

**BY ORDER OF THE COMMANDER
305TH AIR MOBILITY WING**

**AIR FORCE INSTRUCTION 11-2C-141,
VOLUME 2**



**MCGUIRE AIR FORCE BASE
Supplement 1**

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Flying Operations

C-141 AIRCREW EVALUATION CRITERIA

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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AFI 11-2C-141,V2, 1 July 2000 is supplemented as follows: The purpose of this supplement is to identify 305th/514th Operations Group (OG) C-141B evaluation policies and procedures, and implement unit responsibilities established in AFI 11-2C-141V2, *C-141 Aircrew Evaluation Criteria*, dated 1 Jul 2000. This chapter implements the 305th/514th OG Stan/Eval program and is applicable to all C-141B qualified flight examiners assigned to or attached for flying duties within the 305th or 514th Air Mobility Wings. Flight Examiners will be thoroughly familiar with and responsible for the contents of this chapter. **The OPR for this supplement is 305 OG/OGV (Lt Col Dan Weekes).**

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

Minor administrative changes have been made throughout.

6.2. (Added) Conduct of Evaluations.

6.2.1. (Added) Emergency Procedure Evaluations (EPEs). Conduct EPEs on all qualification and mission evaluations.

6.2.1.1. (Added) Pilots. For EPEs administered in conjunction with qualification evaluations, as a minimum evaluate the following AF Form 3862, **Aircrew Evaluation Worksheet**, areas: Area 1 (Directives and Publications), Area 8 (Life Support System/Egress), Areas 21 (Boldface), 22 (Other Emergency Procedures), and 23 (Systems Ops/Knowledge /Limitations). For EPEs in conjunction with mission evaluations, as a minimum evaluate mission-specific items in areas 22 and 23.

6.2.1.2. (Added) Flight Engineers. As a minimum, examiners will discuss in detail emergency actions required for area 7 (Life Support Systems/Egress), area 21 (Boldface Emergency Procedures), area 52 (Oxygen); additionally, the evaluatee will display a good working knowledge of Section III of T.O. 1-C-141B-1.

6.2.1.3. (Added) Loadmasters. As a minimum, loadmaster examiners will discuss in detail T.O. 1C-141B-1 Section III (Ground Emergencies/In-flight/Bold print).

6.2.2. (Added) Local Flight Engineer Evaluations.

6.2.2.1. (Added) Local FE evaluations are a one time evaluation administered to second engineers on any local training mission. Prerequisites are 125 flying hours (primary and secondary engineer time combined), completion of Unit F (air refueling) of the first flight engineer qualification training guide and a recommendation from an instructor flight engineer.

6.2.2.2. (Added) Second engineers will be evaluated, as a minimum, on the following: publications check, knowledge of directives (emphasis on AFI 11-2C-141V3, *C-141 Operations Procedures*, Chapters 4, 7, 9, 10, 12), performance data (touch and go, non-standard landing, and air refueling), knowledge of parachute and restraint harness equipment, flight engineer preflight inspection (including the air-refueling portion), Touch and Go, Zero Flap Landing and Go-around procedures, Limitations, Bold print, Air refueling procedures.

6.2.2.3. (Added) Examinees will be evaluated at the 3C level. Substandard knowledge/performance on items relevant to basic air land mission profiles will result in an overall Q-3.

6.2.2.4. (Added) Flight examiners will annotate the AF Form 8, **Certificate of Aircrew Qualification**, with "Spot" under the flight phase column. State which mission profiles(s) were verbally evaluated in the Examiner's remarks. Annotate AF Form 942, **Record of Evaluation**, with "Spot" under the type of evaluation.

6.3. (Added) **Evaluation Profiles.**

6.3.1. (Added) Airland Qualification Evaluation Profiles.

6.3.1.1. (Added) Pilots and navigators will complete the Instrument Refresher Course (IRC) and written instrument examination concurrent with their Qual phase.

6.3.1.2. (Added) Copilot (CP) Initial/Recurring/Requalification Qualification/Instrument Evaluations: Will be flown from the right seat. Evaluate AF Form 3862 categories "General," "Qual/Mission," and "Instrument" and accomplish an EPE. There will be no Q- on areas 4, 5, or 21. CP CAT II AWLS procedures will be evaluated while the FEAC flies a CAT II AWLS approach. A CP evaluation will integrate the following:

Table 6.1. (Added) Copilot Evaluation Requirements.

Takeoff (touch and go suffices)	1- Non-Precision Circling Approach
Instrument departure/SID	CP CAT II AWLS Procedures
Holding	VFR Pattern
1-ILS	1-Missed Approach/Go-Around
1-PAR*	75% and 100% Flap Landings
1-Non-Precision Straight-In Approach	Full Stop Landing
* Will be evaluated verbally or in simulator if unavailable in flight	

6.3.1.3. (Added) First Pilot (FP) Initial/Recurring/Requalification Qualification/Instrument Evaluations: Will be flown primarily from the left seat with a minimum of 1 instrument approach and landing flown

from the right seat. Evaluate AF Form 3862 categories “General,” “Qual/Mission,” and “Instrument” and accomplish an EPE. There will be no Q- on areas 4, 5, or 21. No left seat CAT II approaches will be flown, but copilot CAT II procedures will be evaluated in the right seat while the FEAC flies a CAT II AWLS approach from the left. A First Pilot evaluation will integrate the following:

Table 6.2. (Added) First Pilot Evaluation Requirements.

Takeoff (touch and go suffices)	1-Non-Precision Straight-In Approach	1-Engine Out Missed Approach/Go-Around
Instrument departure/SID	1-Non-Precision Circling Approach	75% and 100% Flap Landings
Holding	VFR Pattern	Right Seat Landing
1-ILS	1-Engine Out Approach	Copilot CAT II ILS Procedures
1-PAR*	1-Engine Out Landing	Full Stop Landing
<i>* Will be evaluated verbally or in simulator if unavailable in flight</i>		

6.3.1.4. (Added) Aircraft Commander (AC) Initial/Recurring/Requalification Qualification/Instrument Evaluations: Should be flown from the left seat with a minimum of 1 instrument approach and landing flown from the right seat. Evaluate AF Form 3862 categories “General,” “Qual/Mission,” and “Instrument” and accomplish an EPE. There will be no Q- on areas 4, 5, or 21. CAT II approaches will be flown from the left seat. Initial evaluations require demonstration of two CAT II ILS approaches (one automatic and one manual; one to a missed approach and one to a landing). Recurring and requalification evaluations require one CAT II ILS approach to either a missed approach or a landing. Instructors will be evaluated in their ability to instruct on all recurring QUAL/INSTM evaluations from either seat, but it is not necessary to evaluate them in both seats. An AC evaluation will integrate the following:

Table 6.3. (Added) Aircraft Commander Evaluation Requirements.

Takeoff (touch and go suffices)	1-Non-Precision Straight-In Approach	1-Engine Out Missed Approach/Go-Around
Instrument departure/SID	1-Non-Precision Circling Approach	75% and 100% Flap Landings
Holding	VFR Pattern	Right Seat Landing
1(2)-CAT II ILS (see above)	1-Engine Out Approach	No-Flap Full Stop Landing (Left seat only for ACs)
1-PAR*	1-Engine Out Landing	
<i>* Will be evaluated verbally or in simulator if unavailable in flight</i>		

NOTE: 3-Engine approach does not mix well with CAT II ILS approaches since the missed approach option is lost below 200 feet AGL.

6.3.1.5. (Added) Instructor Aircraft Commander (IAC) Initial/Requalification Evaluation: Initial evaluations will be flown from the right seat, with the FEAC occupying the left seat. Evaluate AF Form 3862 categories “General,” “Qual/Mission,” and “Instructor.” Complete the open book instructor exam. There will be no Q- in instructor areas 72, 72A, and 72B. Prior to the evaluation, the evaluator will provide the examinee the profile of a simulated student the FEAC will emulate during the evaluation. The examinee will tailor his/her briefings, flight demonstrations, and flight profile to accommodate training for this simulated student. An Instructor candidate will demonstrate the following during the initial evaluation:

Table 6.4. (Added) Initial/Requal Instructor Aircraft Commander Evaluation Requirements.

1-Precision Approach	VFR Pattern (weather permitting)
1-Non-Precision Approach	75% and 100% Flap Landings
1-Engine Out Approach	No-Flap Full Stop Landing
1-Engine Out Landing	Instruct/Critique 2 approaches flown by FEAC acting as student
1-Engine Out Missed Approach/ Go-Around	Any additional items required by FEAC

6.3.1.6. (Added) En Route Evaluations: Per AMC/DO MSG 082345Z Feb 02, En Route evaluations are no longer required; instead, units will use the review and certification board process. This process will consist of recommendation by an instructor pilot and certification by the squadron commander. The instructor pilot will be “A” coded and will occupy the right seat for all takeoffs and landings. Aircraft Commander certification will be documented on AF Form 1381, **USAF Certification of Aircrew Training**, in the FEF. Commanders retain the option of conducting evaluations if they deem them necessary. *EXCEPTION: Operational Mission Evaluations are still mandatory in AFRC. Accordingly, the mission commander certification process for 514th OG personnel has not changed.*

6.3.2. (Added) Air Refueling Evaluation Profiles.

6.3.2.1. (Added) Initial/Requalification Air Refueling (AR) Evaluations: Will be flown from the left seat. Initial/Requalification evaluations require a rendezvous, closure to precontact position, sustained autopilot on and off contacts (10 minutes autopilot on and 5 minutes autopilot off is recommended) and a practice emergency separation. Emergency procedures, manual boom latching, and overrun procedures will be evaluated verbally. The evaluation will also include a fuel planning exercise. Evaluate Form 3862 categories “General” and “Air Refueling”.

6.3.2.2. (Added) Initial/Requalification AR Instructor Pilot (ARIP) Evaluations: Initial/Requalification ARIP evaluations will be flown from the right seat and will include a rendezvous or closure from 1 mile, sustained autopilot on and off contacts, a practice emergency separation, and a boom limits demonstration. Emergency procedures, manual boom latching, and overrun procedures will be evaluated verbally. Evaluate Form 3862 categories “General”, “Air Refueling”, and “Instructor”.

6.3.2.3. (Added) Recurring AR Evaluations:

6.3.2.3.1. (Added) MP Level: Evaluate Form 3862 categories “General” and “Air Refueling”. ACs will be evaluated in the left seat with a rendezvous or closure from 1 mile, sustained autopilot on and off contacts (10 minutes autopilot on and 5 minutes autopilot off is recommended), and a practice emergency separation (if practical). Emergency procedures, manual boom latching, and overrun procedures will be evaluated verbally. Verbally evaluate emergency separation if not evaluated in flight. AR ACs may receive their annual evaluation on an operational mission.

6.3.2.3.2. (Added) IP/EP Level: Evaluate AR IP/EPs as outlined above except the IP/EP may fly from either seat. A boom limits demonstration may be evaluated at the FEAC's discretion. Evaluate Form 3862 categories "General", "Air Refueling," and "Instructor".

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