accomplish actions as if stepping for a pattern-only sortie. Weather and fuel loads will be IAW the simulator student guide, but may be adjusted by the evaluator. Pilot teams will show up prepared to accomplish a crew briefing with the evaluator 1+00 prior to the scheduled simulator start time. Pilots will wear headsets for all simulator evaluations.

2.2.4. **(Added) Simulator Execution.** To the maximum extent possible, a contracted simulator instructor should operate the simulator during the evaluation. An Air Force Flight Evaluator will administer the evaluation. The evaluator will discuss the profile and emergency procedures with the contracted simulator instructor 0+30 prior to the simulator start time. The evaluator will provide the CAE instructor with the required information for the EPE profile. Evaluators will clearly define objectives of the EPE to the evaluatee. The contracted simulator instructor will be released to set up the simulator 0+15 prior to the simulator start. During the simulator, headsets will be used and motion will be on (motion required for landings at a minimum). Evaluatees will plan their profile. The evaluator will coordinate with the contracted simulator instructor on when to inject engine malfunctions to satisfy the evaluation requirements.

Table 2.2. (Added) Required Pilot Pattern Items.

Items	IP	MP/FPQ
Normal Landing (50 or 40 flap) ¹	X	X
30 Flap ¹	X	X
Touch-and-Go	X	X
Engine Fire/Failure During Flight	X	X
Engine Out Approach	X	X
Engine Failure After Takeoff or Touch and Go	X	X

Engine Out Go-Around	X	X
Engine Out Landing	X	X
Holding	X	X
Precision Approach	X	X
Non-Precision Approach	X	X
Circling Approach ²	X	X
Missed Approach	X	X
VFR Pattern ³	X	X
Right Seat Instrument Approach		X
Right Seat Landing		X
Left Seat Instrument Approach		X
Left Seat Landing		X
NOTES:		
1. A minimum of one landing (Normal or Partial Flap) will be evaluated in the aircraft		
2. Evaluate in the aircraft due to simulator visual limitations, if available; otherwise evaluate in the simulator with an emphasis on executing a missed approach if the evaluatee loses site of the airport environment by making a climbing turn towards the landing runway.		
3. Weather permitting or certified simulator		

2.4. MSN Evaluations. Attempt to evaluate circling and holding in the aircraft as opposed to in the simulator. If unable, evaluate circling and holding in the simulator. Each evaluatee will accomplish a landing in the aircraft.

2.4.2. Breakaway may be evaluated as the pilot flying or as the pilot not flying.

2.5.1.1. **(Added) MSN (ARR) Evaluations.** Pilot Air Refueling Receiver (ARR) evaluations include ARR procedures, equipment and systems knowledge. For initial/re-qualification evaluations, examinees should fly a minimum of 10 minutes of autopilot on and 5 minutes of autopilot off. Evaluators are encouraged to use 10 minutes autopilot on and 5 minutes autopilot off as a target for periodic evaluations.

2.5.1.2. **(Added) Instructor Pilot Air Refueling Receiver (ARR).** Instructors will be evaluated on their instruction of ARR procedures, equipment/systems knowledge and limits demonstration while at the controls during receiver A/R. Instructor examinees should demonstrate 10 minutes of autopilot on contact, which may be concurrent with a limits demonstration, and 5 minutes of autopilot off contact.

2.5.2. **Operational Mission Evaluations (OME).** All pilots who were not previously certified as an aircraft commander in a tanker MDS (KC-135/KC-10) are required to complete an OME in conjunction with aircraft commander certification. 22 OG/CC has given Sq/CCs the discretion of utilizing the Altus KC-135 Initial INSTM/QUAL/MSN Evaluation to satisfy the OME requirement for pilots who were previously certified as an aircraft commander in another mobility MDS (e.g. C-5, C-17).

2.5.2.1. 1 **(Added) OME Profiles.** The following profiles are listed in order of preference and will be used to satisfy the OME requirement: NOTE: 22 OG/CC has

given Sq/CCs the discretion of utilizing the evaluator to perform instructor duties on an initial leg of the mission to satisfy remaining MCT requirements.

2.5.2.1.2. **(Added)** OCONUS TACC mission; air refueling highly desired.

2.5.2.1.3. **(Added)** CONUS cross-country mission (with enroute stop-overs); air refueling highly desired.

2.5.2.1.4. **(Added)** Local mission; rendezvous and air refueling required, TACC mission highly desired.

2.5.2.2.1. **(Added) OME Documentation in FEF.** Document the OME in the individual's FEF using the applicable format below:

2.5.2.2.2. **(Added)** No testing requisites exist for a "SPOT" OME. There is no eligibility period associated with an OME, but a successful OME does establish an expiration date. Include the following statement in the remarks section: "This OME was conducted in conjunction with aircraft commander certification."

2.5.2.2.3. **(Added)** "INSTM/QUAL/MSN" Evaluation Option. If the decision is made to complete an OME and simultaneously re-aligning an "INSTM/QUAL/MSN" evaluation, conduct and document the evaluations IAW AFI 11-202 Volume 2 and AFI 11-2KC-135 Volume 2 requirements, as supplemented. In the remarks section of the Form 8 include the comment "This evaluation was conducted in conjunction with aircraft commander certification. All Operational Mission Evaluation and INSTM/QUAL/MSN requirements have been fulfilled."

2.5.2.2.4. **(Added)** Altus Evaluation Option. The Sq/CC may elect to utilize the Altus KC-135 INIT INSTM/QUAL/MSN evaluation to satisfy the OME requirement for an individual previously certified as aircraft commander in another mobility MDS. The Sq/CC will sign an MFR with the statement "<Rank First Last's> INIT INSTM/QUAL/MSN evaluation on <DD Mmm YY> has been utilized to satisfy the Operational Mission Evaluation requirement in conjunction with aircraft commander certification." Place the MFR in the member's FEF.

3.1.1. **(Added) Navigator Evaluations.** Requisite testing for both QUAL and MSN evaluations will be accomplished IAW **Table 2.1** above.

3.2.2.1. **(Added) INIT QUAL Evaluations.** Navigator training for initial qualification and senior officer qualification are conducted IAW the Navigator Basic Qualification (NBQ) course syllabus (AMC). This training course will culminate in an INIT QUAL flight evaluation. INIT QUAL evaluations will include at least 30 minutes of point-to-point navigation.

3.2.3.1. **INIT MSN Evaluations.** Due to the unique requirements of 22 ARW missions, locally-assigned navigators trained and qualified under the AMC NBQ syllabus will complete the Mission Qualification Training program as defined by 22 OSS/OSN. This training course will culminate in an INIT MSN/QUAL flight evaluation.

3.2.4. **(Added) Realignment of QUAL with INIT MSN Evaluations.** If the instrument examination administered in conjunction with the INIT QUAL evaluation is

within six months of the INIT MSN evaluation, it may be used to satisfy the requirement for the realigned QUAL evaluation. However, the end-of-course test will not be used to satisfy the open and closed book requirements of the realigned QUAL evaluation even if it is within six months. The front of the Form 8 will include one entry in the Flight Phase section; "INIT MSN/QUAL". Annotate the eligibility period as "N/A" and "QUAL evaluation realigned during INIT MSN evaluation" in the Additional Comments section.

4.3.2. MSN (CARGO) Evaluations. Cargo loading evaluations should be conducted during actual or static cargo loading or unloading operations. The examinee's flying unit is responsible for coordinating static load requirements. Periodic evaluations may be conducted verbally but only as a last resort. Initial and requalification cargo evaluations cannot be verbally evaluated.

THOMAS J. RINEY, Colonel, USAF
Commander