

**BY ORDER OF THE INSTALLATION  
COMMANDER**

**AIR FORCE INSTRUCTION 11-2KC-135 VOL 2**



**MACDILL AIR FORCE BASE  
Supplement 1**

**29 JULY 2003**

***Flying Operations***

***C/KC-135 AIRCREW EVALUATION CRITERIA***

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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AFI 11-2KC-135, Volume 2, *C/KC-135 Aircrew Evaluation Criteria*, 1 July 2000, is supplemented as follows. It implements AFD 11-2, *Aircraft Rules and Procedures*, and establishes the evaluation criteria for the operation of the 6th Air Mobility Wing (6 AMW) assigned KC-135R aircraft supporting Air Force objectives. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force. Specific responsibilities are defined herein for the 6th Operations Group Standardization and Evaluation (6 OG/OGV) flight examiners and 91st Air Refueling Squadron Standardization and Evaluation (91 ARS/DOV) flight examiners. 91 ARS/DOV will submit recommended changes to 6 OG/OGV on an AF Form 847, **Recommendation for Change of Publication**. To ensure compliance with these directives, the Chief of 6 OG/OGV will review this chapter annually or whenever a change is published to AFI 11-2KC-135V2.

The Privacy Act of 1974 affects this instruction. The Privacy Act System Number F011 AF XO A, Aviation Resource Management System (ARMS) covers required information. The authority for maintenance of ARMS is Title 37 U.S.C. 301a (Incentive Pay), Public Law 92-204, Section 715 (Appropriations Act for 1973), Public Laws 93-570 (Appropriations Act for 1974), 93-294 (Aviation Career Incentive Act of 1974), and Executive Order 9397. Records disposition: Ensure that all records created by this supplement are maintained and disposed of in accordance with AFMAN 37-139, *Records Disposition Schedule*.

## Chapter 5

### LOCAL PROCEDURES

**5.1. General.** Local procedures.

**5.2. (Added) Purpose.** The purpose of this supplement is to standardize/define the 6 AMW aircrew evaluation profiles to include the Emergency Procedures Evaluations (EPE) for all applicable crew positions. The attachments to this chapter are intended to simplify the qualification and mission areas/sub-areas of AFI 11-2KC-135, Volume 2, in a quick reference chart format with 6 AMW objectives.

**5.3. (Added) Applicability.** This supplement is applicable to all 6 AMW personnel and supporting units. Copies should be available to all KC-135R aircrew members. This supplement is incomplete without AFI 11-2KC-135, Volume 2 and, when published, AMC1. Place this supplement behind AFI 11-2KC-135, Volume 2, and any applicable HHQ supplements .

**5.4. (Added) Flight Evaluation Profiles and EPE Profiles.** The 6 OG Commander (6 OG/CC) may alter any profile to rectify noted weak/trend areas.

5.4.1. (Added) Suggested flight evaluation profiles for all crew positions are listed in [Attachment 5 \(Added\)](#), [Attachment 6 \(Added\)](#), and [Attachment 7 \(Added\)](#). For pilots, the specific transition profile is at the discretion of the flight examiner .

5.4.2. (Added) EPE profiles will be developed/maintained by 91 ARS/DOV and approved by 6 OG/OGV. As a minimum, EPE profiles will be reviewed/updated annually and as weak/trend areas are noted. 91 ARS/DOT should maintain an EPE study guide to assist crewmembers in preparation and understanding of all associated items related to the EPE.

5.4.2.1. (Added) EPE Topics. EPEs incorporate knowledge to include but are not limited to systems knowledge (including operations, limitations, emergency/abnormal procedure), crew resource management, associated directives, and airmanship/judgment. The following is a recommended list of EPE topics to be administered during the checkride process. The EPE should be scenario based to the maximum extent possible. **NOTE:** Evaluators are not limited to the lists below.

5.4.2.1.1. (Added) ALL crewmembers:

- Special Interest Items (Local/21AF/AMC)
- Trends
- Emergency Equipment
- Emergency Egress
- Crash Landing
- Ditching
- Smoke and Fumes
- Parachute Preflight
- Bailout

5.4.2.1.2. (Added) Pilot:

- Engine Start Malfunctions
- Engine Fire on the Ground
- Engine Fire/Failure During Flight
- Engine Failure Takeoff Continued
- Landing Without Left/Right Hydraulic System Pressure
- Pneumatics Problems
- Electrical Malfunctions
- Land Gear/Brake Malfunctions
- Abnormal Malfunctions

5.4.2.1.3. (Added) Navigator:

- Hazardous Weather Avoidance
- Alternate Gear/Flap Lowering
- Alternate Boom Hoist
- Hot Brakes
- Passenger Egress

5.4.2.1.4. (Added) Boom Operator:

- Pressure Air Refueling
- Manual Boom Latching
- Passenger Egress
- Aircraft Life Support Equipment
- Hazardous Cargo Jettison
- Alternate Gear/Flap Lowering

## Attachment 5 (Added)

## PILOT EVALUATION PROFILES

## 6 AMW PILOT EVALUATION PROFILES

EVENT	Instructor Pilot	Aircraft Commander	Copilot
EPE*	XX	XX	XX
Mission Preparation/Planning/Performance	XX	XX	XX
Takeoff	XX	XX	XX
Instrument Departure/SID	XX	XX	XX
En Route Navigation	XX	XX	XX
Air Refueling (RZ IS REQUIRED)	XX	XX	XX Copilot Duties
Breakaway (Practice or Actual)	XX	XX	XX Copilot Duties
Holding (If available, else verbally evaluate)	XX	XX	XX
Descent/Arrival	XX	XX	XX
Precision Approach with Touch and Go	30 Flap	30 Flap	40/50 Flap
EFTOC	XX	XX	N/A
Non-Precision Approach with Missed Approach	3 Eng	3 Eng	4 Eng
PAR and Circling (If available, else verbally evaluate)	XX	XX	XX
VFR Pattern (wx permitting) / Full Stop Landing (If not, accomplish via any instrument approach)	3 Eng	3 Eng	4 Eng
Instructor Ability	XX	N/A	N/A
Demonstration of Maneuvers	XX	N/A	N/A
Student Briefing/Critique	XX	N/A	N/A

**\*NOTE 1:** Emergency Procedures Evaluation (EPE). Administered as part of the qualification examination. EPEs will consist of at least one boldface/CAPs (if applicable) and one non-boldface EP per phase of flight (i.e., start/taxi, takeoff, cruise, and landing), aircraft systems knowledge/ops limits, and general knowledge (related to the type of evaluation). EPEs may be conducted using a "crew concept," but with no more than two examinees at one time. All EPEs will be of sufficient length to ensure adequate coverage of applicable material. EPEs will be briefed, debriefed, and graded as a separate event. Do not accomplish the EPE in-flight when the examinee is a required crewmember. EPE scenarios may include safety-mishap related incidents.

**NOTE 2:** Dual seat pilots will perform an instrument approach and landing from each seat to maintain dual seat qualification (ref 11-2KC-135 V2, para 2.3.1. See Note). A sampling of emergency procedures will be evaluated from each seat, e.g., 3 engine approach per seat. If three pilots are not on the flight, a full stop taxi back is required to accomplish a dual seat checkride.

## Attachment 6 (Added)

## NAVIGATOR EVALUATION PROFILES

## 6 AMW NAVIGATOR EVALUATION PROFILES

EVENT	Instructor Navigator	Mission Navigator
EPE*	XX	XX
Mission Preparation/Planning	XX	XX
Air Refueling/Rendezvous**	XX	XX
Gear and Flap Lowering***	XX	N/A
Instructor Ability	XX	N/A
Demonstration of Maneuvers	XX	N/A
Student Briefing/Critique	XX	N/A

**\*NOTE 1:** Emergency Procedures Evaluation (EPE). Administered as part of the qualification examination. EPEs will consist of at least one boldface/CAPs (if applicable) and one non-boldface EP per phase of flight (i.e., start/taxi, takeoff, cruise, and landing), aircraft systems knowledge/ops limits, and general knowledge (related to the type of evaluation). EPEs may be conducted using a "crew concept," but with no more than two examinees at one time. All EPEs will be of sufficient length to ensure adequate coverage of applicable material. EPEs will be briefed, debriefed, and graded as a separate event. Do not accomplish the EPE in-flight when the examinee is a required crewmember. EPE scenarios may include safety-mishap related incidents.

**\*\*NOTE 2:** Point parallel or an enroute rendezvous. Verbally evaluate the type of rendezvous not observed.

**\*\*\*NOTE 3:** Mandatory for initial instructor only.

## Attachment 7 (Added)

## BOOM OPERATOR EVALUATION PROFILES

## 6 AMW BOOM OPERATOR EVALUATION PROFILES

EVENT	Instructor Boom	Mission Boom
EPE*	XX	XX
Directives and Publications	XX	XX
Mission Preparation/Planning	XX	XX
Air Refueling (Normal Operations)	XX	XX
Air Refueling (Tanker Manual Operations)	XX	XX
Breakaway (Practice or Actual)	XX	XX
Manual Gear and Flap Extension	XX	XX
Passenger Briefing	XX	XX
Cargo (Planning/Inspection)	XX	XX
Cargo (On/Off Loading Procedures)	XX	XX
Cargo (Floor Loading or Roller System Loading)	XX	XX
Instructor Ability	XX	N/A
Demonstration of Maneuvers	XX	N/A
Student Briefing/Critique	XX	N/A

**\*NOTE 1:** Emergency Procedures Evaluation (EPE). Administered as part of the qualification examination. EPEs will consist of at least one boldface/CAPs (if applicable) and one non-boldface EP per phase of flight (i.e., start/taxi, takeoff, cruise, and landing), aircraft systems knowledge/ops limits, and general knowledge (related to the type of evaluation). EPEs may be conducted using a "crew concept," but with no more than two examinees at one time. All EPEs will be of sufficient length to ensure adequate coverage of applicable material. EPEs will be briefed, debriefed, and graded as a separate event. Do not accomplish the EPE in-flight when the examinee is a required crewmember. EPE scenarios may include safety-mishap related incidents.

**NOTE 2:** Initial and recurring evaluations must include Mission Planning and Crew Briefing, Preflight up through Takeoff, After T/O Climb, Cruise, Air Refueling, and Descent through Postflight Debrief. Air Refueling (A/R) consists of Preparation for Contact, a Normal Contact, Tanker Manual Contact, Emergency Separation and Post A/R procedures.

Instructor evaluations will follow the same profile as above with emphasis on instructing during ground and flight phases. Accomplishment of Manual Gear and Flap Extension are mandatory for Initial Qualification, Initial Instructor Qualification, or any Requalification requiring an initial evaluation profile.

Cargo evaluations may be administered during static loading operations or any real-world taskings on which sufficient cargo is loaded to demonstrate knowledge of cargo operations. The evaluations can be given on floor-loaded or palletize cargo missions. When a static or real-world cargo load evaluation is not possible a verbal evaluation will be given in accordance with AFI 11-2KC-135V2, para 4.3.1.5. For instructor cargo evaluations, instructors must demonstrate ability to teach cargo operations to include load planning, floor-loading, and/or pallet-loading procedures.

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