

**BY ORDER OF THE COMMANDER
RAF MILDENHALL (USAFE)**



AIR FORCE INSTRUCTION

11-2KC-135V3

**RAF MILDENHALL
Supplement**

26 MAY 2020

Flying Operations

KC-135 OPERATIONS PROCEDURES

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This supplement implements and extends the guidance of Air Force Manual (AFMAN) 11-2KC-135V3, *KC-135 Operations Procedures*. It establishes specific operating procedures for KC-135 aircraft and aircrews assigned to the 100th Air Refueling Wing (ARW), RAF Mildenhall, England. It also applies to Air Mobility Command (AMC), Air Force Reserve Command (AFRC), Air National Guard (ANG), Pacific Air Forces (PACAF), and Air Education and Training Command (AETC) aircrews attached to the 100 ARW. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) AFMAN 33-363, *Management of Records*, and disposed of IAW the *Air Force Records Disposition Schedule (RDS)* located at <https://www.my.af.mil/gcss-af61a/afrims/afrims/rims.cfm>. This supplement requires collecting and maintaining information protected by the Privacy Act of 1974. To recommend changes, conflicts, suggestions, or recommendations use the AF Form 847, *Recommendation for Change of Publication*, and route it through publishing channels to the OPR for this publication.

SUMMARY OF CHANGES

(MILDENHALL) This supplement has been reworded and renumbered to comply with AFMAN 11-2KC-135 VOLUME 3, KC-135 Operations Procedures, 10 September 2019. This

supplement has extensive changes and requires a complete review. Major changes include updates to the waiver process ([para 1.4](#)), updates to the aircrew show time policy ([para 3.7.1](#)), clarification of MEL requirements at RAF Lakenheath ([para 4.5.1.2.3](#)), addition of pre-mission Intel briefing requirements ([para 16.4](#)), elimination of the Red Baron position ([para 4.4.1](#)), addition of maintenance troubleshooting questionnaire procedures ([para 16.3.1.3](#)), updates to the local COMSEC requirements ([para 5.17](#)), addition of standard ramp fuel guidance (14.4.1.1), revised post-mission paperwork process ([para 16.7](#)), as well as many other changes.

1.4.7. **(MILDENHALL)** Unless otherwise specified, 100 OG/CC or designated representative is the waiver authority for this supplement.

1.4.7.1. **(MILDENHALL)** Aircrew should reference the current 100 ARW Delegation of Authorities memorandum published by 100 OG/OGV to determine current 100 ARW waiver authority delegation.

1.4.7.2. **(MILDENHALL)** Waivers/approvals requiring 100 WG/CC approval (or delegated authority) will be processed through the 100 OG/OGV (Stan/Eval) office. For long-term waivers, format the waiver using the AF Form 679 and email it to the 100 OG/OGV email inbox (100OG.OGV@us.af.mil). If time does not permit for drafting an AF Form 679 (i.e., for short-term waivers), the requester should coordinate with 100 OG/OGV via email, phone, or in-person. A follow-up AF Form 679 or detailed email will be required for any verbally approved waivers.

1.6.1. **(MILDENHALL)** When virtual aircraft forms are in use, aircrew will follow locally developed and approved guidance for proper aircraft forms documentation. All references in this supplement for “AFTO 781A” or other legacy documentation techniques may be done virtually by following this locally developed and approved guidance.

1.7.1. **(MILDENHALL)** Submit comments and suggested improvements to the parent regulation and this supplement on an AF Form 847 to the 100 OG/OGV email inbox.

2.4. **(MILDENHALL)** Mildenhall Command and Control. The 100 ARW Command Post (Banter Control) is the local command and control (C2) agency at RAF Mildenhall and is the focal point for all 100 ARW mission support activities. The PIC must inform C2 of any factor that may affect mission accomplishment. To assist in coordinating, the PIC must ensure all changes to mission timing, cargo load data, and any pertinent mission information are reported to Banter Control for entry into the Global Decision Support System (GDSS).

2.4.1. **(MILDENHALL)** Aircrews will contact the Banter Control after show time to verify aircraft status, parking location, and confirm crew show time. With the exception of flight meal orders, all communications with local support agencies (e.g. 100 MXG/MOC, Transportation Dispatch, ATOC, 727 AMS, SFS) should be coordinated through Banter Control. Aircrew should not normally contact these agencies directly.

2.4.2. **(MILDENHALL)** Local Sorties. After takeoff from RAF Mildenhall or RAF Lakenheath, aircrew will notify Banter Control of the actual time of departure (ATD).

2.4.3. **(MILDENHALL)** Off-Station Missions and Deployed Locations. The PIC or deployed Det/CC will ensure that all pertinent mission details are annotated in GDSS and is responsible for reporting directly to their controlling C2 agency by any means available. PIC and Det/CCs should convey all the information in [paragraph 2.4.1](#) as well as maintenance status, aircrew contact information, and any applicable mission accomplishment updates. For off-station training

missions, Banter Control is the controlling C2 agency. If no other means are available, off-station mission details can be padded to the Banter Control for entry into GDSS.

2.4.4. **(MILDENHALL)** When approximately 30 minutes from landing, crews will relay to Banter Ops the estimated time of arrival (ETA), expected landing fuel load and aircraft maintenance status codes. Aircrew will be as brief as possible with this call and keep radio traffic to a minimum. Comply with [paragraph 5.17.1](#) of this supplement and any other current and applicable guidance regarding COMSEC when communicating with Banter Ops. See [Attachment 2](#) (MILDENHALL) for an example message.

2.4.5. **(MILDENHALL)**. Immediately upon landing, relay to Banter Ops the actual time of arrival (ATA) and aircraft maintenance status code or codes, if the maintenance codes have changed.

2.4.6. **(MILDENHALL)** Crews should attempt to accomplish all mission and training requirements within the scheduled mission duration to ensure post-landing maintenance support is available. This does not preclude crews from landing early due to safety concerns, such as bird activity, weather, crew fatigue, etc. Notify Banter Control as soon as possible if flight duration is expected to change by more than +/- 20 minutes for coordination with 100 MXG/MOC. Landing early without notifying Banter Control prior to landing may result in delays in parking assignments and maintenance availability.

3.7.1. **(MILDENHALL)** Aircrew Show Time Policy. Aircrews will self-alert at normal alert time for all local (Priority 4 and 5) and on 603 AOC Priority 3 and 4 missions unless otherwise annotated in the GDSS remarks and be coordinated between the C2 and aircrew. The intent is to reduce communication requirements between multiple agencies but will not automatically extend the aircrew work day. Aircrew alert times on all positive alert missions will allow one hour for reporting and will be scheduled in GDSS. AMD-tasked missions may have adjusted Legal for Alert (LFA) times on specific missions which will require a positive alert and will be annotated in GDSS. Standard aircrew show times for all missions are listed in [Table 3.2](#) (MILDENHALL).

Table 3.2. (Added) Standard Aircrew Show Times

	Summer Timing (1 Apr – 31 Oct)	Winter Timing (1 Nov – 31 Mar)	AERPS / MB28Y (Summer and Winter)
Single Ship	3+15	3+45	4+00
Formation	3+45	4+15	4+15

3.9.1. **(MILDENHALL)** Orientation flight, incentive flight, familiarization flight, or space available passengers will not be carried on any mission which penetrates airspace designated as a hazardous duty area or which qualifies for hostile fire or imminent danger pay.

3.9.2. **(MILDENHALL)** 352 SOW Orientation Flights. 100 ARW crewmembers are authorized to fly with the 352 SOW on training missions and vice versa, in accordance with the current LOA between the 100 ARW/CC and 352 SOW/CC.

3.12. **(MILDENHALL)** No-Go Supplements. 100 ARW KC-135 aircrew may be authorized to receive up to 5 tablets of Temazepam (Restoril), Zolpidem (Ambien), or Zaleplon (Sonata) for use during 100 ARW missions. Adhere to all guidance in parent regulations.

3.12.1. (MILDENHALL) Use of 'No-Go' pills is only authorized in preparation for a flying mission. It is prohibited to use 'No-Go' pills prescribed under the fatigue management program while on leave/pass, during a non-flying TDY, or any reason other than prior to flying missions without flight surgeon approval.

3.12.2. (MILDENHALL) Members should be aware that United Kingdom (UK) driving laws allow for testing of various prescription medications during traffic stops, including Restoril. Members utilizing this medication should have their prescription bottle available while driving. Please refer to UK driving policy for additional information.

4.3.1.1. (MILDENHALL) Aircrew should reference the current 100 ARW Delegation of Authorities memorandum published by 100 OG/OGV to determine current 100 ARW waiver authority delegation.

4.3.1.2. (MILDENHALL) MEL waivers for 100 ARW executed missions will be facilitated by an on-call ADO or DO via Command Post. This permits pertinent information to be collected from the PIC and a recommendation to be provided to the OG/CC. The on-call ADO or DO will be identified and managed via local squadron processes and coordinated with Banter Control. If a waiver is coordinated directly between the PIC and the on-call ADO or DO (i.e., before step), it is the PIC's responsibility to keep Command Post/C2 authority informed of the waiver status. If a waiver is approved by the OG/CC, comply with guidance in [paragraph 1.4.7.2](#).

4.4.1. (MILDENHALL) Aircrew may request local technical assistance from the on-call ADO or DO or 100 OG/OGV. The on-call member will not be used to facilitate C2 functions (i.e. mission timing changes, airspace changes, etc).

4.5.1.2.3. (MILDENHALL) KC-135 operations at RAF Lakenheath (EGUL) will fall under column B requirements of the MEL. The PIC will exercise sound judgment when assessing mission requirements vs. MEL requirements.

5.1.1.1. (MILDENHALL) All locally produced aircrew aids (i.e. handouts, checklists, charts, graphs, etc.) must be approved by 100 OG/OGV prior to release. The office symbol of the OPR and date of issue will be placed on each aircrew aid. Each OPR is responsible for the accuracy and currency of these items. Each OPR will conduct, at a minimum, an annual review of these items and coordinate changes and revisions through 100 OG/OGV.

5.9.4. (MILDENHALL) Do not taxi when the RCR is less than 07. Do not takeoff or land when the RCR is less than 08. For operations at RAF Mildenhall and off-station training missions, the 100 OG/CC is the waiver authority for operation below these minimums down to those established by T.O. 1C-135(K)R-1-1

5.9.5. (MILDENHALL) For the latest Mildenhall airfield equipment configuration and operation procedures, reference the latest Mildenhall Instruction 13-204, *Airfield and Air Traffic Control Operations* and/or NOTAM.

5.12. (MILDENHALL) Fuel Jettison Procedures. Except during time-critical emergencies, aircrew on locally executed missions will coordinate through Banter Ops for approval to jettison fuel. When requesting permission in the clear over the UHF radio, use the phrase "adjust gross weight" or current brevity term. After obtaining approval, advise ATC and use ARA 8 as the fuel and MPRS hose jettison area. Jettison fuel above FL200 unless other emergency factors dictate otherwise.

5.12.1. Annotate the amount of fuel jettisoned on the 100 OG Tanker Tracker, DD Form 791, *In-Flight Issue Log*, and the AMC Form 97, *AMC In-Flight Emergency and Unusual Occurrence Worksheet*.

5.13. **(MILDENHALL)** Local BASH and Wildlife Procedures. The 100 ARW Safety Office maintains RAF Mildenhall's Bird Aircraft Strike Hazard (BASH) program. Reference 100 ARW Plan 91-212 (Bird/Wildlife Hazard Reduction Plan) for local BASH plan. In addition, aircrews will reference the following regulations for additional BASH guidance: 11-202v3 USAFE Sup, 11-202v3 AMC Sup, AFMAN 11-2KC-135v3, 100 ARW 91-212.

5.14. **(MILDENHALL)** Functional Check Flights (FCFs), Acceptance Check Flights (ACFs) and Operational Check Flights (OCFs) Operations Group Standardization and Evaluation (OGV) will manage the FCF/OCF program on behalf of the 100 OG/CC. To avoid duplication, all FCF/OCF guidance is contained in AFI 21-101_AMCSUP_MILDENHALLSUP, *Aircraft Equipment Maintenance Management & T.O. 1-1-300 Maintenance Operational Checks and Check Flights*.

5.15. **(MILDENHALL)** Participation in Aerial Events. The PIC will coordinate with 100 OG/OGV and 100 OG/CC prior to participating in any aerial event, single fly over, airshow, or off-station static display. The PIC must be familiar with AFI 11-209, *Participation in Aerial Events*, including the USAFE-AFAFRICA supplement, and comply with any applicable parent MAJCOM training program or directives for the aircraft being flown.

5.16. **(MILDENHALL)** Towing Operations. Aircraft commanders, when asked by maintenance, are allowed to assist in towing operations to facilitate quicker aircraft regeneration time. Crews will only assist maintenance during towing operations when under the supervision of a qualified Towing Supervisor. The Towing Supervisor has overall responsibility for ensuring the tow operation is completed safely and tow team members fulfill their responsibilities. This includes any actions requested by the Towing Supervisor to be completed by the aircrew. The AC will ensure two-way communication exists between the aircrew and the Towing Supervisor prior to conducting any towing operations. For additional towing procedures, aircrew will reference the local Towing Guide located in the ePubs and T.O. 1C-135-2-2CL-1-1.

5.17. **(MILDENHALL)** COMSEC Handling. Aircrews will carry COMSEC on all missions. The 351 ARS/DO is the waiver authority for local COMSEC requirements. When a member of Crew Comm is not available after duty hours, crews will utilize the 2-person integrity method when checking-out or checking-in COMSEC materials.

5.17.1. **(MILDENHALL)** Crews should use the most secure method available to communicate with C2 agencies. When using non-secure methods sensitive data must be protected. Specifically, crews should not broadcast landing times, takeoff times, cargo loads, or receiver fuel available in the clear. At a minimum, crews should use brevity and reference deviations from planned times and loads ie "landing as fragged plus 15, cargo as fragged". Reference AFTTP(I) 3-2.5 "Multi-Service Brevity Codes" at <http://www.alsa.mil/mttps/brevity>. Aircrew are to use succinct transmissions to protect sensitive information.

5.17.2. **(MILDENHALL)** Aircrews will follow local and command directive guidance regarding COMSEC procedures. Aircrews shall not hesitate to contact 100 OSS Crew Comm for any questions or concerns regarding the employment, safeguarding, storage, or destruction of

COMSEC materials. For further guidance, reference the latest AFMAN 17-1302-O, *Communications Security (COMSEC) Operations*.

6.4.1. **(MILDENHALL)** 100 Air Refueling Wing (ARW) flight publication and technical order requirements are as specified in the 100th Operations Group Flight Crew Information File (FCIF) Library and via command directives. 351 ARS/CCV is responsible to maintain paper replacement copies and applicable changes of each crew position's abbreviated flight crew checklist.

6.4.2. **(MILDENHALL)** Electronic Flight Bags (EFB). All 100 OG Aircrew will be issued an EFB by 100 OGV. Prior to receiving an issued EFB, aircrew will receive training provided by OGV, after which aircrew will sign an AF Form 4433 *Wireless User Agreement* and an AF IMT 1297 *Hand Receipt*. Individuals are required to maintain and care for the EFB. EFBs will be used in accordance with applicable command directives. Any damage due to neglect will be the responsibility of the member.

6.4.2.1. **(MILDENHALL)** All aircrew members are responsible for maintaining and updating EFBs in accordance with the latest version of the MAF EFB CONEMP, applicable FCIF, and command directives. EFBs may be used during critical phases of flight and should be used with an approved mounting device.

6.4.3. **(MILDENHALL)** Mission kits. Mission kits are maintained by 100 OG/OGV and are kept in the 351 ARS Dispatch Room.

6.4.4. **(MILDENHALL)** All crewmembers will have in their possession a flight jacket (summer, winter, or leather) for all flights.

6.6.5. **(MILDENHALL)** Anti-Exposure Suits. Since the majority of 100 ARW missions take place over water and the average year round water temperature surrounding England is below 60°F, all 100 ARW aircraft will have four CWU16/P Anti-Exposure Suits installed in all configurations. Suits will be placed in the same bag as the LPU10/P Life Preservers and should be located immediately aft of the navigator table. Additional weight will be accounted for in the weight & balance Chart C. For missions with more than four crewmembers assigned, Aircrew Flight Equipment will have additional CWU16/P Anti-Exposure Suits available for sign out. To the maximum extent possible, 100 OSOS or 351 ARS DOS or the PIC will notify AFE 24 hours prior when additional Anti-Exposure Suits are required.

6.8.2. **(MILDENHALL)** Royal Air Force (RAF) controlling agencies may use QFE altimeter settings for final approach in lieu of QNH settings. The PIC may request QNH altimeter settings unless they desire to fly the final approach using QFE. The PIC is responsible for ensuring proper altimeter settings are entered, and that the entire crew understands the appropriate procedures, including Enhanced Ground Proximity Warning System (EGPWS) limitations during QFE approaches.

6.12.1. **(MILDENHALL)** For all sorties where an operational ground test of the Mode 4 and Mode 5 is required, aircrew will notify MOC no later than 2+45 hours prior to scheduled takeoff.

9.3.1.1. **(MILDENHALL)** ACs certified to accomplish their own touch and go landings may do so with any mission qualified pilot. ACs certified to supervise other pilots' touch and go landings may supervise the touch and go landings of any AC or experienced FPQ as documented on the "Letter of Xs."

9.3.2.2.1. (MILDENHALL) OG/CC may approve touch and go landings up to 210,000 lbs.

9.6.1.2. (MILDENHALL) Weather Minimums For Takeoff. For both training and operational missions, aircrews will not taxi until the RVR is reported at or above the RVR required for takeoff.

9.7. (MILDENHALL) Engine-Running Crew Change (ERCC) Procedures. See the 100 ARW In-Flight Guide or other local guidance for suggested ERCC procedures. All aircrew involved in the ERCC will coordinate with 100 OSS/OSO and 100 MXG/MOC and ground control for ERCC location.

12.2.4. (MILDENHALL) De-icing. If required, aircrews will coordinate with 100 MXG/MOC for de-icing the aircraft no later than 3+00 hours prior to takeoff. The AC should follow the guidance in the most current 100 OG Cold Weather Procedures Guide for de-icing procedures and techniques.

13.7.2. (MILDENHALL) Post-flight towing operations with space available passengers on board should be avoided at RAF Mildenhall. Aircrew will request a taxi-on parking spot from Banter Ops prior to landing with space-available passengers on board. If practical, aircrew will deplane passengers prior to conducting towing operations.

14.2.1.1. (MILDENHALL) Fuel load changes at home station. 100 OSS/OSO will coordinate all fuel load requirements with MOC the day prior to the mission. If the fuel load requirement changes after initial coordination with MOC, notify the mission execution authority immediately. When there is a conflict between an on-time departure and defueling (i.e., limited manpower), the execution authority should determine which takes precedence. Coordinate all fuel load changes as early as possible through the mission execution authority, who will coordinate with MOC and receiver units as applicable.

14.2.4. (MILDENHALL) Check receiver status through command post before engine start (unless directed otherwise as specified in the communications plan, OPORD, FRAG, or mission directive). If receiver status is unavailable prior to engine start, continue with engine-start procedures. Obtain receiver status prior to launch.

14.2.4.1. (MILDENHALL) Consider shutting down unnecessary engines for delays of 30 minutes or more. If maintenance is unavailable for engine restarts, deplane one crew member to ensure the area behind the aircraft is clear and monitor the engine start. Ensure the appropriate flight line fire extinguisher is available and hand signals are coordinated prior to attempting a restart.

14.2.4.2. (MILDENHALL) Taxi to parking and shutdown all engines for delays of 60 minutes or more.

14.2.4.3. (MILDENHALL) After landing: upon reaching the appropriate cool-down period for the engines, shut down the outboard engines and taxi with the inboard engines to the maximum extent possible. Pilots should then shut down the #2 engine immediately after entering chocks. This action improves ground crew safety, FOD potential, saves fuel, and increase engine life. This standard will be followed unless specific engine maintenance is required or the PIC has a valid reason to deviate. Aircrews will not leave an engine running for convenience in-lieu of starting an APU for completion of the AFTER LANDING (After Clear of Runway) and ENGINE SHUTDOWN (After Parked) checklist.

14.4.1.1. (MILDENHALL) Non-operational and locally-executed missions may have a locally defined standard ramp fuel load (usually between 70K – 80K lbs). Aircrew stepping to an aircraft on these missions with an Actual Fuel Load of less than the local standard ramp fuel load are not be required to defuel the aircraft or request a required ramp fuel load (RRFL) waiver from the OG/CC. For all other missions, follow guidance in [paragraph 14.4.1.](#) for required ramp fuel.

15.6.2.1. (MILDENHALL) EMCON Levels for Foreign Military Sales (FMS) Refueling. EMCON 1 should be used for all FMS sorties conducted for training. This will not preclude crews from using more restrictive EMCON levels for operational missions or missions that include SPINS directing more restrictive EMCON levels.

16.3.1.1. (MILDENHALL) If a mission cancels after the Aircraft Commander (AC) has accepted the aircraft for flight, the aircrew will bring the aircraft forms to maintenance debrief.

16.3.1.2. (MILDENHALL) If the aircraft is Code 2 or 3, MOC will notify the aircrew via Banter Control if a maintenance specialist will need to board the aircraft after landing and what aircraft systems need to remain powered on for troubleshooting. If directed by Banter Control, aircrew should ensure power remains available for the affected system if practicable. If no specialist has arrived within a reasonable amount of time after block-in, the crew will continue to shut down the remaining aircraft systems. Prior to performing a crew mission debrief, ACs will proceed to maintenance debrief as soon as practicable after landing to debrief with the systems specialist in order to facilitate the most efficient use of specialist' time.

16.3.1.3. (MILDENHALL) Aircrew will check the aircraft forms for a maintenance troubleshooting checklist/questionnaire for any degraded systems (i.e. autopilot, flight control, boom, etc.). If a checklist exists for the affected system, attempt to complete the actions prescribed in the maintenance troubleshooting checklist prior to landing to the max extent possible unless safety of flight or mission requirements dictate otherwise.

16.4. (MILDENHALL) Pre-Mission Intel Brief. Due to the dynamic nature of operations and locations in the USAFE-AFAFRICA AOR, aircrew, planners, staff, and LNOs will receive pre-mission briefings (PMB) from Intel under the following circumstances:

16.4.1. (MILDENHALL) When planned route of flight or duties are in Geographic Combatant Commands other than EUCOM (excluding CONUS).

16.4.2. (MILDENHALL) When planned route of flight or duties are within 12 NM of any African nation.

16.4.3. (MILDENHALL) When planned route of flight or duties are over the Baltic Sea or East of Germany.

16.4.4. (MILDENHALL) When planned route of flight or duties are over the Black Sea, Turkey, or near Cyprus.

16.4.5. (MILDENHALL) When directed in the GDSS mission notes.

16.4.6. (MILDENHALL) Aircraft commanders may request a PMB from Intel at any time. Requests should be made at least 24 hours prior to scheduled show time.

16.5. (MILDENHALL) Alternate Planning. Approved alternate airfields can be found in the 100 ARW In-Flight Guide. The OPR for this list is 100 OG/OGV. OGV will review this list annually. *NOTE:* This list does not relieve the PIC of the responsibility to check all applicable

FLIP, NOTAMS, and the Air Mobility Command (AMC) Airfield Suitability and Restrictions Report (including GDSS airfield data base) for possible airfield restrictions and aircraft servicing limitations.

16.6. (MILDENHALL) 100 OG aircrews will use the online AMC AvORM tool as the primary means of ORM documentation. The paper MAF ORM worksheets should only be used as a backup in case of network failure.

16.6.1. (MILDENHALL) Following the completion of either AvORM or the MAF ORM worksheet, the PIC will obtain the appropriate approval as determined in **Table 16.1.** (MILDENHALL).

Table 16.1. (Added) ORM Approval Authority

Risk Levels	Wing-Owned Missions	603 AOC-Owned Missions	618 AOC (TACC)-Owned Missions
LOW	Aircraft Commander	Aircraft Commander	Aircraft Commander
MODERATE	Squadron ADO or DO or Designated Rep	Chief, A34 Mobility Operations (CMO)	618 AOC (TACC) Duty Officer, if not already approved by TACC Branch Chief
HIGH	Squadron Commander	Chief, A34 Mobility Operations (CMO)	618 AOC (TACC) DDO/Division Chief
SEVERE	OG/CC	Chief, A34 Mobility Operations Division	618 AOC (TACC) Senior Director, CV or CC

16.7. (MILDENHALL) Post-Mission Paperwork. The following post-mission documentation will be completed after each mission:

16.7.1. (MILDENHALL) AFTO Form 781, *Aircrew/Mission Flight Data Document*,

16.7.2. (MILDENHALL) Corrected AF Form 4327a, *Crew Flight Authorization*.

16.7.3. (MILDENHALL) 100 OG Tanker Tracker

16.7.3.1. (MILDENHALL) Boom Operators will use the 100 OG Tanker Tracker and DD Form 791, In-Flight Issue Log to collect all flight and refueling data.

16.7.3.2. (MILDENHALL) For missions with classified refueling info (e.g. OJM), DO NOT document track names, locations, or receiver call signs. When documenting track names for classified missions, use "TTTTTT or ALTRV." DoD/ACC, tail numbers, and country are unclassified and should be documented since they are required for billing purposes.

16.7.4. (MILDENHALL) Wing Safety Worksheet (if required)

18.4.4. (MILDENHALL) The following frequencies are approved for use within the UK:
360.825 - (Formation Inter-Plane) and 399.050 - (Tanker Common/Red
Baron/Scheduling/Executor).

S. TROY PANANON, Colonel, USAF
Commander, 100th Air Refueling Wing

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

(MILDENHALL) AFPAM 11-205, *Quick Reference to Aircraft Cockpit & Formation Flight Signals*, Latest Version

(MILDENHALL) AFMAN 11-2KC-135, Volume 3, *KC-135 Operations Procedures*, Latest Version

(MILDENHALL) AFI 21-101, *Aircraft Equipment Maintenance Management*, Latest Version

(MILDENHALL) Mildenhall Instruction 13-204, *Airfield and Air Traffic Control Operations*, Latest Version

(MILDENHALL) AFMAN 17-1302-O, *Communications Security (COMSEC) Operations*, Latest Version

Abbreviations and Acronyms

(MILDENHALL) AFMAN—Air Force Manual

(MILDENHALL) AMC—Air Mobility Command

(MILDENHALL) ARS—Air Refueling Squadron

(MILDENHALL) ATA—Actual Time of Arrival

(MILDENHALL) ATD—Actual Time of Departure

(MILDENHALL) DNIF—Duties Not Including Flying

(MILDENHALL) EARS—Expeditionary Air Refueling Squadron

(MILDENHALL) ERCC—Engine Running Crew Change

(MILDENHALL) HF—High Frequency

(MILDENHALL) MOC—Maintenance Operations Center

(MILDENHALL) TACC—Tanker Airlift Control Center

Terms

(MILDENHALL) **Banter Control**—100 ARW Command Post; “Banter Control”

(MILDENHALL) **Operational Missions (100 ARW)**—100 ARW aircrew will consider all 603 AOC-tasked (USAFE-AFAFRICA) Priority 1 and 2 sorties as “Operational Missions” and apply the definition in the parent AFMAN 11-2KC-135V3.

Attachment 2 (MILDENHALL)**AIRCRAFT STATUS REPORT**

A2.1. (MILDENHALL) Aircraft Status Report. Contact Banter Control via the most secure means available 30 minutes from final landing with write-ups. After landing, contact Banter Control with land time and transportation request. Provide the following items in the 30-minute out call.

Figure A2.1. Aircraft Status Report.**ITEM 1: AIRCRAFT STATUS**

CODE 1 Fully Mission Capable

CODE 2 Partially Mission Capable (Minor Maintenance Required)

CODE 3 Non-Mission Capable (Requires Significant Maintenance)

CODE 8 Aircraft has known or suspected CBRN Contamination

ITEM 2: FUEL REMAINING (In thousands of pounds)

ITEM 3: SYSTEMS WRITE-UP (i.e., “No write-ups” or a brief description of malfunction in the clear)

NOTE: Aircrew will be as brief as possible and keep radio traffic to a minimum.

NOTE: If your sortie did not originate from RAF Mildenhall, pass the following info:

ITEM 4: NUMBER OF AIRCREW MEMBERS ON BOARD**ITEM 5: NUMBER OF PASSENGERS ON BOARD**

ITEM 6: CARGO ON BOARD (“None” or Number of Pallets/Rolling Stock and X Thousands of Pounds)

ITEM 7: HAZARDOUS CARGO ON BOARD