

**BY ORDER OF THE COMMANDER
TRAVIS AIR FORCE BASE**

**AIR FORCE INSTRUCTION 11-2KC-10,
VOLUME 1**



**TRAVIS AIR FORCE BASE
Supplement 1**

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Flying Operations

***KC-10 AIRCREW TRAINING - LOCAL
PROCEDURES***

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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AFI 11-2KC-10, Volume 1, dated 1 March 2000, is supplemented as follows: It implements Air Force Policy Directive (AFPD) 11-2, *Aircraft Rules and Procedures* and AFI 11-2KC-10, Volume 1, *Flying Operations*. Both 60th Operations Group and 349th Operations Group units will use the following supplement in conjunction with the below referenced paragraphs of AFI 11-2KC-10, Volume 1, KC-10, *Aircrew Training*. In addition, this supplement identifies Operations Group or Squadron directed training events tracked by Aircrew Resource Management System (ARMS).

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

Chapter 7

LOCAL PROCEDURES

7.1. Notification and Waiver Procedures.

7.1.1. (Added) **Training Time Limitations.** Reference paragraph 1.5.2. Notify 60 OSS/OST or 349 OSF/OST (via e-mail attachment or hardcopy) as soon as possible when training time limitations are exceeded. Use standard memorandum format and squadron letterhead. Provide the same information as detailed in Paragraph 1.5.2.1. Address the memo as described in **Table 7.1. (Added)**

7.1.2. (Added) **Continuation Training and Supervised Status.** Reference paragraph 4.1.5.2. Notify 60 OSS/OST or 349 OSF/OST (via e-mail attachment or hardcopy) as soon as possible when individuals are placed in supervised training status due to failure to complete required continuation training events. Use standard memorandum format and squadron letterhead. Specify the number and type of events that were not completed. The unit will also specify if the squadron intends to pursue a waiver for the items or require training to regain mission-ready (MR) status.

7.1.2.1. (Added) If retraining is desired, the unit will notify 60 OSS/OST or 349 OSF/OST (via e-mail attachment or hardcopy) when training is complete and individual is again MR. Address the memo as in **Table 7.1. (Added)**

7.1.2.2. (Added) If units decide to seek an OG/CC waiver due to failure to complete continuation training, submit requests as specified in paragraph **7.1.3.4. (Added)** (60 AMW) or paragraph **7.1.4. (Added)** (349 AMW). Flight training events will not be waived for two consecutive training periods.

7.1.3. (Added) **60 AMW Procedures .**

7.1.3.1. (Added) **Training Quotas.** Reference paragraph 1.4.1.3. Quotas for aircrew training courses will be allocated to each active duty unit by 60 OSS/OSTT. Units will forward names and SSANs, or any quota cancellations to 60 OSS/OSTT no later than 60 days prior to class start date.

7.1.3.2. (Added) **Formal School Prerequisites .** Reference paragraph 1.2.2. Flying time waivers for formal school pre-requisites must be forwarded to 60 OSS/OST no later than thirty days prior to class start date. This will ensure the time required for proper review and approval/disapproval. Waivers not meeting the thirty-day suspense must contain a reason for late submittal. Submit waiver request as per paragraph **7.1.3.4. (Added)**

7.1.3.3. (Added) **Flight Instructor Requalification Training.** Reference Table 1.4. and Note 3. OG/CC must approve squadron commander-directed training programs for certain instructors seeking requalification per Table 1.4. Using standard memorandum format and squadron letterhead, provide a brief description of the individual's prior qualifications, the date of last qualification and a brief description of the duties performed by the individual since qualification was lost. Also provide a detailed description of the proposed number and type of training events to be accomplished as well as the required proficiency level for each event (AF Form 4024, **Aircrew Training Accomplishment Report** may be used to fulfill this requirement). Address the memo as described in **Table 7.1. (Added)**.

7.1.3.4. (Added) **Waiver Process.** Reference paragraph 1.2.5. The standard waiver format will be via electronic format. Active duty units will submit **all** squadron, 60 OG/CC and HQ/AMC waiver requests via the AMC/DOT waiver home page at: <https://amcdot.scott.af.mil/Waivers/>. **EXCEPTION:** Waivers to items **not** listed within the web waiver domain, and without a reference to AFI 11-2KC-10, Vol 1,

KC-10, *Aircrew Training*, will be submitted in written format to proper authority as described in [Table 7.1. \(Added\)](#).

7.1.4. (Added) **349 AMW Waiver Requests.** Reference paragraph 1.2.5. 349 AMW will address all waiver requests in written format as shown in [Table 7.1. \(Added\)](#).

Table 7.1. (Added) Written Notification and Waivers Routing.

60 AMW			
Flight Instructor Requalification (info)	Training Time Limit Exceeded or Supervised Status (info)	60 OG/CC Waiver (only if web is N/A)	HQ AMC Waiver (only if web is N/A)
60 OSS/OST	60 OSS/OST	60 OSS/OST	60 OSS/OST
60 OSS/OSTT	60 OSS/OSTT	60 OG/CC	60 OG/CC
60 OG/CC	IN TURN	HQ AMC/DOTK (info)	HQ AMC/DOTK
IN TURN		IN TURN	HQ AMC/DOT
			IN TURN
349 AMW			
Training Time Limit Exceeded or Supervised Status (info)	349 OG/CC Waiver	HQ AFRC/DOT Waiver	
349 OSF/OST	349 OSF/OST	349 OSF/OST	
IN TURN	349 OG/CC	349 OG/CC	
	HQ 4 AF/DOT (Info)	HQ 4 AF/DOT	
	HQ AFRC/DOT (Info)	HQ AFRC/DOT	
	HQ AMC/DOTK (Info)	HQ AMC/DOTK (Info)	
	IN TURN	IN TURN	

7.2. (Added) Certification Programs.

7.2.1. (Added) **60 AMW only:** Reference paragraphs 5.6. and 5.7. The 60 OG/CC has supplemented the training programs required by paragraphs 5.6. and 5.7. and has reserved the right to determine the requirements to be met prior to certification. The following certification programs will be accomplished by 60 AMW members: Aircraft Commander (AC) Formation Lead Certification; AC Right Seat Receiver AR Certification; AC Supervision Of Right Seat Receiver AR Certification; AC Touch-and-Go Certification; AC Supervision of Touch-and-Go Landings Certification; Copilot AR Certification; Copilot Touch-and-Go Certification; VFR Certification, Tactical Arrival and Departure (TAD) Certification.

7.2.1.1. (Added) Although LSIQP students may commence training in the AC Supervision of Right Seat Receiver AR and AC Supervision of Touch-and-Go Landings certification programs prior to Phase IIB completion, LSIQP students may not be certified in these programs until Phase IIB complete. LSIQP students may receive other certifications described in this chapter prior to Phase IIB completion.

7.2.1.2. (Added) The following certifications are required prior to Phase IA of Instructor Pilot Upgrade: Aircraft Commander (AC) Formation Lead Certification; AC Right Seat Receiver AR Certification; AC Supervision Of Right Seat Receiver AR Certification; Aircraft Commander Touch-and-Go Certification; AC Supervision of Touch-and-Go Landings Certification.

7.2.2. (Added) **349 AMW only:** Reference paragraph 5.6. Due to differences in training programs and requirements, aircrews assigned to 349 AMW will not routinely complete the following certification programs: AC Right Seat Receiver AR; AC Supervision of Right Seat Receiver AR; Aircraft Commander Touch and Go; AC Supervision of Touch and Go Landings; Copilot AR, Copilot Touch and Go, and Tactical Arrival and Departure (TAD). These programs may be required at the discretion of the squadron commander.

7.2.3. (Added) **Event Accomplishment:** Training events that are part of the certification programs described in paragraph 7.2.4. (Added) through paragraph 7.2.12. (Added) may be accomplished during operational missions provided all applicable instructions, regulations, operations orders and theater procedures/directives are complied with. Training will not be conducted if there is a potential to negatively impact the operational mission (i.e., AR receiver/tanker contacts for training will not be conducted until operational refueling for the current and scheduled follow-on missions are completed to minimize the impact of accidental system damage which may occur during training).

7.2.4. (Added) **AC Formation Lead Certification Program** . Reference paragraph 5.6.4.

7.2.4.1. (Added) **PURPOSE:** To accomplish Aircraft Commander Formation Lead certification.

7.2.4.2. (Added) **ELIGIBILITY:** PUPs - AC Formation Lead Certification training may commence following Phase 1B training. Phase 1B training is not creditable for formation lead certification. (Exception: Requalification.) AC Formation Lead Certification is not required for MR certification.

7.2.4.3. (Added) **ELIGIBILITY:** LSIQPs - Training may commence after Phase IIA complete. Phase 1B training is not creditable for formation lead certification.

7.2.4.4. (Added) **GROUND TRAINING REQUIREMENTS:**

7.2.4.4.1. (Added) A minimum of four hours of supervised study on formation procedures in AFI 11-2KC-10, Volume 3, KC-10, *Operations Procedures*, T.O. 1-1C-1-32, *Flight Crew Receiver Air Refueling Procedures*, and T.O. 1-1C-1-33, *Flight Crew Tanker Air Refueling Procedures*.

7.2.4.4.2. (Added) Briefings on aspects of unit formation missions, to include: mission planning; formation briefing; takeoff and departure; en-route formation procedures; en-route timing adjustments; rendezvous; air refueling; formation breakup and descent, and; mixed formation operations.

7.2.4.4.3. (Added) Closed book examination.

7.2.4.5. (Added) **FLIGHT TRAINING REQUIREMENTS:**

7.2.4.5.1. (Added) A minimum of three formation flights (two as lead and one as wing) under IP supervision.

7.2.4.5.2. (Added) At least one of the formation lead flights specified in paragraph **7.2.4.5.1. (Added)** will be flown as a large formation.

7.2.4.5.3. (Added) IMC and VMC wing-to-lead position change procedures must be performed.

7.2.4.6. (Added) **CERTIFICATION:** The AC must receive a recommendation for certification from the supervising IP on an AF Form 4023, **Aircrew Training Progress Report**. Squadron Training Flights will notify squadron Standardization and Evaluations (Stan/Eval) Flights when individuals are recommended for certification. Squadron Stan/Eval Flights will document certification on the individual's AF Form 1381, **USAF Certification of Aircrew Training**, and certification is complete when the certifying official signs the AF Form 1381. The AF Form 4025, **Aircrew Summary/Close-out Report**, will be completed and maintained in the AF Form 4022, **Aircrew Training Folder**, to indicate that all training requirements have been completed, but will not be forwarded to squadron Stan/Eval Flights for inclusion in the FEF.

7.2.5. (Added) **AC Right Seat Receiver AR Certification Program** . Reference paragraph 5.6.3.

7.2.5.1. (Added) **PURPOSE:** To certify ACs to accomplish right seat receiver air refueling.

7.2.5.2. (Added) **ELIGIBILITY: PUPs** - The AC must have completed mission ready training (Phase II training events complete-R&C not required). Certification training accomplished as a Copilot does not transfer to AC certification training.

7.2.5.3. (Added) **ELIGIBILITY: LSIQPs** - Training may commence after Phase IIA complete.

7.2.5.4. (Added) **TRAINING REQUIREMENTS:** The AC will accomplish right seat receiver AR under direct IP supervision. The individual will accomplish a minimum of one contact from the right seat demonstrating a safe level of proficiency. The contact, preferably at night, may be with a KC-135 or KC-10. A "safe level of proficiency" is defined as flying a stable contact from pre-contact, maintaining a stable contact a minimum of five minutes, and returning to the pre-contact position. The AC must receive a recommendation for certification from the supervising IP on an AF Form 4023.

7.2.5.5. (Added) **CERTIFICATION:** The AC must receive a recommendation for certification from the supervising IP on an AF Form 4023, **Aircrew Training Progress Report**. Squadron Training Flights will notify squadron Standardization and Evaluations (Stan/Eval) Flights when individuals are recommended for certification. Squadron Stan/Eval Flights will document certification on the individual's AF Form 1381, **USAF Certification of Aircrew Training** and certification is complete when the certifying official signs the AF Form 1381. The AF Form 4025, **Aircrew Summary/Close-out Report**, will be completed and maintained in the AF Form 4022, **Aircrew Training Folder**, to indicate that all training requirements have been completed, but will not be forwarded to squadron Stan/Eval Flights for inclusion in the FEF.

7.2.5.6. (Added) **RESTRICTIONS:**

7.2.5.6.1. (Added) While in CCTS, LSIQP students accomplish one sortie in the right seat in order to become dual seat qualified. This sortie includes normal copilot preflight and in-flight duties, a right seat approach, and landing. PUP students are only required to accomplish a right seat approach and landing for dual seat qualification.

7.2.5.6.2. (Added) Receiver AR training events may be logged from either seat after an individual is certified to accomplish right seat receiver AR.

7.2.5.6.3. (Added) In order for a certified AC to accomplish right seat receiver AR without an IP, both pilots must be current and qualified and the pilot in the left seat must be certified to supervise right seat receiver AR.

7.2.6. (Added) **AC Supervision Of Right Seat Receiver AR Certification Program** . Reference paragraph 5.6.3.

7.2.6.1. (Added) **PURPOSE:** To certify ACs to supervise a certified pilot during right seat receiver air refueling.

7.2.6.2. (Added) **ELIGIBILITY:** PUPs - The AC must have completed mission ready training (Phase II training events complete—R&C not required).

7.2.6.3. (Added) **ELIGIBILITY:** LSIQPs - Training may commence after Phase IIA complete. Certification may not be granted until Phase IIB complete.

7.2.6.4. (Added) **TRAINING REQUIREMENTS:** A minimum of one contact by the IP in the right seat. Emphasis will be placed on supervision of right seat receiver AR. Prior to the first sortie, the IP will brief the AC on the following items:

7.2.6.4.1. (Added) Common errors made by new receiver pilots.

7.2.6.4.2. (Added) The need to direct a disconnect if the copilot becomes erratic or unsafe.

7.2.6.4.3. (Added) The Copilot Receiver AR Certification program and associated restrictions.

7.2.6.4.4. The need to emphasize safety first during receiver AR.

7.2.6.5. (Added) **CERTIFICATION:** The AC must receive a recommendation for certification from the supervising IP on an AF Form 4023, **Aircrew Training Progress Report**. Squadron Training Flights will notify squadron Standardization and Evaluations (Stan/Eval) Flights when individuals are recommended for certification. Squadron Stan/Eval Flights will document certification on the individual's AF Form 1381, **USAF Certification of Aircrew Training** and certification is complete when the certifying official signs the AF Form 1381. AF Form 4025, **Aircrew Summary/Close-out Report**, will be completed and maintained in the AF Form 4022, **Aircrew Training Folder**, to indicate that all training requirements have been completed, but will not be forwarded to squadron Stan/Eval Flights for inclusion in the FEF.

7.2.6.6. (Added) **AC SUPERVISION RESTRICTIONS:**

7.2.6.6.1. (Added) An AC who is certified to supervise right seat receiver AR must ensure both pilots are current and the pilot in the right seat is certified to accomplish right seat receiver AR.

7.2.6.6.2. (Added) An AC who is certified to supervise right seat receiver AR may supervise another certified AC at night or in IMC.

7.2.6.6.3. (Added) Receiver AR currency can only be regained with an IP.

7.2.6.6.4. (Added) **COPILOT AR RESTRICTIONS:** When supervising a copilot, ACs must reference paragraph **7.2.9.6. (Added)** for all applicable restrictions.

7.2.7. (Added) **AC Touch-And-Go Certification Program** . Reference Paragraph 5.6.2.

7.2.7.1. (Added) **PURPOSE:** To certify ACs in touch-and-go landings.

7.2.7.2. (Added) **ELIGIBILITY:** After successful evaluation, the PUP/LSIQP must fly a minimum of 50 hours (not including other time), to be eligible to be entered into the Aircraft Commander Touch-and-Go

Program. Certification training accomplished as a Copilot does not transfer to AC certification training for PUPs.

7.2.7.3. (Added) **TRAINING REQUIREMENTS:** The AC will accomplish a minimum of three touch-and-go landings under IP supervision (preferably in conjunction with an M010, but not required). The IP will conduct a pre-mission briefing on touch-and-go landings. The prebrief for this sortie will include emphasis on touch-and-go procedures, abort decisions, and common mistakes.

7.2.7.4. (Added) **CERTIFICATION:** The AC must receive a recommendation for certification from the supervising IP on an AF Form 4023, **Aircrew Training Progress Report**. Squadron Training Flights will notify squadron Standardization and Evaluations (Stan/Eval) Flights when individuals are recommended for certification. Squadron Stan/Eval Flights will document certification on the individual's AF Form 1381, **USAF Certification of Aircrew Training** and certification is complete when the certifying official signs the AF Form 1381. The AF Form 4025, **Aircrew Summary/Close-out Report**, will be completed and maintained in the AF Form 4022, **Aircrew Training Folder**, to indicate that all training requirements have been completed, but will not be forwarded to squadron Stan/Eval Flights for inclusion in the FEF.

7.2.7.5. (Added) **RESTRICTIONS:** In addition to AFI 11-2KC-10, Volume 3 restrictions, the following restriction applies: Minimum runway length is 10,000 feet.

7.2.8. (Added) **AC Supervision Of Touch-And-Go Landings Certification Program** . Reference paragraph 5.6.2.

7.2.8.1. (Added) **PURPOSE:** To certify ACs to supervise touch-and-go landings.

7.2.8.2. (Added) **ELIGIBILITY:** PUPs and LSIQPs - Aircraft Commander Touch-and-Go Certification must be completed prior to beginning AC Supervision of Touch-and-Go Landings Certification training; however, training for both programs may be accomplished on the same sortie. If training for both programs occur on the same day, the certification for both programs may be completed at the same time. LSIQP students may not be certified until Phase IIB complete.

7.2.8.3. (Added) **TRAINING REQUIREMENTS:** The AC will receive a minimum of one IP-supervised sortie. The AC will supervise a minimum of three touch-and-go landings. The prebrief for this sortie will include emphasis on common mistakes, abort decisions, and procedures.

7.2.8.4. (Added) **CERTIFICATION:** The AC must receive a recommendation for certification from the supervising IP on an AF Form 4023, **Aircrew Training Progress Report**. Squadron Training Flights will notify squadron Standardization and Evaluations (Stan/Eval) Flights when individuals are recommended for certification. Squadron Stan/Eval Flights will document certification on the individual's AF Form 1381, **USAF Certification of Aircrew Training** and certification is complete when the certifying official signs the AF Form 1381. The AF Form 4025, **Aircrew Summary/Close-out Report**, will be completed and maintained in the AF Form 4022, **Aircrew Training Folder**, to indicate that all training requirements have been completed, but will not be forwarded to squadron Stan/Eval Flights for inclusion in the FEF.

7.2.8.5. (Added) **RESTRICTIONS:** In addition to AFI 11-2KC-10, Volume 3, the following restrictions apply:

7.2.8.5.1. (Added) Minimum runway length is 10,000 feet.

7.2.8.5.2. (Added) The AC in the left seat must be certified to supervise touch-and-go landings and current in touch-and-go landings.

7.2.8.5.3. (Added) The pilot in the right seat must be current and certified to accomplish touch-and-go landings.

7.2.9. (Added) **Copilot AR Certification Program** . Reference paragraph 5.6.3.

7.2.9.1. (Added) **PURPOSE:** The following training program establishes a structured approach to copilot receiver air refueling (AR) in the KC-10A. This program is designed to ensure copilots air refuel with ACs only after they have received specific AR instructions, met specific goals, and are deemed able to safely refuel by Instructor Pilots and squadron leadership. Remember, the overall goal of copilot receiver air refueling is to further enhance AR safety. This is accomplished by helping the copilot recognize and react to unsafe situations. An additional benefit of this training is that it will help lay a solid foundation for upgrade to aircraft commander. No additional training time is allotted for copilot AR training; therefore it will not take precedence over any other type training.

7.2.9.2. (Added) **ELIGIBILITY:** Copilots may be entered into training at the discretion of the squadron Operations Officer. It is preferred, but not required, that all copilots should complete mission ready (Phase II) training events prior to entering this program (squadron DO discretion). All receiver AR within this phase will be conducted under direct supervision of an IP. LSIQPs will not accomplish this program.

7.2.9.3. (Added) **TRAINING REQUIREMENTS:** Training consists of direct IP supervision on a minimum of two sorties. Receiver AR will be accomplished with both a KC-10 and a KC-135. Training must be accomplished during daylight conditions to ensure proper use of visual references. Prior to the first contact by a copilot, the IP must accomplish a receiver AR briefing and demonstrate the envelope limits. As a minimum, the briefing will include a discussion about boom limits, emergency separation, AR safety, visual references and the importance of initiating a disconnect and returning to the pre-contact position if the copilot becomes erratic during any portion of the AR. Copilot refueling training consists of a minimum of three contacts with a KC-135 and three contacts with a KC-10. A copilot contact is defined as the copilot flying a stable and safe aircraft from pre-contact to a contact, maintaining a one-minute contact, and then returning to the pre-contact position. Once the copilot accomplishes three stable contacts on each aircraft the IP can consider the copilot safe in receiver AR.

7.2.9.4. (Added) **INSTRUCTOR RESPONSIBILITIES:** The training program establishes standards that the student must meet in order to be considered proficient. Reserve proficiency until you are absolutely sure that your student can fly receiver AR in a safe and controlled manner. Withhold proficiency if a copilot can remain in the contact position, but has trouble getting there from pre-contact or has other similar problems. **Do not sign off a copilot as proficient unless you are absolutely sure that the copilot is safe.** When a copilot becomes proficient in AR, complete an AF Form 4023 recommending certification.

7.2.9.5. (Added) **CERTIFICATION:** The copilot must receive a recommendation for certification from the supervising IP on an AF Form 4023, **Aircrew Training Progress Report**. Squadron Training Flights will notify squadron Standardization and Evaluations (Stan/Eval) Flights when individuals are recommended for certification. Squadron Stan/Eval Flights will document certification on the individual's AF Form 1381, **USAF Certification of Aircrew Training** and certification is complete when the certifying official signs the AF Form 1381. The AF Form 4025, **Aircrew Summary/Close-out Report**, will be completed and maintained in the AF Form 4022, **Aircrew Training Folder**, to indicate that all training requirements have been completed, but will not be forwarded to squadron Stan/Eval Flights for inclusion in the FEF.

7.2.9.6. (Added) **RESTRICTIONS FOR COPILOT AR:**

NOTE: These restrictions do not apply when under direct IP supervision.

- 7.2.9.6.1. (Added) Copilot AR is limited to day, smooth air, VMC conditions.
- 7.2.9.6.2. (Added) No heavyweight receiver AR.
- 7.2.9.6.3. (Added) No tanker autopilot-off receiver AR.
- 7.2.9.6.4. (Added) No PDI inoperative AR.
- 7.2.9.6.5. (Added) No Limits demonstrations.
- 7.2.9.6.6. (Added) No passengers onboard.
- 7.2.9.6.7. (Added) Copilots can only accomplish receiver AR on local training missions, C-Check inputs/ outputs, and positioning legs of operational missions.
- 7.2.9.6.8. (Added) Copilots have a monthly currency requirement once certified. Loss of currency does not affect MR status and can only be regained with an IP.
- 7.2.10. (Added) **Copilot Touch-And-Go Certification Program** . Reference paragraph 5.6.2.
- 7.2.10.1. (Added) **PURPOSE:** The following training program establishes a structured approach for a Copilot to accomplish touch-and-go landings with a certified AC.
- 7.2.10.2. (Added) **ELIGIBILITY:** Copilots may be entered into training at the discretion of the squadron Operations officer. It is preferred, but not required, that all copilots should complete mission ready (Phase II) training events prior to entering this program (squadron DO discretion). LSIQPs will not accomplish this program.
- 7.2.10.3. (Added) **TRAINING REQUIREMENTS:** Training consists of direct IP supervision on a minimum of one sortie. Prior to the sortie, the IP must conduct a briefing including the following items: touch-and-go procedures, abort decisions, and common mistakes during touch-and-go landings. The copilot will accomplish a minimum of three touch-and-go landings under direct IP supervision while performing pilot flying duties.
- 7.2.10.4. (Added) **CERTIFICATION:** The copilot must receive a recommendation for certification from the supervising IP on an AF Form 4023. Squadron Training Flights will notify squadron Standardization and Evaluations (Stan/Eval) Flights when individuals are recommended for certification. Squadron Stan/Eval Flights will document certification on the individual's AF Form 1381, **USAF Certification of Aircrew Training** and certification is complete when the certifying official signs the AF Form 1381. The AF Form 4025, Aircrew Summary/Close-out Report, will be completed and maintained in the AF Form 4022, Aircrew Training Folder, to indicate that all training requirements have been completed, but will not be forwarded to squadron Stan/Eval Flights for inclusion in the FEF.
- 7.2.10.5. (Added) **COPILOT TOUCH-AND-GO RESTRICTIONS:** In addition to AFI 11-2KC-10, Volume 3 the following restrictions apply:
- 7.2.10.5.1. (Added) Minimum runway length is 10,000 ft when accomplishing touch-and-go landings with an AC.
- 7.2.10.5.2. (Added) Copilots have a thirty-day currency requirement once certified. Loss of currency does not affect MR status and can only be regained with an IP.
- 7.2.10.5.3. (Added) In order to accomplish a touch-and-go landing, the AC must be current for touch-and-go landings and qualified to supervise touch-and-go landings.

7.2.11. (Added) **Tactical Arrival And Departure (TAD) Certification Program** . Reference paragraph A2.5.4.

7.2.11.1. (Added) **PURPOSE:** Certify aircraft commanders and instructor pilots to perform AMC-approved tactics maneuvers in the aircraft.

7.2.11.2. (Added) **ELIGIBILITY:** IPs and IPUPs - IPs may begin at any time. IPUPs may begin after Phase IB complete.

7.2.11.3. (Added) **ELIGIBILITY:** PUPs - May begin after Phase IB complete.

7.2.11.4. (Added) **ELIGIBILITY:** LSIQPs - May begin after Phase IB complete.

7.2.11.5. (Added) **ELIGIBILITY:** Other Positions - All other mission-ready crewmembers are eligible for familiarization training (documentation and certification not required or applicable) composed of the following activities:

7.2.11.5.1. (Added) Receive a briefing from a certified AC or IP discussing maneuvers to be flown.

7.2.11.5.2. (Added) Observing TAD maneuvers executed by a certified AC or IP in the simulator or aircraft.

7.2.11.5.3. (Added) (For Copilots) Performing TAD maneuvers in the simulator.

7.2.11.5.4. (Added) (For Copilots) Flying TAD maneuvers in the aircraft under direct IP supervision. (Restrictions: IP must be TAD certified. Copilot must observe the maneuver in simulator or aircraft and receive TAD briefing from IP prior to executing maneuver in aircraft).

7.2.11.6. (Added) **TRAINING REQUIREMENTS:** Ground training consists of an instructor-led discussion on TAD procedures, combat entry/exit checklist actions, local area restrictions, and local procedures (reference the current 60 OSS/OSF TAD Training Program Instructor Guide). The instructor must be a USAF instructor who is TAD certified. Flight training consists of a simulator session followed by a flight in the aircraft. The trainee must demonstrate proficiency in all the maneuvers in the aircraft (to include Random Steep Approach and Spiral-Up Departure). In addition, the trainee should demonstrate proficiency in Have Quick procedures, Secure Voice procedures, authentication procedures and use of the combat entry/exit checklist if mission constraints allow. **NOTE:** Dedicated simulator training may be waived at the discretion of the squadron commander and all training may be accomplished in the aircraft. This is not the standard training method-most pilots should receive familiarization training in the simulator prior to the first flight in the aircraft.

7.2.11.7. (Added) **CERTIFICATION:** The AC/IP must receive a recommendation for certification from the supervising IP on an AF Form 4023. Squadron Training Flights will notify squadron Standardization and Evaluations (Stan/Eval) Flights when individuals are recommended for certification. Squadron Stan/Eval Flights will document certification on the individual's AF Form 1381, USAF Certification of Aircrew Training and certification is complete when the certifying official signs the AF Form 1381. Document these certifications separately in the FEF as "spiral up departure" and "random steep approach" or if both are completed together they may be documented as "TAD". There are no certification or documentation requirements for copilot, flight engineer or boom operator positions. The AF Form 4025, **Aircrew Summary/Close-out Report**, will be completed and maintained in the AF Form 4022, **Aircrew Training Folder**, to indicate that all training requirements have been completed, but will not be forwarded to squadron Stan/Eval Flights for inclusion in the FEF.

7.2.11.8. (Added) RESTRICTIONS: For initial and continuation training, the following restrictions apply:

7.2.11.8.1. (Added) Direct supervision by a TAD-certified IP is required for initial training in the aircraft.

7.2.11.8.2. (Added) No Space-A passengers during Random Steep Approaches.

7.2.11.8.3. (Added) Maneuvers may only be performed in VMC conditions.

7.2.11.8.4. (Added) Gross weight must not exceed normal landing weights.

7.2.11.8.5. (Added) Do not exceed 30 degrees bank angle.

7.2.11.8.6. (Added) Adhere to all local area procedures as outlined in TAFBI 13-101, *Aerodrome Procedures and Air Traffic Control*.

7.2.11.8.7. (Added) Do not perform maneuvers if it will interfere with civil traffic.

7.2.11.8.8. (Added) All maneuvers will be planned to roll out on final at no less than 1 NM, no less than 300' AGL and with normal sink rate.

7.2.11.8.9. (Added) IP or AC must brief maneuvers to crewmembers unfamiliar with them before the maneuvers are flown.

7.2.11.9. (Added) INSTRUCTOR ELIGIBILITY: Any IP certified to perform "spiral up departure" and "random steep approach" on the AF Form 1381 and current in "spiral up departure" and "random steep approach" maneuvers may serve as a TAD instructor.

7.2.12. (Added) **VFR Certification Program.**

7.2.12.1. (Added) PURPOSE: Certify aircraft commanders and instructor pilots to perform AMC-approved VFR departures, arrivals and overhead patterns.

7.2.12.2. (Added) ELIGIBILITY: IPs and IPUPs- IPs may begin at any time. IPUPs may begin after Phase IB complete.

7.2.12.3. (Added) ELIGIBILITY: PUPs - May begin after Phase IB complete.

7.2.12.4. (Added) ELIGIBILITY: LSIQPs - May begin after Phase IB complete.

7.2.12.5. (Added) TRAINING REQUIREMENTS:

7.2.12.5.1. (Added) GROUND TRAINING: Consists of an instructor-led discussion on VFR procedures. Prior to flying certification sorties as described below, pilots will review VFR weather requirements, airspace and VFR pattern entry requirements, class B, C, and D airspace ATC services, VFR cruising and minimum altitudes, flight following, and AMC-directed guidance. At a minimum, review the "VFR guidance review" power point presentation on the HQ AMC/DOT web site at <https://amc.scott.af.mil/do/dot/dot.htm>. The instructor will brief the aircrew on local area procedures and cautions specifically applicable to VFR flight. Aircrews will chum, study, and carry in flight a chart (TPC scale), or a current FAA Sectional Aeronautical Chart covering the VFR area of operation. The chart may be produced and electronically "chum'd" by the PFPS. Outside the CONUS, aircrews will study the civilian sectional or host nation equivalent chart prior to accomplishing these events.

7.2.12.5.2. (Added) FLYING TRAINING: Consists of one VFR departure, arrival and overhead (day); one VFR departure, arrival and overhead (night). Day events will be accomplished prior to night events. All certification training will be conducted in the aircraft. VFR departure: depart airfield under VFR and

pick up an IFR clearance as local airspace and sortie profile dictate. VFR arrival: cancel IFR clearance as local airspace and sortie profile dictate and proceed to airfield under VFR.

7.2.12.6. (Added) **CERTIFICATION:** The pilot must receive a recommendation for certification from the supervising IP on an AF Form 4023. Squadron Training Flights will notify squadron Standardization and Evaluations (Stan/Eval) Flights when individuals are recommended for certification. Squadron Stan/Eval Flights will document certification on the individual's AF Form 1381, **USAF Certification of Aircrew Training** and certification is complete when the certifying official signs the AF Form 1381. Document this certification in the FEF as "VFR Arrivals and Departures". There are no certification or documentation requirements for copilot, flight engineer or boom operator positions. The AF Form 4025, Aircrew Summary/Close-out Report, will be completed and maintained in the AF Form 4022, Aircrew Training Folder, to indicate that all training requirements have been completed.

7.2.12.7. (Added) **RESTRICTIONS:** For initial and continuation training, the following restrictions apply:

7.2.12.7.1. (Added) Direct supervision by a VFR-certified IP is required for initial training in the aircraft

7.2.12.7.2. (Added) Minimum altitude for VFR flight will be 2000' AGL except in the terminal area.

7.2.12.7.3. (Added) Comply with all VFR guidance in AFI 11-202, Volume 3, *General Flight Rules*, Flip AP and general planning, FARs, and applicable host nation guidance.

7.2.12.7.4. (Added) Adhere to all local area procedures as outlined in TAFBI 13-101, *Aerodrome Procedures and Air Traffic Control*. If flying a VFR arrival to a random steep approach, fly VFR hemispheric altitudes until within vicinity of airfield. Coordinate with tower to report high initial at 5,000 or 10,000 feet MSL.

7.2.12.7.5. (Added) Accomplish night VFR training on training or evaluation sorties at familiar fields. See AFI 11-2KC-10, Volume 3, Chapter 10, for list of approved training fields.

7.3. (Added) Training Events.

7.3.1. (Added) **Training event G110 (Force Protection).** Reference paragraph A2.5.4. HQ AMC/DOT Message 060718Z Jan 99 created new procedures and requirements for anti-terrorism/force protection (AT/FP) training. In order to comply with this new guidance, the G110 event is supplemented by the X110 event.

7.3.1.1. (Added) The X110 event is accomplished by one of two methods: First, the crewmember may accomplish G110 and dual-log the X110 event. Second, the crewmember may log the X110 event after receiving a predeparture intelligence brief for an OCONUS mission.

7.3.1.2. (Added) The X110 event will be accomplished every six months minimum. If the six-month currency for X110 is exceeded, currency can only be regained by accomplishing G110. An individual non-current for X110 is considered a mission ready resource, but the individual may not leave the CONUS until G110 is accomplished.

7.3.1.2. (Added) In accordance with AFI 11-2KC-10, Volume 3, Section 6.6. and HQ AMC/DOT Message 060718Z Jan 99, crewmembers will receive a predeparture intelligence briefing prior to departing on any OCONUS mission. The Aircraft Commander may receive the briefing and relay the information to the rest of the crew.

7.3.1.3. (Added) 349 AMW only. In accordance with HQ AMC/DOT Message 060718Z Jan 99, it is desired that the Aircraft Commander will receive a predeparture intelligence briefing prior to departing on any OCONUS mission. However, in the event this is not possible, the monthly UTA Aircrew Intel/Terrorist Threat Briefing may be substituted.

7.3.2. (Added) **Training event P260 (HAVE QUICK)**. Reference Paragraph A2.9. KC-10 aircraft in formation will attempt to contact each other during ground operations using HAVE QUICK. If previously coordinated, 60/349 AMW tankers and receivers scheduled for local AR training together may attempt to contact each other during ground operations or in-flight using HAVE QUICK.

7.3.3. (Added) **Training event P270 (SECURE VOICE)**. Reference paragraph A2.9. KC-10 aircraft in formation will attempt to contact each other during ground operations using SECURE VOICE. If previously coordinated, 60/349 AMW tankers and receivers scheduled for local AR training together may attempt to contact each other during ground operations or in-flight using SECURE VOICE.

7.3.4. (Added) **Training event P300 (Cargo Loading)**. Reference paragraph A2.9. The following guidance is provided with respect to Static Cargo Load Training:

7.3.4.1. (Added) **Static Cargo Load Training Minimum Requirements:**

7.3.4.1.1. (Added) Six pallets (crew chief pallets, IAK pallets and “pet rocks” do not count).

7.3.4.1.2. (Added) One item of rolling stock or one item of concentrated cargo.

7.3.4.1.3. (Added) At least one built-in load plan error (e.g., restraint, axle, zone load, skid, PLF).

7.3.4.1.4. (Added) Load will be completed within four hours.

7.3.4.1.5. (Added) All associated documentation will be completed.

7.3.4.1.6. (Added) All static load plans will be approved by OSS/OST.

7.3.4.2. (Added) **Static Cargo Load Training Restrictions:**

7.3.4.2.1. (Added) Dual logging of static loads is not authorized.

7.3.4.2.2. (Added) Two consecutive static loads will not be accomplished.

7.3.4.2.3. (Added) If minimum requirements and restrictions are met, X300 will be used to log this training event.

7.3.4.2.4. (Added) Cargo evaluations will not be conducted on static loads.

7.3.5. (Added) **Training event P300. (349 AMW Only) Organic Cargo Load Training**. Reference paragraph A2.9.

7.3.5.1. (Added) **Organic Cargo Load Training Minimum Requirements:**

7.3.5.1.1. (Added) Six pallets, no “pet rocks” (crew chief and IAK pallets do not count).

7.3.5.1.2. (Added) One item of rolling stock and/or one item of concentrated cargo.

7.3.5.1.3. (Added) At least one built-in load plan error (e.g., restraint, axle, zone load, skid, PLF).

7.3.5.1.4. (Added) Upload will be completed IAW sequence of events to allow for on-time takeoff.

7.3.5.1.5. (Added) All required documentation and checklists must be completed.

7.3.5.1.6. (Added) The load will be flown to a different location and downloaded. Travis load teams may be flown to destination and used to conduct the download if host base load teams are not available.

7.3.5.1.7. (Added) The same boom operator that completed the upload must fly with the cargo and complete the download.

7.3.5.2. (Added) **Organic Cargo Load Training Restrictions:**

7.3.5.2.1. (Added) Dual logging of organic loads is not authorized.

7.3.5.2.2. (Added) Cargo evaluations will not be conducted on organic loads.

7.3.5.2.3. (Added) Organic cargo load training may be used for qualification, recurrent and continuation training.

7.3.5.3. (Added) **Pre-established loads.** Pre-established loads may be used and will comply with the criteria listed in **7.3.5.1. (Added)** and be pre-approved by 349 OSF/OST. Custom loads, designed to satisfy an individual's unique training requirements, may also be used to accomplish training. A custom load must comply with the criteria listed in paragraph **7.3.5.1. (Added)**, and must be approved by 349 OSF/OST prior to loading.

7.3.5.4. (Added) **Operational Cargo Load Training.** Reference paragraph A2.9. All AFI 11-2KC-10 Volume 1 restrictions and all requirements in paragraph A2.9 apply to operational cargo load training. Six pallets (crew chief and IAK pallets do not count) must be uploaded, carried on at least one leg and downloaded.

7.4. (Added) Completion of Familiarization Items. In accordance with AFI 11-2KC-10, Volume 1, Attachment 1, familiarization items may be accomplished by briefing, demonstration, observation, or in-seat experience. 60 AMW and 349 AMW KC-10 aircrew members will accomplish familiarization items according to **Table 7.2. (Added)** If the item requires a demonstration, the student will occupy his/her primary crew position while an instructor demonstrates the item. If an item requires observation, the student will observe the item while occupying either his/her primary crew position or the observer's seat. If an item requires in-seat experience, the student will be in his/her seat performing normal duties (i.e., copilot during cell formation). If the item requires briefing, CCTS instructors will either conduct and/or supervise a briefing of familiarization items.

Table 7.2. (Added) Required Training for Familiarization Items.

Crew Position	Event	Required Training
Pilots (IQ and PUP):	G190 Aircraft Servicing	Briefing
	P006 Landing Attitude Demo (Airwork)	Demonstration
	R195 WARP System Operation	Briefing
Copilots:	G190 Aircraft Servicing	Briefing
	F060 AR Formation	In-seat
	P005 Taxi Exercise	In-seat
	P006 Landing Attitude Demo (Airwork)	Demonstration
	P372 Fuel Management	Briefing

Crew Position	Event	Required Training
	R010 Receiver AR (Limit Demo) (PDI Inoperative) (Amplifier Override)	In-seat Observation Observation Observation
	R012 Receiver AR, Day	Observation
	R020 Receiver AR, Night	Observation
	R050 Receiver AR, Tanker Autopilot-Off	Observation
	R080 Tanker AR Autopilot-Off	In-seat
	R195 WARP System Operation	Briefing (and field trip)
Flight Engineers	P015 Instrument Departure	Briefing
	P070 Instrument Approach	Briefing
	P080 Instrument Approach (Auto and Coupled)	Briefing
	P100 Precision Approach	Briefing
	P110 Nonprecision Approach	Briefing
	P350 Main Cabin Door Procedures	Demonstration
	R195 WARP System Operation	Briefing
	R200 Air Refueling Operations	Briefing
Boom Operators	G190 Aircraft Servicing	Briefing
	P005 Taxi Exercise	In-seat (Door)

7.5. (Added) Approved Training Guides/Handouts. 60 OSS/OST periodically distributes training guides/handouts, which are designed to increase aircrew knowledge and enhance aircrew training. A list of current publications will be maintained by 60 OSS/OST and will be updated on an annual basis.

7.6. (Added) Combat Crew Training School (CCTS) Training Guides . Locally generated and MAJ-COM approved Training Guides incorporate structured ground training, a flight training syllabus, and a electronic system for documenting formal student training called the **Training Management System (TMS)**. Completing these comprehensive training guides satisfies all formal ground and flying training requirements as specified in this instruction. The AF Form 4022 and the AF Form 4025 will still be used to document KC-10 formal school training however, those will be supplemented by the TMS as follows: (Reference paragraphs A3.1.1.3, A3.1.6, A3.2. and A3.6.)

7.6.1. (Added) KC-10 CCTS Training Guides and Summary. All ground training and flight training events accomplished during KC-10 formal school training will be recorded in this document and forwarded to the gaining unit. Pilot student AF Forms 4022 will include the Ground Training Summary, which documents the dates specific training is accomplished. Flight engineer and boom operator student AF Forms 4022 will include completed crew position specific training guides. Reference paragraph A3.2.2.

7.6.2. (Added) KC-10 CCTS Training Progress Report. This local form will document information normally captured on an AF Form 4023. Specific information, including evaluation recommendation and

evaluation results, will be recorded on these reports. This document will be forwarded to the gaining unit as part of the AF Form 4022. Reference paragraph A3.3.

7.6.3. (Added) **KC-10 CCTS Training Accomplishment Report.** This local form will document information normally captured on an AF Form 4024. Flying training summary data accomplished in conjunction with KC-10 formal school training will be recorded, and this document will be forwarded to the gaining unit as part of the AF Form 4022. Reference paragraph A3.2.6. and A3.4.

7.6.4. (Added) **KC-10 CCTS Ground Training Summary.** This local form will document information normally captured on the Ground Training portion of the AF Form 4022. It will contain: ground training summary data, written evaluation data, and flight/ATD evaluation summary data. This form will be forwarded to the gaining unit as part of the AF Form 4022. Reference paragraph A3.2.4-A3.2.5.

7.6.5. (Added) **Electronic AF Form 4025.** CCTS will use an electronically generated AF Form 4025 as part of TMS to document formal training closeout. Reference paragraph A3.5.

7.7. (Added) Forms Adopted: AF Form 8, AF Form, 4022, AF Form 4023, AF Form 4024, AF Form 4025, and AF Form 1381.

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