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MCCONNELL AIR FORCE BASE**

**AIR FORCE INSTRUCTION 11-2KC-135,
VOLUME 2**



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KC-135 AIRCREW EVALUATION CRITERIA

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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AFI 11-2KC-135V2, dated 04 Aug 2017 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 the 22 OG and 931 ARW (AFRC). Unless noted in the text, it does not apply to the 64 ARS. 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 **1.9** renumbered to match parent AFI; **1.9.6** EPE guidance; **1.14** AF Form 3862 and Form 8 submission; **2.2.1** weather and NOTAMS no longer required for simulator evaluations; **2.2.2** provides guidance on simulator scheduling; **2.2.3** simulator preparation requirements substantially changed; **Table 2.2** changed to reflect parent AFI guidance; **2.5.2** OME requirements; **2.5.3** OME profiles changed; **2.5.4** evaluator guidance for OMEs; **3.2.5** navigator MSN evaluation profiles added.

1.9. Evaluation Requirements. Table 1.9 defines ground requisites for each type of evaluation.

Table 1.9. (Added) Evaluation Ground Requisites.

	Closed Book	Open Book	Boldface	EPE	Instrument
Pilot					
INSTRUMENT					X
QUAL	X	X	X	X	
MSN ¹				X ¹	
MSN (ARR)	X			X	
INSTRUCTOR ²		X			
N/N SPOT					
SPOT					
Navigator					
QUAL ³	X	X	X	X	X
MSN ¹					
INSTRUCTOR		X			
N/N SPOT					
SPOT					
Boom Operator					
QUAL	X	X	X	X	
MSN ¹					
MSN (CARGO)				X	
INSTRUCTOR		X			
N/N SPOT					
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.).					

1.9.6. Emergency Procedures Evaluation (EPE). For pilot QUAL/INSTM evaluations, an EPE shall be conducted in the simulator, except as approved by HQ AMC. Periodic pilot MSN evaluations which are conducted within 30 calendar days of the QUAL/INSTM evaluation and within the requisite zone for each evaluation do not require a separate EPE, but a separate EPE may be accomplished at evaluator discretion. 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. Evaluators will submit a signed 3862 or Draft AF Form 8 to the evaluatee's DOV within 1 duty day of the completion of the evaluation.

2.2.1. (Added) (N/A 931OG) SIM INSTM/QUAL Evaluations. Evaluations will be conducted IAW with the ATS student and instructor guides. Crews are not required to obtain current weather and NOTAMS.

2.2.2. (Added) (N/A 931OG) Simulator Scheduling. The aircraft (MSN) evaluation should be scheduled prior to the simulator (INSTM/QUAL) evaluation in an effort to accomplish circling, the VFR pattern 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. Simulator evaluations should be scheduled for two hours per evaluatee with a contract 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. The pilot team will have proper crew rest prior to a simulator evaluation.

2.2.3. (Added) (N/A 931OG) Simulator Preparation. Pilot teams will show up prepared to accomplish a crew briefing with the evaluator 1+00 prior to the scheduled simulator start time or at evaluator discretion.

2.2.4. (Added) (N/A 931OG) Simulator Execution. An Air Force Flight Evaluator will administer the evaluation. To the maximum extent possible, a contracted simulator instructor should operate the simulator during the evaluation. The evaluator will discuss the profile and emergency procedures with the contracted simulator instructor prior to the simulator start time. The evaluator will provide the contract instructor with the required information for the EPE profile. During the simulator, headsets will be worn to allow for proper CRM and simulator feedback monitoring systems. Simulator motion requirements will follow AFI 11-2KC-135V1 chapter 4.

Table 2.2. (Added) (N/A 931OG) Required Pilot Pattern Items.

Items.	Instructor Pilot (IP)⁵	MP/FP (MPD Pilot)	FP (Senior Officer and FTL-E)⁵
Takeoff	X	X	X
Landing	X	X	X
Full Flap Landing (50 Flap) ¹	X	X	
Norman Landing (40 Flap) ¹	X	X	
Partial Flap Landing (30 Flap) ¹	X	X	
Engine Fire/Failure During Flight	X	X	
Engine Out Approach	X	X	
Engine Out Go-Around	X	X	
Engine Out Landing	X	X	
Holding	X	X	
Precision Approach	X	X	X
Non-Precision Approach	X	X	X
Circling Approach ²	X	X	
Missed Approach ³	X	X	X
VFR Pattern ⁴	X	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 will be evaluated in the aircraft.			
2. Evaluate in the aircraft due to simulator visual limitations, if able.			
3. Engine Out Go-Around satisfies this requirement if conducted on an instrument approach.			
4. Weather permitting or certified simulator			
5. Evaluatees may be evaluated from either seat.			

2.5.1. MSN (ARR) Evaluations. 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) Initial receiver ARR instructor evaluation will realign periodic MSN (ARR) evaluation.

2.5.2. Operational Mission Evaluations (OME). 22 OG/CC has delegated to Sq/CCs the discretion to allow the KC-135 FTU INSTM/QUAL/MSN evaluation to satisfy the OME requirement for pilots who were previously certified as an aircraft commander in a 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> satisfied the Operational Mission Evaluation requirement in conjunction with aircraft commander certification.” Place the MFR in the member’s FEF.

2.5.3. (Added) OME Profiles. The following profiles are listed in order of preference and will be used to satisfy the OME requirement. NOTE: Only as a last resort, 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.

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

2.5.3.2. (Added) CONUS mission (with off-station stop-overs/RON); air refueling highly desired.

2.5.3.3. (Added) Locally-flown TACC mission; rendezvous and air refueling required.

2.5.3.4. (Added) “INSTM/QUAL/MSN” Evaluation Option. If the decision is made to complete an OME and simultaneously re-align 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 “<Rank First Last’s> realigned <his/her> INSTM/QUAL/MSN evaluation on <DD Mmm YY> while completing the Operational Mission Evaluation requirement in conjunction with aircraft commander certification.”

2.5.3.5. (Added) FTU Evaluation Option. The Sq/CC may elect to utilize the KC-135 FTU 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> satisfied the Operational Mission Evaluation requirement in conjunction with aircraft commander certification.” Place the MFR in the member’s FEF.

2.5.4. Sq/CCs should avoid having the evaluator pilot serve as the supervising instructor on an OME. This allows the evaluator to completely focus on providing a fair assessment of the evaluatee’s abilities.

3.2.2.2.1 (Added) Realignment of QUAL with INIT MSN Evaluations. IAW AFI 11-202 V2, AMC Sup, the 22 OSS/CC approves all FTU Navigator students to realign their QUAL evaluation outside of the eligibility period in conjunction with their INIT MSN evaluation. 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 and MSN evaluations. 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.

3.2.5. (Added) Navigator MSN Evaluation Profiles. The following profiles are listed in order of preference. Evaluatees will be involved in all aspects of mission planning to the maximum extent possible.

3.2.5.1. (Added) Rendezvous Delta (Point Parallel).

3.2.5.2. (Added) SOAR Rendezvous.

3.2.5.3. (Added) Rendezvous Golf (Enroute).

3.2.5.4. (Added) Receiver Rendezvous.

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ATTACHMENT 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFPD 10-9, *Lead Operating Command Weapon Systems Management*

AFPD 11-2, *Aircraft Rules and Procedures*

AFPD 11-4, *Aviation Service*

AFPD 33-3, *Information Management*

AFI 11-2KC-135V3, *KC-135 Operations Procedures*

AFI 11-2KC-46V3, *KC-46 Operations Procedures*

AFI 11-202, Volume 1, *Aircrew Training*

AFI 11-215, *USAF Flight Manuals Program (FMP)*

AFI 11-290, *Cockpit/Crew Resource Management Training Program*

AFI 11-401, *Aviation Management*

AFI 11-418, *Operations Supervision*

AFI 11-421, *Aviation Resource Management*

AFI 13-201, *Airspace Management*

AFI 16-1202, Volume 2, *Pararescue and Combat Rescue Officer Standardization and Evaluation*

AFI 33-360, *Publications and Forms Management*

AFI 33-364, *Records Disposition—Procedures and Responsibilities*

AFI 36-2201, Volume 1, *Training Development, Delivery, and Evaluation*

AFI 65-503, *US Air Force Cost and Planning Factors*

AFI 90-201, *Inspector General Activities*

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

AFMAN 33-363, *Management of Records*

Abbreviations and Acronyms

AC—Aircraft Commander

ARMS—Aviation Records Management System

ATS—Aircrew Training System

CRM—Crew Resource Management

DO—Director of Operations

DOV—Squadron Standardization/Evaluation

EPE—Emergency Procedures Evaluation

ETIMS—Enhanced Technical Information Management System

FCIF—Flight Crew Information File

FEF—Flight Evaluation Folder

FP—First Pilot

FTL—Flying Training Level

FTU—Formal Training Unit

GTIMS—Graduate Training Integration Management System

IP—Instructor Pilot

MCT—Mission Certification Training

MDS—Mission Design Series (i.e., KC-135R)

MFR—Memorandum for Record

MP—Mission Pilot

MPD—Mobility Pilot Development

MQF—Master Question Files

NBQ—Navigator Basic Qual

N/N—no-notice

OG—Operations Group

OGV—Operations Group Standardization/Evaluation

OME—Operational Mission Evaluation

POC—Point of Contact

R&C—Review & Certification

RON—Remain Overnight

RT—Receiver Tanker

SARM—Squadron Aviation Resource Management

SEB—Standardization/Evaluation Board

SII—Special Interest Item

SOAR—Special Operations Air Refueling

STAN/EVAL—Standardization/Evaluation

SQB—Secure Question Banks

TACC—Tanker Airlift Command and Control

TDY—Temporary Duty

TODA—Technical Order Distribution Account

TODO—Technical Order Distribution Office

VFR—Visual Flight Rules